

2002 LMA Forum

Date	Institution	Project Name
January 28, 2002	Massachusetts College of Pharmacy and Health Sciences; MASCO	MCPHS IMPNF/DPIR filings for additional academic space and on-campus housing; Transportation Mitigation Strategies #2
February 25, 2002	Massachusetts College of Pharmacy and Health Sciences; Boston Transportation Department and MASCO	MCPHS – proposal to expand the White Building-update on parking, design, and student housing statistics; Transportation planning mtg. #3 discussion on transportation improvements
March 25, 2002	Emmanuel College; Harvard Medical School; Lyme Properties	EC - Master Plan projects change of sequencing gymnasium/student center project and dorm; HMS – IMP/PNF Dental School Project proposal; Lyme - Blackfan Research Center PNF/ DPIR
April 22, 2002	MASCO/BTD; Lyme Properties and consultant team	Construction Impact Mitigation; Blackfan Research Center reduced size, DPIR traffic analysis
May 20, 2002	Boston Redevelopment Authority; Boston Transportation Department	Barnes/BRA- LMA Planning process; Gupta/Shulman/BTD - Access Boston Plan and parking policy
July 22, 2002	Boston Redevelopment Authority; Boston Children's Hospital; Emmanuel College	Kostaris/BRA – long range planning; BCH - Community Housing Creation Partnership; EC IMPNF amendment to allow Libby Building re-dedicated to housing
August 12, 2002	Joslin Diabetes Center	JDC revised IMP and DEIR for scaled down development proposal
September 23, 2002	Boston Redevelopment Authority; Joslin Diabetes Center	Kostaris/BRA – LMA Plan update; BRA - Huntington Ave. boulevard plan; Shaklik/BRA - Zoning Overview; JDC feedback on DPIR
October 28, 2002	Harvard Medical School; Beth Israel Deaconess Medical Center; Lyme Properties	Harvard University Longwood Campus IMP/ School of Dental Medicine DPIR; BIDMC IMPNF/PNF for Longwood North Research Center, a Clinical Care Building, an addition to the West Campus Clinical Center, and Blackfan Research Center collaborative planning; Blackfan Research Ctr. Notice of Project Chg.
November 25, 2002	Boston Redevelopment Authority; Harvard Medical School; Fenway CDC, Jamaica Plain, and others; Harvard and MASCO	Barnes/BRA – LMA District Plan; Harvard University Longwood Campus IMP/ School of Dental Medicine DPIR; Community Partnership for Bridges to the Future; Oscar Tugo Circle redesign
December 16, 2002	Boston Redevelopment Authority	Draft Interim Design Guidelines for LMA – Lathrop/ Rebecca Barnes/ Shen/ Ken Barnes/ Robert Kroin

# M A S C O

Medical Academic and Scientific Community Organization, Inc.

**LMA Forum Agenda  
Monday, January 28, 2002  
Harvard School of Public Health  
677 Huntington Avenue, Boston  
Kresge Building, Room G-2**

**7:00 – 9:00 PM**

- 1. Welcome & Introductions – 5 minutes**
- 2. BRA/MASCO/BTD Updates – 10 minutes**
- 3. Mass. College of Pharmacy and Health Sciences (MCPHS) – 60 minutes**

**MCPHS will make a follow-up presentation on their IMPNF/DPIR filings, with a 30-minute presentation and 30-minute discussion period. Planned speakers include: Rick Lessard, VP at MCPHS; Tom Stokes, traffic engineer at Howard, Stein, Hudson; and John Pears, architect at Steffian Bradley. Design alternatives reviewed for the proposed project, master plan components and transportation impacts will all be covered in the presentation.**

- 4. Transportation Mitigation Strategies – 45 minutes**

**This topic is carried over from the December Forum meeting. There will be a recap of major presentation points and a discussion period.**

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**MEMBER INSTITUTIONS:**

Beth Israel Deaconess Medical Center • Brigham and Women's Hospital • Children's Hospital • Dana-Farber Cancer Institute • Emmanuel College • Harvard University (Medical School, School of Dental Medicine, School of Public Health) • Joslin Diabetes Center • Judge Baker Children's Center • Massachusetts College of Art • Massachusetts College of Pharmacy and Health Sciences • Massachusetts Mental Health Center • Simmons College • Temple Israel • Wentworth Institute of Technology • Wheelock College • The Winsor School

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## **LMA Forum Agenda**

**Monday, February 25, 2002**

**7:00 – 8:30 PM**

**Harvard School of Public Health  
Kresge Building, Room G-2**

- 1. Welcome and Introductions – 5 minutes**
- 2. MASCO/BRA/BTD Updates – 10 minutes**
- 3. Massachusetts College of Pharmacy and Health Sciences – 20 minutes**

**Members of the college administration and their consultants will update the Forum on several issues raised at the January meeting: proposed parking and utilization of spaces; design discussions at Boston Civic Design Commission (BCDC) and Boston Landmarks Commission; and student housing statistics (student growth statistics and housing plans for the student population).**

- 4. Transportation Planning – 60 minutes**

**Continued from two previous Forum meetings, BTD and MASCO staff will recap transportation improvement plans for the LMA followed by an opportunity for residents to respond and ask questions.**

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Medical Academic and Scientific Community Organization, Inc.

**LMA Forum Meeting Agenda  
Monday, March 25, 2002  
7:00-9:00 PM**

**Harvard School of Public Health  
677 Huntington Avenue  
Room G-2**

- 1. Introductions – 5 minutes**
- 2. BRA/BTD/MASCO Updates – 5 minutes**
- 3. Emmanuel College – 15 minutes**

**Sister Ann Donovan, Treasurer of Emmanuel College, will provide an update on the sequencing of their approved master plan projects, with design information on their gymnasium/student center project.**

- 4. Harvard Medical School – 30 minutes**

**Members of the Harvard Medical School team will provide an overview of the proposed Dental School Project, a 50,000 sf building proposal with no proposed parking, on a site to the rear of the Harvard School of Dental Medicine building at 188 Longwood Avenue. The PNF and Draft Institutional Master Plan (DIMP) were filed in mid-March, initiating the institutional master plan and large project review process under Article 80 of the Boston Zoning Code. These filings initiate the 30-day public review and comment period, for the BRA's Scoping Determinations. The presentation will be followed by a question and answer opportunity.**

- 5. Blackfan Research Center (Lyme Group) – 55 minutes**

**The developers submitted a Draft Project Impact Report (DPIR) on March 8, initiating an extended 56-day public review and comment period under Article 80 of the Boston Zoning Code. Members of the Blackfan Research Center (BRC) project team will give an overview of the findings in the DPIR and review changes in the BRC project since the filing of a Project Notification Form (PNF).**

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**Changes include a reduction of the proposed research building from 450,000 sf to 400,000 sf and a reduction of the proposed parking to 300 parking spaces. This is the initial review of the DPIR, which will be continued over to the April 22nd LMA Forum meeting. Public comments are due to the BRA by May 2, 2002. Speaking for the team will be: Scott Dumont (developer), Rick Kobus (Tsoi Kobus & Associates, architect), Sean Manning (VHB, traffic engineer), and Will Donham (Epsilon Associates, environmental consultant). The presentation will be followed by a question and answer opportunity.**

# M A S C O

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LMA Forum Agenda  
Monday, April 22, 2002

7:00 - 9:00 PM  
Harvard School of Public Health  
Kresge Building, Room G-2

1. Welcome/Introductions - 5 minutes
2. BRA/BTD/MASCO Updates - 10 minutes
3. Construction Impact Mitigation - 15 minutes

MASCO will report on the dust control measures in place at several construction projects in the LMA, in response to issues raised at the March 25th LMA Forum. The BTD will review measures contained in construction mitigation agreements.

4. Blackfan Research Center - 60 minutes

Members of the Blackfan Research Center project team will review findings on environmental and traffic impacts in response to issues raised at the March 25 LMA Forum. Adam Shulman from BTD will discuss the profile of traffic peaking in the LMA relative to other areas of the city and other issues deferred to BTD from the March meeting. A question and answer period of equal length will follow the presentation.

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**PLEASE NOTE: THE MEETING IS SCHEDULED FOR THE 20<sup>th</sup>  
(NOT THE 27<sup>th</sup>) DUE TO THE MEMORIAL DAY HOLIDAY.**

LMA Forum Agenda  
Monday, May 20, 7:00 – 9:00 PM  
Harvard School of Public Health  
677 Huntington Avenue  
Kresge Building, Room G-2

1. Welcome & Introductions – 5 minutes
2. BRA/BTD/MASCO Updates –10 minutes
3. Longwood Medical and Academic Area (LMA) Planning – 60 minutes

Rebecca Barnes, Chief Planner for Boston at the BRA, will introduce this topic and some of the thoughts at City Hall about this planning. This will be followed by a question and answer period of an equal amount of time.

4. BTD Presentation on Access Boston Plan – 45 minutes

At the request of members of the community at the April meeting, Vineet Gupta, Director of Policy and Planning, and Adam Shulman, Transportation Planner, BTD, will provide an overview of the Access Boston planning process and products and will specifically review the recommendations of the parking policy document recently released. This will be followed by a question and answer period of an equal amount of time

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Medical Academic and Scientific Community Organization, Inc.

**LMA Forum Agenda  
Monday, July 22, 2002  
6:30-8:00 PM**

*Please note earlier time for meeting.*

**Harvard School of Public Health  
Kresge Building, Room G-2**

**1. BRA/BTD/MASCO Updates - 25 minutes**

**In addition to the usual updates, Jim Kostaris from the BRA Planning Division will be available to provide an update on long range planning for the LMA.**

**2. Agenda Setting & Meeting Scheduling – 10 minutes**

**3. Children's Hospital/Community Housing Creation Partnership – 25 minutes**

**Laurie Cammisa, Children's Hospital Vice President, and members of the community, will review a Children's Hospital/community partnership to create housing in the neighborhoods, using the hospital's housing linkage contributions from their Research and Clinical Buildings, currently under construction, to the Back of the Hill and Jamaica Plain Community Development Corporations.**

**4. Emmanuel College – 20 minutes**

**Sister Anne Donovan, SND, and Myra Putziger, Esq., Rubin and Rudman, will discuss the college's Institutional Master Plan Notification Form (IMPNF). Emmanuel College has submitted an IMPNF to amend its Master Plan to allow the acquisition of the Libby Building (originally built by Emmanuel College as a dormitory, on Brookline Avenue, between the BIDMC and Emmanuel campuses) and being rededicated to dormitory use.**

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Medical Academic and Scientific Community Organization, Inc.

**LMA Forum Agenda  
Monday, August 12, 2002  
6:30 PM – 8:15 PM**

**Harvard School of Public Health  
677 Huntington Avenue  
Kresge Building, Room G-2**

**Note: this meeting is instead of an August 26<sup>th</sup> meeting (cancelled).**

- 1. BRA/BTD/MASCO Updates – 10 minutes**
- 2. Joslin Diabetes Center (JDC) – 75 minutes**

**Members of the Joslin Diabetes Center staff and development team will provide an overview of the draft institutional master plan and draft project impact/draft environmental impact reports, which were filed with the BRA on July 31, 2002. The JDC has revised and reduced its development proposal significantly since their initial filings in October, 2001; the revised development proposal will still contain research, housing and parking components at a smaller scale. There will be a 75-day review process. The presentation will be followed by an equal amount of time for discussion.**

- 3. Other – 20 minutes**

**Opportunity for community to identify issues/agenda items.**

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LMA Forum Agenda  
September 23, 2002  
6:30-8:30 PM  
HSPH, 677 Huntington Avenue  
Room G-2

1. MASCO/BTD/BRA Updates –20 minutes

2. Huntington Avenue – 20 minutes

David Giangrande, engineer on retainer to the city for the Huntington Avenue Boulevard plan and design engineer will review plans for handicapped ramps, sidewalk width, and curbside parking, from Museum of Fine Arts to Brigham Circle and respond to issues that the community identifies.

3. Zoning Review – 30 minutes

At a previous meeting, we agreed to bring Rick Shaklik, BRA Deputy Director of Zoning, to the LMA Forum to review zoning basics, in answer to a number of questions from community participants about how zoning works. Mr. Shaklik will provide an overview, followed by an opportunity for questions and answers.

4. Joslin Diabetes Center – 35 minutes

Joslin Diabetes Center provided an overview of their Draft Project Impact Report (DPIR, filed on July 31, 2002), at the July LMA Forum meeting. The project team will invite LMA Forum participants for additional feedback on their filing, prior to the close of the comment period on October 15<sup>th</sup>.

5. Other – 15 minutes

LMA Forum Agenda  
Monday, October 28, 2002  
6:30 PM – 8:30 PM

Harvard School of Public Health  
677 Huntington Avenue  
Boston, MA

1. BRA/BTD/MASCO Updates – 10 minutes
2. Harvard University Longwood Campus/  
School of Dental Medicine – 30 minutes

Deborah Kuhn, Associate Dean for Planning and Facilities at Harvard Medical School, and members of the Harvard team, will be providing an overview of the Harvard University Longwood Campus Institutional Master Plan (IMP) and the Harvard University Harvard School of Dental Medicine Research and Education Building Draft Project Impact Report (DPIR). The master plan includes projects totaling 80,500 to 87,500 gsf. The School of Dental Medicine Research and Education Building project represents 53,000 gsf (41,950 net square feet) of the master plan projects. The IMP and DPIR Filings were submitted to the BRA on October 10, 2002. The presentation will be followed by a question and answer period.

3. Beth Israel Deaconess Medical Center –40 minutes

Dana Swenson, Vice President of Facilities at BIDMC, and members of the BIDMC team, will provide an overview of their Institutional Master Plan Renewal and Consolidation Form/Project Notification Form (IMP/NF/PNF), filed at the BRA on October 10, 2002. The draft master plan includes several future projects: the Longwood North Research Center, a Clinical Care Building, an addition to the West Campus Clinical Center, and collaborative planning with the Blackfan Research Center (see below). The PNF initiates Large Project Review for a 440,000 sf research facility on the BIDMC East Campus—the Longwood North Research Center. The presentation will be followed by a question and answer period.

4. Blackfan Research Center – 40 minutes

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Scott Dumont, Project Manager for Lyme Properties, will present information relative to the Notice of Project Change filed with the BRA on October 10, 2002. The Draft Project Impact Report (DPIR) was filed in March, 2002, for a 400,000 sf research facility and 300 parking spaces. The Blackfan Research Center will now include an additional 175,000 sf of research/laboratory with no additional parking for the additional research space. However the proposed 300 space parking garage will become a 750 space parking facility to accommodate 450 parking spaces on the BIDMC East Campus (which will be demolished by BIDMC, will be owned and operated by BIDMC, and will continue to support BIDMC hospital- and research-related services). A question and answer period will follow the presentation.

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LMA Forum Agenda  
Monday, November 25, 2002  
6:30 PM – 8:30 PM

Harvard School of Public Health  
677 Huntington Avenue  
Boston, MA

PLEASE NOTE: the Blackfan/BIDMC research project deadline for comments has been extended until November 18<sup>th</sup>, 2002. Also, if you have an e-mail address that we should use to send these minutes to you, please contact Jim Daly with that information at 617-632-2846, or [jdaly@masco.harvard.edu](mailto:jdaly@masco.harvard.edu).

1. BRA/BTD/MASCO Updates – 10 minutes

2. LMA District Plan – 10 minutes

BRA staff will update the group on the status to the LMA planning effort.

3. Harvard University Longwood Campus/ School of Dental Medicine – 10 minutes

Deborah Kuhn, Associate Dean for Planning and Facilities at Harvard Medical School, and members of the Harvard team, will be available to answer additional questions related to the Harvard University Longwood Campus Institutional Master Plan (IMP) and the Harvard School of Dental Medicine Research and Education Draft Project Impact Report (DPIR), which were presented at the last Forum meeting in October. The master plan includes projects totaling 80,500 gsf. The School of Dental Medicine Research and Education Building will be 53,000 gsf.

4. Community Partnership - 30 minutes

Carl Koechlin, Executive Director of the Fenway CDC, Richard Thal, Executive Director of the Jamaica Plain Neighborhood Development Corp., and representatives from the LMA institutions, will present The Bridges to the Future program. This program is supported by jobs linkage funds from institutions, to provide career pathways coaching and job training in health care and research to qualified candidates from the neighborhoods surrounding the LMA. The Bridges employer partners include: Beth Israel Deaconess Medical Center, Brigham and Women's Hospital, Children's Hospital Boston, Dana-Farber Cancer Institute, Harvard Medical School and School of Dental Medicine, and New England Baptist Hospital (and Faulkner and Spaulding, which are not LMA hospitals).

5. Oscar Tugo Circle – 10 minutes

Oscar Tugo Circle lies at the intersection of Avenue Louis Pasteur and Longwood Avenue. Representatives from Harvard and MASCO, co-sponsors of this project, will present information on the recent open space improvements to this circle and the traffic patterns that have been changed.

## Longwood Medical Forum ( LMA Forum)

### Agenda December 16, 2002

- **Welcome and Introduction:** 5 minutes  
Randi Lathrop, Deputy Director for Community Planning, BRA
- **Overview of the Longwood Medical Area Planning :** 10 minutes  
Rebecca Barnes, Chief Planner for the City of Boston
- **Overview of the Interim Guidelines for the LMA:** 45 minutes  
Kairos Shen, Director of Planning for the BRA

Workforce Development: Ken Barnes, Deputy Director, Planning  
Policy Development for Jobs and Community Services (JCS)

Transportation: Adam Shulman: Transportation Planner, BTB

Urban Design: Robert Kroin, Chief Architect, BRA

**\*\* Please hold your questions and comments till the presentation is finished. Thank You.**

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- **Public Comment and Questions:** 50 minutes  
**\*\*Please sign-in to speak. (Sign-in sheets at the table at the doors)**

Please keep your comments to tonight presentation. We ask you to keep your comments to 3 minutes, so everyone will be able to speak tonight. Please state your name when you speak.  
Thank You.

If you don't wish to speak, a comment box is located at the door for your comments.

## ***PLEASE NOTE: CHANGE OF LOCATION, TIME & DATE***

### **LMA Forum Agenda Monday, December 16, 2002 6:00 PM – 7:30 PM**

Harvard Medical School  
200 Longwood Avenue  
Boston, MA  
Armenise Building, Amphitheater

#### **1. Interim Guidelines – 90 minutes**

BRA staff will update the group on the status of the LMA planning effort, and the proposed interim guidelines that will be in place for project review during the 12-18 month planning process.

#### **DIRECTIONS:**

If you are facing the HMS Quadrangle from Longwood Avenue, the Armenise Building is the first building on the left. Take the stairs up to the building entrance level, and enter through the first door on your left. There will be a security guard at the door, and an elevator to the second floor. The entrance to the amphitheater is on the second floor. Signs will be posted.

#### **Handicapped accessible route:**

There is another entrance on the other side of this building that does not require going up stairs. If you are on Longwood Avenue, facing the HMS Quadrangle, continue down Longwood toward Huntington Avenue. You will be passing the Armenise Building on your right. Take the first right after the building up a pedestrian pathway. Take the first doorway on your right. There will be a security guard at the door. There is curved wall in front of you; please follow the posted signs to the elevator.

## **LMA Forum**

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# **Dust Control Plan & Other Construction Mitigation Efforts**

**April 22, 2002**

**Dennis Lucey**  
PMA Consultants  
**Sarah Hamilton**  
MASCO

## **LMA FORUM: APRIL 22, 2002**

### **CONSTRUCTION PROJECT MITIGATION EFFORTS:**

#### **INTRODUCTION:**

What causes dirty roads?

Construction Trucks

Phase of Construction: Excavation Period

Excavation Progress (approximate percent complete):

Simmons College 100%

Harvard Medical School 100%

Children's Hospital – Research Building 80%

Merck Pharmaceuticals – Research Center 30%

Children's Hospital – Clinical Building 10%

Construction Mitigation Efforts

(See Duct Control Plan & Other Efforts on Page 2)

#### **MEASURE UTILIZED TO MINIMIZE DUST (DUST CONTROL PLAN):**

Wheel washing

Trucks utilize tarps

Trucks utilize paved approaches

Construction debris stored off-site

Street & sidewalk sweeping

Removal of cars at Fenway

Coordination

Wetting Agents

Phased excavation

Truck routes

Limit area of impact

Route Signage

**OTHER CONSTRUCTION PROJECT MITIGATION EFFORTS:**

- ◆ Site Security
- ◆ Police Details
- ◆ Noise Control Plan
  - Mufflers
- ◆ Odor Control Plan
- ◆ Vibration Monitoring Plan
- ◆ Rodent Control Plan
- ◆ **Dust Control Plan (See Previous)**
- ◆ Off-Site parking
- ◆ Public Safety
- ◆ Traffic signal modification
- ◆ Marshalling Area
  - Off-Street & Off-Site

**AREA-WIDE MITIGATION EFFORTS**

- ◆ Notices to community
- ◆ Monthly meetings
- ◆ Site meetings with utilities
- ◆ Schedule restrictions for work in the LMA

LMA Forum Summary  
**January 28, 2002**

**1. Welcome/Introductions**

Rich Giordano, from State Representative Kevin Fitzgerald's office said that his office had been working with Massachusetts College of Pharmacy and Health Sciences (MCPHS) to develop an alternative to that institution's original plan, and wished to congratulate the College for its good planning process, which resulted in keeping the dormitory and administrative offices on the main campus.

**2. BRA/BTD/MASCO Updates**

Owen Donnelly of the BRA reported that the BRA had completed its Scope Determination for the Joslin Diabetes Center Draft Project Impact Report (DPIR) and Draft Institutional Master Plan (DIMP) on December 24. Joslin is being asked to substantially revise their proposal before preparing those reports.

Scoping for the Blackfan Research Center (Lyme Properties) was completed January 4.

Brigham and Women's Hospital submitted a Project Notification Form (PNF) and an Institutional Master Plan Notification Form (IMP NF) on January 11.

Beth Israel Deaconess Medical Center submitted, on January 3, a Letter of Intent to submit an IMP NF, with the goal of consolidating the master plans of the two predecessor institutions. Because the purpose of Impact Advisory Groups (IAG) is to review projects rather than master plans, the City is holding off on forming an IAG for this.

MCPHS submitted a DPIR and a DIMP on November 21. Comments were due January 22, but that deadline has been extended to February 8. MCPHS has requested a waiver of the requirement to produce a Final Project Impact Report.

**Q:** When will the next IAG meetings be held?

**A:** None are scheduled yet. A meeting will be scheduled for whichever project submits the next DPIR.

**Q:** Was the Scoping Determination Report distributed?

**A:** It was sent out. Everyone on the mailing list should have received a copy.

**C:** The Scoping Determination should be appended to subsequent reports.

**Q:** Are there any federal statutes governing community participation in the BRA decision-making process?

**A:** Only where federal funding is involved. Sarah Hamilton stated that Community Development Block Grant funds, the most applicable form of federal development assistance, are not being used by any projects in the LMA at this time. The federal Urban Renewal Program, which used to govern planning and citizen participation in designated

areas, including some parts of the LMA, has lapsed, although the urban design guidelines still apply.

### **3. Massachusetts College of Pharmacy and Health Sciences (MCPHS)**

Rick Lessard, Vice President for Finance presented an overview of the project. MCPHS is the largest and second oldest school of pharmacy in the country. The current enrollment of 1,700 students is expected to grow to 2,200. The College employs 225 today, and expects to employ 250 in the future. Fifty percent of the student body lives in Boston, of whom some 250 live in Mission Hill and 180 live on the Longwood campus. The existing facilities have been challenged by the national accreditation body, which now mandates a six-year Doctor of Pharmacy program, more laboratories and classrooms, 125 square feet of academic space per student (as against 95 square feet today), and a ratio of one faculty member per ten students (as against one per 12-15 now). MCPHS has expanded its programs recently to include more physician's assistant and pre-med courses, and has acquired the Forsyth Institute's dental hygiene program. The accreditation requirements, combined with the expansion in programs, result in the need for an additional 80,000 square feet of academic space and additional on-campus housing for 300 students.

Lessard explained that this was the sixth time MCPHS has come to the LMA Forum since planning began for this project: In 1998, the College proposed to meet most of its expansion needs on the gas station site on Huntington Avenue, but that proposal was dropped in response to neighborhood objections. In 1999, MCPHS instead filed an IMPNF and a PNF for a 90,000 square foot expansion of the White Building. That proposal was set aside, however, as the College turned its attention to development of its new campus in Worcester. MCPHS returned to the LMA Forum in the spring of 2000 with an update on the project. A year later, with the Worcester campus completed, the College resumed planning efforts on the Boston project. At the September 2001 LMA Forum, a recap of the 1999 IMPNF/PNF was presented. A DIMP/DEIR was filed in November 2001, with little change in the project. An update concerning this action was presented at the LMA Forum in December. In addition, Lessard said that the College had been meeting with neighborhood groups throughout the planning process.

Lessard described the highlights of the Institutional Master Plan: a 93,000 square foot expansion of the White Building, extensive renovations to the existing White Building, renovation of the President's House, and an academic and administrative building on the gas station site. The proposed White building expansion will include academic, administrative and student housing uses.

John Pears, from the architecture firm Steffie and Bradley, presented the designs for the project. Pears said that, after consulting with the Boston Landmarks Commission, BTDC and neighborhood groups, the proponents reached the conclusion that there was no alternative to building in front of the White Building. Other efforts at finding ways to meet student housing demand have not been successful, but Pears said those efforts will continue. Early studies investigated building atop and alongside the building, but once the student housing was added, the need for air and light precluded those options.



Pears outlined some of the mitigations and auxiliary benefits of the new building: Unlike the previous addition on the rear of the building, which obliterated the rear façade, the current proposal will save parts of the front façade. The existing front entry, despite its grand appearance, no longer functions as a building entrance anyway. There are presently two curb cuts serving parking lots on Longwood Avenue, which will be eliminated and replaced with a single curb cut on Palace Road serving a new underground parking garage. The front of the proposed new building has been pulled back slightly from previous plans, to allow for a sidewalk of just under twelve feet, which will feature trees. The façade of the new building was designed to recall that of the original building, although the proposed color of the materials has now been changed to a lighter shade, to be more compatible with other buildings on Longwood Avenue. Pears showed renderings of the interior link space enclosing and displaying the original façade. In response to objections to earlier plans, the skylight has been raised and leveled, to allow more of the original façade to be viewed within the link space. The trade-off is that some of the dormitory windows will be within the link space, rather than above the skylight, thereby lacking privacy and access to outdoor air.

Pears also discussed a design concept for Palace Road that would create a visual unity between both sides of the street, but said that The Massachusetts College of Art had not shown enough interest.

Tom Stokes from Howard, Stein, Hudson, traffic consultants for the project, presented an overview of the transportation impacts and proposed mitigation. The trip generation analysis was based on 60,000 square feet of dormitory floor area, 30,000 square feet of academic floor area and 80 underground parking spaces. The original 1999 scoping listed 20 intersections for attention in the IMP, and a subset of those for attention in the PIR. Factors analyzed included geometrics, volume, parking, bicycles and transit. Syncro-6 software was used to develop a level-of-service analysis for a no-build scenario five to ten years in the future, using a two percent annual growth rate for background traffic. Impacts from other projects currently under construction, including Simmons, Emmanuel, Wentworth, Mass Art, Harvard Institutes of Medicine, Northeastern University, One Brigham Circle and the Huntington Avenue Streetscape Improvement Project, are included in the analysis. Stokes reported that the results of the analysis indicate that the project will generate only 17 additional vehicle trips in the morning peak hour, and 18 in the evening peak hour, which will have a minimal impact on the area traffic system. Most of the person trips generated by the project are accounted for by students who live nearby or on campus, and arrive on foot. The other sites in the IMP, on Huntington Avenue, will have no parking. Therefore, all MCPHS parking demand must be met on the Longwood Avenue site. A total of 124 spaces will be provided, which will be a net increase of 90 spaces. Forty of those spaces will be leased to Brigham & Women's Hospital. The ratio of new parking to new square footage will be 0.7 per thousand, which is the same ratio used by the BRA and MASCO.

Stokes described the proposed travel demand management element of the mitigation program: All parking users will be charged at the market rate, except carpools, which

will only pay half; A point system will be used for allocating transportation benefits; A sixty percent T-pass subsidy will be offered to employees, and students will receive a ten percent discount for on-site T-pass purchases. These measures, most of which have been in effect since the development of the rear addition in 1994, have already resulted in a reduction of the drive-alone mode share from 67 percent to 42 percent.

**C:** MCPHS should have thought of this before it sold off part of its campus to Brigham & Women's Hospital in 1994. Why not build in the Crosstown area, or Roxbury Crossing, or on one of Wentworth's undeveloped parcels? The College is using a "shoehorn approach" to build on campus. Like Cinderella's step-sister, this project is too big and ugly for the glass slipper that is the original building.

**A:** MCPHS gained space that would not have been possible without the collaboration with Brigham & Women's Hospital.

**Q:** Why couldn't some of these space needs be met at the Worcester campus?

**A:** The two campuses have different programs.

**Q:** What is the relationship with the Forsyth Institute? Will those students live at MCP?

**A:** MCPHS is not taking over the institute; it is merely acquiring its Dental Hygiene Program, which enrolls about 100 students. There is a good likelihood that some of those students will live on the MCPHS campus.

**C:** The area will be losing a historic façade, and only gaining eleven trees.

**A:** There will be meetings of the Boston Landmarks Commission and the Massachusetts Historical Commission on this issue.

**C:** There still needs to be an agenda item at a future meeting to discuss the implications of the Mayor's statements about development in the Crosstown areas agreed to at the previous meeting. All development proposals in the LMA should be put on hold until the issue is clarified.

**C:** Beth Israel Deaconess Hospital's financial distress might present an opportunity for alternative sites for MCPHS expansion if Beth Israel is forced to sell off some property.

**Q:** Does the BRA have any control over the façade issue?

**A:** Yes, the BRA has authority, and must take action to approve or disapprove the project, taking into account the recommendations of the Boston Landmarks Commission and the BCDC.

**Q:** Are there any precedents for saving the façade of an old building as part of a new building?

**A:** Yes, in downtown Boston, a project on Arch Street preserved a historic façade as part of a new high-rise office building.

**C:** If the student population is expected to increase by 500, and additional housing for only 300 students is proposed, then there is no net reduction in neighborhood housing demand, despite the new dorm.

**C:** Opposed to request for waiver from FPIR; Request that MCPHS withdraw request.

**Q:** Which intersections were rated as “good”?

**A:** Can’t remember and don’t have the detailed analysis at the meeting.

**Q:** What is the area of the floor plates?

**A:** The building footprint is 16,000 square feet.

**Q:** Where will the mechanicals be located?

**A:** In the underground parking structure and in the penthouse.

**C:** The penthouse makes the project seven stories, not six.

**A:** Not really. The penthouse is not a full story, and such structures are not usually counted as an additional story.

**Q:** Where will deliveries be made? Today delivery trucks park on the sidewalk.

**A:** The receiving area will be off of Palace Road and will be staffed full-time. Delivery vehicles should not be parking on the sidewalk now, and they will not be allowed to do so in the future.

**Q:** What are the plans for the academic building?

**A:** As shown in the IMP, the academic building is planned for five to ten years in the future. It will also include some administrative space, and will total 50,000 square feet.

**C:** Based on a calculation of floor area ratio, that would result in a six to seven story building.

**C:** The community should not obstruct this project. The College has been very responsive to community concerns. Residents will need the pharmacists it produces.

**Q:** What neighborhood meetings, other than LMA Forum, have MCPHS and the consultants attended?

**A:** The proponents have met with the Fenway Civic Association, and individually with direct abutters, and are setting up a meeting with Mission Hill NHS.

**Q:** Why is there a need for a net increase of 90 parking spaces if the project only generates seventeen or eighteen additional vehicle trips?

**A:** That is only the peak hour trip generation. The project is expected to generate a net increase of 112 daily vehicle trips.

**C:** A resident of Worthington Street, abutting the gas station site, expressed gratitude for the changes in the IMP, especially the scaling down of the building proposed for that site, but still mourns the prospect of losing the façade of the White Building.

**C:** MCPHS should consider using part of the Redemptorist Fathers site, specifically the Saint Alphonsus Hall site.

**A:** Sarah Hamilton summarized MASCO's involvement in considering the site for reuse. MASCO will provide informational materials to appropriate members. The issue is the high cost of renovating the existing buildings.

Owen Donnelly that MCPHS appears to be proposing more parking than the building needs. There is a concern that surplus parking may generate more traffic. Adam Shulman added that the proponents should identify what the net new parking demand generated by the project will be.

**Q:** What is the breakdown, by neighborhood of residence, of the growth in enrollment and the number expected to shift to on-campus living?

**A:** One hundred of the 500 new students will come from Forsyth. More detailed demographics were not available at the meeting, but could be made available within a few days.

**Q:** What will be the residential square footage per dormitory resident?

**A:** The proposed dormitory will provide 125 square feet per resident.

**Q:** Is that substandard?

**A:** To the contrary, these units will be luxurious by dormitory standards, providing suite-style accommodations with kitchen facilities.

**Q:** What is the breakdown of full-time and part-time students, and how does that affect parking demand? Can some of the growth be absorbed at night?

**A:** The parking becomes free after 4:45 p.m., which would tend to encourage more night students.

#### **4. Transportation Mitigation Strategies – MASCO Shuttle Buses**

Sarah Hamilton started an open discussion by reminding attendees about MASCO's new clean bus fleet procurement and the forthcoming new shuttle service from JFK/U Mass Station to the LMA, slated to begin on February 19. She passed out flyers announcing the new service. A fact sheet about the clean buses was also distributed.

**C:** The yellow passes given out to community residents by MASCO were only a public relations ploy, because they are not good on the Harvard Square route, and do not provide any real community transportation benefit, because the parking shuttles don't stop at places like Roxbury Crossing.

**A (David Eppstein):** The passes were never marketed as being for use on the Harvard Square shuttle. The parking shuttles serve a specific purpose, which does not include making local stops in the neighborhood.

**C:** The public was never notified about any permit applications to the MDC for operating buses on the parkways.

**A:** That is a matter between the contractor, Paul Revere, and the MDC. MASCO has no involvement in that process.

**C:** The buses often run empty, while providing no community benefit, only impact.

**A:** The empty buses are traveling to the parking lots in the morning, and from the parking lots in the evening, to pick up passengers. These “deadhead” movements are indeed uneconomical, and MASCO is currently looking at ways to consolidate or re-route some routes to reduce deadheading. The community concerns expressed here will help to push this effort along. With respect to bus impacts, many of the private buses running on neighborhood streets are not MASCO buses. For example, the same contractor, Paul Revere, operates shuttles for Blue Cross/Blue Shield.

**Q:** How many vehicle miles are traveled by the buses and what is the ridership?

**A (Jens Gregory):** Approximately 100,000 vehicle miles per year, and 7,500 riders per day, or 1.8 million per year.

**Q:** How do the ridership figures relate to the capacity of the buses?

**A:** It varies by route and time of day. An additional bus was just added to the Ruggles Shuttle to reduce overcrowding. Even mid-day is fairly full on that route, but mid-day service is less frequent because the demand is not as concentrated as it is during peak periods.

Adam Shulman (BTD) said that he understands the community’s concerns about the impacts of the buses, but added that they have less impact than the number of cars that would otherwise be driven by the bus passengers. Shulman asked MASCO to consider adding a stop at Roxbury Crossing.

**C:** Why can’t MASCO parkers just use regular MBTA bus routes to get to the LMA, or just walk?

**A (Sarah Hamilton):** The perception is that MBTA bus routes are not as reliable or convenient as the MASCO shuttles. The MBTA has not been responsive to MASCO bus service improvements.

**C:** The MBTA just increased service on route 66. MASCO should be attentive to the MBTA’s Service Plan process.

**A (Andrew Lenton):** MASCO was aware of the Service Plan, and submitted testimony that acknowledged the proposed improvements, but also asked for more.

**C:** People should be encouraged to walk, for environmental and health reasons. The shuttles indicate an anti-urban bias on the part of the parkers, in that they are afraid of walking in the neighborhood.

**A:** The shuttles are there to discourage employees from driving into the LMA. Remote parking must be made as attractive as possible in order to achieve that goal.

**Q:** What percent of the bus fleet is being replaced?

**A:** The 21 buses and four vans indicated on the fact sheet represent replacement of the entire fleet on a one-for-one basis.

**Q:** Are the new clean buses going to be non-diesel?

**A:** No. They are going to use low-sulfur diesel, and will be equipped with full catalytic converters.

**Q:** Will they be to the same standard as the clean buses the MBTA is ordering?

**A:** Yes, and The New York City Transit Authority also.

**Next LMA Forum:**

February 25

LMA Forum Summary  
**February 25, 2002**

**1. Welcome/Introductions**

**2. BRA/BTD/MASCO Updates**

Owen Donnelly of the BRA reported that there have been no new filings or actions regarding the projects currently underway.

Harvard University has submitted a Letter of Intent to update its Institutional Master Plan for a project associated with the School of Dental Medicine.

In response to a request made at a prior LMA Forum regarding the Mayor's remarks on shifting some LMA development to the Crosstown area, Donnelly reported that the request had been forwarded to BRA Director Maloney and Planning Director Rebecca Barnes. An LMA Forum presentation on the topic can be expected in the near future.

BRA has received two requests from Brigham & Women's Hospital: one is for a Notice of Exemption from Master Plan and Small Project Review requirements for a project to renovate the Neville House. During the renovation, the offices will be temporarily relocated to trailers in the interim-use site in the block bounded by Francis, Binney and Vining Streets and Fenwood Road. Since the Neville House work only involves interior renovations, the requested exemption from both requirements was granted.

The second request was for a Certificate of Consistency and exemption from the Master Plan requirement for the proposed enclosure of the West Plaza, a 2,200 square foot open area beneath the tower building. The basis for the requested exemption is that the project is less than 20,000 square feet. Donnelly reported that the request was under review and was expected to be resolved within a week.

The comment period for the Mass. College of Pharmacy and Health Sciences (MCPHS) proposal expired on February 7. Three issues remain outstanding with respect to the BRA's review: traffic and parking, action by the Boston Civic Design Committee (BCDC) and action by the Boston Landmarks Commission (BLC). Donnelly reported that the proponents have been working with BTD on the traffic and parking issues. Action by BCDC and BLC is expected within the next few weeks. BRA Board action will be requested for March 28, pending resolution of these three issues. Donnelly promised an update at the March 25 LMA Forum.

**Q:** Last month, it was announced that MCPHS was requesting a waiver. What does that mean?

**A:** A waiver from the Project Notification Form requirement can be granted if adequate mitigation is offered. A waiver from the Final Project Impact Report requirement can be granted if adequate mitigation, along with sufficient supporting analysis, is included in the Draft Project Impact Report. The waiver will be requested at the March 28 BRA Board meeting. The Simmons College Graduate Center is the only project to have

received such a waiver in recent LMA development history, but the MCPHS proposal is similarly modest.

**C:** An article about the MCPHS project in the Back Bay Courant quoted a BRA spokesperson as saying that the project is likely to be approved. How can this be, since the review process is less than half completed, and there are still major issues under discussion?

**Q:** In what way is the MCPHS proposal modest?

**A:** Its scale (size) is modest.

**C:** It is not a modest project in terms of its impact on the street and the historic façade.

Adam Shulman reported on BTB's work with the proponents on traffic and parking issues: A consensus has been reached on maintaining a parking ratio of .75 spaces per 1,000 square feet of floor area. This will mean that the project will provide only 70 spaces in conjunction with the White Building. Later phases of campus development in the Master Plan will raise the permitted number to 90.

**Q:** Will that ratio apply to all MCPHS properties, or only to the Longwood Avenue property?

**A:** It will apply to the campus overall, including the off-site properties.

**Q:** Will this standard apply only to institutional projects in the LMA? Shouldn't it also apply to other developments, such as the Brigham Circle project, which was permitted two spaces per 1,000 square feet?

**Q:** Will parking demand generated by MCPHS' President's House on Huntington Avenue be accommodated under the White Building?

**A:** Yes. Parking for all MCPHS facilities will be provided there.

### **3. Massachusetts College of Pharmacy and Health Sciences**

Jim Green, an attorney from the firm of Green & Rudman, referred to three issues raised at the last LMA Forum that were to be addressed at this meeting. He reported that the first of these, concerning traffic and parking, has been favorably resolved with the agreement to provide only 70 spaces in conjunction with the White Building expansion, and to add the additional 20 spaces only as later phases of the campus Master Plan are implemented.

The second issue concerned review by BCDC. Action on the proposal by BCDC is expected at its March 5 meeting. The comments previously raised by BCDC have been addressed by the project's architects, and Design Review will continue.

The third issue, raised by Councilor Ross' office at the last meeting, was the relationship between student enrollment forecasts and housing supply/demand on campus and in the neighborhood. A display board was presented, containing the following information provided by George Humphrey, MCPHS Vice President for Administration and Planning:



	Enrollment	Demand for Housing In LMA/MH/Fenway	# On-Campus	# in Private Market	On-Campus % of LMA/MH/Fenway Demand
2001-2002	1684	598	180	418	30%
2001-2012	2200	781	480	301	61%
2011-2012 Adjusted*	1860	660	480	180	73%

\* Not counting MCPHS growth attributable to Forsyth students, who will not be a net addition to the area student population, and not counting seniors who are dispersed elsewhere in New England for professional placements.

Green explained that these figures show that the anticipated increase in enrollment will not cause demand for private market housing in the neighborhood to increase; instead the new on-campus housing will support a net reduction in local off-campus housing demand.

**C:** Commenter owns a rental property in the area and has not received any demand from MCPHS students in response to listings placed at the College. Commenter is not against housing students in the neighborhood.

**Q:** Why can't the need be met in the new dorms that Emmanuel College was planning to build and lease out?

**A:** Emmanuel's existing dorms are currently full, and the new dorms are not scheduled for construction for another ten years. MCPHS needs new dorm space in two years.

**C:** The design meetings are not adequately posted. Commenter requests that personal invitations be sent out. Legal notices in newspapers do not say what is on the agenda. Commenter tried to get information about BLC meetings from the BRA, but said there is no connection between the BRA and the BLC.

**C:** Consideration should be given to delaying the project until alternative sites, such as the Melnea Cass corridor, the Mission Church (Redemptorist) properties or Beth Israel-Deaconess surplus property are evaluated.

**C:** There should be more joint developments among institutions to meet common needs. For instance, perhaps MCPHS could have developed new dormitory capacity in conjunction with the new dormitory recently completed by Mass College of Art. (*Why didn't MCPHS respond to this by citing the cafeteria that MCPHS and Mass Art will be sharing, or the bookstore they already share?*)

**A:** The project has already been reviewed and approved by the Massachusetts Historical Commission (MHC).

**Q:** When is the BLC meeting?

**A:** This will be for staff review only, because the building is not historically certified.

**A:** Public discussion of most of the issues raised at the LMA Forum has generally been through the BCDC, which meets the first Tuesday of every month at 5:30. The College has made changes to the project in response to comments from the community and BCDC. There have even been some statements of support from neighbors of the project.

**Q:** Will the dormitory include units for married students?

**A:** No. Only single students will be housed there.

**C:** It would have been better to find another solution to the College's needs, such as the Redemptorist sites.

**A:** Sarah Hamilton described MASCO's involvement in looking at the Redemptorist sites. At the request of Councilor Ross and State Representative Fitzgerald, MASCO invited the BRA to a meeting of MASCO's Operations Services Committee to brief member institutions about the properties. At that meeting, the elected officials relayed the community's invitation to the institutions to cross Huntington Avenue in order to save the historic buildings. MASCO will be dedicating some resources to performing an evaluation of the financial feasibility of the sites. Owen Donnelly added that, insofar as the MCPHS proposal is concerned, the timing on those other development sites does not work. He said that nobody knows anything at this time about Beth Israel Deaconess' real estate disposition plans, if any, or the Mayor's intentions for the Crosstown area. He said that the existence of possible future development sites elsewhere should not sidetrack MCPHS now.

**C:** Look at the proposal on its merits.

**C:** The BRA is a planning agency. As such, it should plan to relocate dormitories away from the fronts of buildings, for example to surplus Wentworth land. The BRA is acting as a grantor, and is not thinking as it should. Who drew the line at Huntington Avenue?

**A:** MCPHS did a Master Plan, which resulted in changing the proposed location of the dormitory away from the neighborhood, in response to community concerns.

Furthermore, the White Building expansion has been pulled back from the property line, as originally proposed, to allow for a wider sidewalk with street trees.

**C:** Commenter, a Mission Hill Triangle resident, recounted how the original proposal for a high-rise structure on the gas station site aroused opposition from residents, who produced a White Paper that suggested building on Longwood Avenue instead; hence the present proposal.

**C:** One bad design replaced by another bad design does not make a good design.

**C:** Commenter expressed appreciation for the relocation of the proposed dormitory from the neighborhood site, but also expressed unhappiness with the current plan.

#### **4. Transportation Planning**

Sarah Hamilton gave an overview of the topics covered in the transportation presentation at the December LMA Forum. Broadly, these included:

- Transportation mitigation measures to be paid for by developers as part of their Transportation Access Agreements with BTM
- MASCO transportation initiatives
- Travel demand management programs

Specific elements presented in December included:

- Analysis of net new parking spaces: 678 net new spaces, a reduction of the ratio of new parking to new building square footage
- Blackfan Street to be extended through to Avenue Louis Pasteur, providing traffic relief
- Channelization to prevent illegal left turns from Avenue Louis Pasteur onto the Fenway
- Traffic calming at Avenue Louis Pasteur and Longwood Avenue
- Northeastern University's mitigation plans on Ruggles Street
- New signals and cables
- Video cameras to monitor traffic operations
- The Zip-Car program for transit users who need a car briefly during the day
- The Three for Free Program to encourage auto commuters to try commuting by transit
- The Rapid Rail Program to encourage auto commuters to try commuting by commuter rail
- On-site T-pass sales and subsidies
- Drive-alone trips reduced to 41 percent
- MASCO Shuttle bus system
- MASCO off-site parking management
- New low emission buses

Adam Shulman offered handouts regarding the transportation mitigation measures associated with new developments.

Shulman described the improvements currently underway on Huntington Avenue. The overall concept is to widen the trolley median to allow plantings, and to widen the sidewalks for the benefit of pedestrians, by eliminating on-street parking between Massachusetts Avenue and Longwood Avenue. The improved sidewalks will feature new trees, T-stops, bike racks and upgraded crosswalks. Work on the median is almost complete. Phase 2, the sidewalk widening, is ready to begin. A recent change in the design is to stripe the lanes so that the outside lanes are 13 feet, wide enough for bicycles and traffic to share comfortably. The project is planned for completion by the end of 2002.

Shulman also described the Commonwealth's "120 Intersections" program, a \$3 million project to replace outmoded or worn-out signal controllers at 120 locations in Boston. LMA intersections benefiting from the program include all Brookline Avenue intersections from The Riverway to Boylston Street/Park Drive, and The Fenway at Evans Way/Louis Prang Street.

The Commonwealth has another program, focused on redesigning 44 high accident intersections in the City, mostly with new cables, conduits and technology, rather than geometric changes. Because of budgetary constraints, only twelve sites have been fully designed; the rest are only 25 percent designed. Audubon Circle is the only site near the LMA, and it is one of those that have only been partially designed.

Sarah Hamilton described MASCO's work on coordinating construction projects in the LMA in order to minimize their combined impacts. MASCO has a part time engineering consultant on-site to oversee this work. Among the accomplishments of the program are:

- truck route signs throughout the area directing construction trucks to follow designated routes to each construction site
- closer collaboration between the institutions and utilities
- improved coordination among different utilities
- negotiation of different work conditions for major utility projects
- better notification of all affected parties regarding construction schedules and impacts
- scheduling of work to reduce impacts on residential communities.

The floor was then open for discussion. As participants spoke, their comments were written on poster boards, shown in italics below, interspersed with additional discussion:

- *Speed limit posting and enforcement authority*
  - *Speed limit & enforcement → 30 – 25 MPH at state HSC for un-posted roads*  
The state posts speed limits on state highways, e.g. Huntington Avenue, but the City is trying to get the state to lower the limit. The City is also petitioning the state to allow the City to post a 25 mph limit on unposted City streets. Residents can get local speed limit enforcement by writing to the Police Department, which has responded effectively to such requests in the past.
  - *Speed increased with removal of curb parking.*
- *Huntington Ave. speed limit is an issue*
  - *State highway, but also residential. Needs a speed limit.*
- *28 MPH – future limit on Huntington Ave.*
- *Red Light Enforcement Cameras*  
The staff person from Representative Fitzgerald's office said that previous legislative efforts to allow the use of that technology had failed in court on civil liberties grounds.
- *Pedestrians – Huntington Avenue (BTD)*
  - *Pollutants/Pedestrian Comfort*
  - *Crossing to T Platforms – Pedestrian Safety (to inbound platform @ Wigglesworth)*
- *School crossing and school bus loading issues on Saint Alban's St.*

- *Signal improvements – for pedestrian crossings also. Mass Highways, BTD – New things – countdown signals, audible signals*
- *Huntington Ave. – will have wide outside lanes shared by bikes and traffic.*
- *Bike Plan – Need a north-south route link to Cambridge*
- *City should post “Share The Road” signs*  
BTD is strongly promoting these. You will see many of them soon.
- *Bike parking – need more in LMA*
- *Identify new bike parking areas (Shattuck Lot – 9 spaces)*
- *On Parker Street and at Roxbury Crossing – cyclists ride the wrong way*
  - *Use of road & sidewalks enforcement*
- *Need numbers of new students & employees projected for future*
- *City should limit campus growth and the number of students accepted. Growth should be directed to satellite campuses elsewhere.*  
Owen Donnelly: There is actually very little growth in the student population of Boston. New dormitories are nevertheless being built in order to reduce the number of students competing in the private housing market.
- *2-5 years plan/impacts of current construction*
- *5-15 year: where will we be?*
  - *Need numbers*
  - *Need to check on report that CTPS forecast doubling of LMA work force*
  - *Need to plan Long Range*
- *Parking – West Fenway will remain parking lot for LMA*  
In fact there is less LMA parking in West Fenway now than there used to be. Although MASCO would probably seek to be a participant in any new Red Sox garage plans, that capacity would be built to meet Red Sox demand irrespective of LMA parking demand. The Fenway Mixed Use project will create a huge increase in neighborhood residents, benefiting the community.
  - *Main Street Program*
- *T-Green Line Cars: New Order (Status)*
- *Green Line Capacity – D Line, E Line – Need more cars*
- *Need major new infrastructure to increase capacity (Subway)*
- *Urban Ring – Ph III No Arborway Connection, no benefit to Mission Hill*
- *MFA should build station*
- *Concern about increasing roadway capacity*  
Sarah Hamilton disputed the notion that MASCO and its members are intent on widening roadways to the point of making streets into highways. Rather, she said, MASCO is proposing only one minor widening of The Riverway approaching Brookline Avenue.
- *Mode Split info*  
As a result of programs like Commuteworks and other institution-sponsored

incentives, the percent of LMA employees driving alone to work has shifted from 47 percent to 41 percent.

- *Longwood Ave. connection through to Tremont St. should be restored.*
- *Bus Idling – Parker St.*
  - *MASCO Buses*
- *Audubon Circle – 25% design of signal improvement → Merck: new controllers, separate \$*

As part of its TAPA commitment, Merck will provide funding for completion of design and implementation of the Audubon Circle signal improvement project.
- *MASCO Fleet –*
  - *BIDMC, CH, Partners - separate fleets*
  - *Apply to Consolidate*
  - *Clean fuel plans – can institutions' fleets also be replaced?*
- *Licensing Process DPU /Fire/City*

Adam Shulman announced the availability of BTB's Access Boston 2000-2010 Policy Report. He distributed a limited number of copies, and announced that the report could be downloaded from the City of Boston's web site

**Next LMA Forum:**

February 25

# M A S C O

Medical Academic and Scientific Community Organization, Inc.

## LMA Forum Summary March 25, 2002

### 1. BRA/BTD/MASCO Updates

Owen Donnelly (BRA) reported there is no word from the planning division about the status of LMA Planning in relation to the Crosstown area. He had no news to report regarding: the Brigham and Women's Hospital (BWH) proposed project for which there has been Project Notification Form (PNF) and Institutional Master Plan Notification Form (IMPINF) filings; regarding the Beth Israel Deaconess Medical Center (BIDMC) letter of intent to file an IMPINF; or for the Joslin Diabetes Center whose project was scoped by the BRA on December 24, 2001.

Harvard Medical School (HMS) filed a PNF and IMPINF on March 18, with a public notice on March 19, 2002, for a New Dental School Facility. A presentation on this project will be heard later this evening. Comments on their filings are due on April 18. An Impact Advisory Group (IAG) has been formed for the Harvard project and will meet on April 8, 6-8:30 PM, at MASCO's conference room at 375 Longwood Avenue. That IAG consists of: Mark Laderman, Skip DeVito, Mike Schneider, Marilyn Barros, Dan Gladkowski, George Humphrey and Sarah Hamilton. The meetings are open to the public.

The Blackfan Research Center proponents have filed a Draft Project Impact Report (DPIR) with the BRA, received on March 8, 2002, with public notice published. The comment period has been extended to May 3, 2002 on the DPIR. The IAG for this project will meet on April 1, 6-8:30 PM at MASCO's conference room. A presentation on this document will be heard this evening.

A list of the Blackfan IAG members was not available at this meeting and was requested to be recorded in this record. That IAG is comprised of: Robert Canterbury, Frederika Veikley, David Fargen, Steve Goodman, Carmen Pola, George Haggerty, Laurie Cowan, Dana Swenson, and Sarah Hamilton.

Regarding the Massachusetts College of Pharmacy and Health Sciences (MCPHS), there will be a BRA Board hearing on March 28. At the last Forum meeting, the Boston Civic Design Commission (BCDC) had reached no conclusion on design issues. Since then, BRA Design staff and Landmarks Commission staff

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#### MEMBER INSTITUTIONS:

Beth Israel Deaconess Medical Center • Brigham and Women's Hospital • Children's Hospital • Dana-Farber Cancer Institute • Emmanuel College • Harvard University (Medical School, School of Dental Medicine, School of Public Health) • Joslin Diabetes Center • Judge Baker Children's Center • Massachusetts College of Art • Massachusetts College of Pharmacy and Health Sciences • Massachusetts Mental Health Center • Simmons College • Temple Israel • Wentworth Institute of Technology • Wheelock College • The Winsor School

# M A S C O

Medical Academic and Scientific Community Organization, Inc.

have made some changes in the project design, which has been approved by the BCDC as of March 5<sup>th</sup>. Landmarks and Mass. Historic Commission Staff all support the project. Design changes include an enlargement of the glass portico and doubling of the size of the visual opening to Longwood Avenue. In addition, a museum of pharmacy will be an added public component.

Comment: The BRA is lacking in timely and appropriate response regarding the topic of LMA development planning in relation to the Crosstown corridor. The BRA is unwilling to open up public debate. The LMA is dense, overdeveloped and has parking and transportation issues, yet reasonable alternative building sites are available. The BRA seems to be in a rush to approve projects like MCPHS. There are no guidelines regarding transportation for LMA projects; a saturation point has been reached or is near, just as the Mayor stated. Commenter called for a development moratorium so that alternatives could be explored.

A: Mr. Donnelly said the BRA is not rushing projects, and is not hiding anything. A call for a moratorium on development is not a well thought out idea.

## 2. Emmanuel College

Sister Anne Donovan (EC) introduced a brief presentation on changes in sequencing of development of their approved master plan projects. She noted that positive changes in their enrollment due to the admission of young men to the college, have caused the college to move ahead with the development of a student center/gymnasium project. The project will include the construction of approved parking below the gymnasium instead of under the dormitory project which will now be developed in a later phase.

Myra Putzinger, the college's attorney, described the changes as changes in phasing rather than in the master plan. Phase I was originally to be construction of one new residence hall and parking; Phase II was to include construction of two new dorms, the gymnasium and academic building. Instead, the gymnasium will be moved to Phase I and within it, phase in the student center. Parking on campus is approved for 297 spaces; that won't change. The project will begin construction this summer and will continue to April 2004.

Lisa Ferraro, project architect, described the campus layout in relation to the gymnasium/student center site and further relayed details about the new building. Dining and recreation facilities will be on the first floor; lounge, game rooms and other



social spaces will be on the second floor. The size of the gym will be slightly larger than the master plan due to the addition of a third court to address the needs of athletic teams and recreational teams.

Q: Why the change?

A: Enrollment of men in the first freshman coed class is 102 out of 279. There are 694 traditional undergraduate students, which was the projected number four to five years from now.

Q: Are the residential units still to be built and how will you accommodate students in the existing facilities?

A: The college upgraded St. Joseph's Hall last summer; this summer additional improvements will be made. Loretto Hall, formerly leased to Boston University, will be reclaimed for use by the college. Forty-five beds in St. James Hall, which were previously leased to others, will be returned to the college's use.

3. Harvard Medical School – New Dental School Building and Harvard Master Plan

Eric Buehrens (HMS) provided an overview of the five year campus master plan, which will include the replacement of an "interim" metal building put up by the dental school in the 1970's, with a 50,000 sf building to provide decompression space for teaching and research. Modest additions to four other parcels will provide new space totaling less than 33,000 sf. PNFs and IMPNFs were made available to all interested participants. No new parking is planned to support the master plan proposals. The block including Sparr's will soon be sold to HMS. Mr. Sparr approached HMS because he would like to retire. Retail uses would be preferable at that location in the short-term. There are no immediate redevelopment plans for that site. Kevin Hurton, Jennifer Nadelson and Kevin Connors(HMS), David Bohn (VHB), Mary Feeney and Gary Hammer (Harvard University) were introduced as members of the team.

Kevin Hurton reviewed the proposed infill projects and New Dental School Building, distributing a one-page fact sheet. The infill projects include the addition of a magnet/MRI at the Goldenson Building (3500-4500 sf); an 8000-9000 sf addition to the Armenise Building; an addition to the Goldenson Building (8-9000 sf); and, an 8-9000 sf addition to Building C. The New Dental School Building site is opposite the Warren Alpert Building. The proposal is for a five-story structure, to match the Warren Alpert Building, with a penthouse above the cornice line. Uses will include teaching/conference space (first floor), faculty office (second floor), and research laboratories on floors three through five. A modest number of new employees will be added; the lab space consolidates labs dispersed elsewhere in the LMA. The existing loading dock will be

# M A S C O

Medical Academic and Scientific Community Organization, Inc.

removed and functionally combined with the central loading dock which serves the rest of the medical school and public health school facilities.

Q: Will the stackers on the site be removed?

A: Stackers will be removed and the parking spaces replaced elsewhere in the HMS inventory.

Q: When was the original building built?

A: In 1925; the addition, which will be removed, was built in 1971.

C: Please include perspectives on the mechanical penthouse in massing and view corridor studies.

Q: What are the existing uses of the infill sites?

A: One has temporary parking; one is a land-locked, gravel-filled courtyard; one contains some grass and a few trees.

Q: Renewable energy sources should be considered by Harvard and addressed in the architectural design of the buildings.

A: There are no plans to incorporate renewable energy into this building. HMS is looking at this in the future. Harvard is considering experimental alternatives for HVAC systems. Mr. Donnelly noted that the City's Environment Department requires that developers consider green technologies.

C: What about considering the use of "leftover" roof space for windmills? On the topic of Sparr's, commenter said that the operator of the food bar wants to stay and has the right to stay in business. If this use leaves, commenter hopes that Harvard will not let the property become moribund, derelict space for even one week.

C: Research space will be related to the dental school. There will be some increase in faculty but not in students?

A: Yes.

Q: What is the relationship of Harvard Dental School to the Forsyth Dental School?

A: Mr. Buehrens was unsure about the level of cooperation in academic and research programs. *Added subsequently: The Forsyth Research Institute is an affiliate of the Harvard School of Dental Medicine. Some staff at the Forsyth have appointments at the School of Dental Medicine and/or Harvard Medical School and vice versa.*

# M A S C O

Medical Academic and Scientific Community Organization, Inc.

Q: When will the project be constructed?

A: They hope to begin in the first quarter of 2003 and complete the project 18 months later.

Q: Why can't this small project wait until the other ones are done? There is enough dirt, pollution and truck traffic in the LMA already.

A: This project is very small, does not involve deep excavation or a lot of heavy trucking.

C: Commenter complimented Harvard on their existing construction project, saying that the neighborhoods are not aware of their New Research Building construction truck impacts.

C: Commenter(s) disagree. One commenter spoke about airborne dust issues when she was a patient at one of the medical institutions. Another commenter noted reading warnings to Dana Farber patients in their newsletter about taking precautions near the Children's Hospital construction. This commenter said that the institutions should be sensitive to the residents living in the neighborhoods nearby since there are many with asthma and respiratory illnesses. There is dust in people's homes and in the streets.

A: Sarah Hamilton said that the construction projects have very rigorous dust control procedures in place. MASCO will talk with the project managers and bring more information back to the next Forum meeting.

C: Commenter said that the One Brigham Circle project was generating a lot of noise and dust. Since Partners is involved in the project, they should come to the Forum meeting and talk about noise and dirt.

A: Ms. Hamilton said that Partners is only a tenant and has no authority over the construction operation; that is the developer's responsibility. Mr. Donnelly said he would take note of noise and dust complaints relative to the Ledge Site project.

Q: Is there asbestos in the existing dental building?

A: The State DEP has a mandatory regulation regarding asbestos removal; dust containment procedures will be governed by the construction mitigation plan. The New Research Building project has not had any removal of excavate since last August. Mr. Donnelly suggested that Carmen Torres meet with Harvard's project managers to discuss any issues relative to their current construction project.

# M A S C O

Medical Academic and Scientific Community Organization, Inc.

C: The public benefits section of the master plan filing notes activities with the After School Program for Young Achievers in Mission Hill. This program has not been located in Mission Hill for three years.

A: Comment noted.

Q: Will the project increase the amount of medical gases stored on site and is there a high hazard?

A: Harvard will investigate whether or not the project will increase the amount of medical gases on site; there is not a high hazard.

Q: Will there be special sewage treatment required?

A: Yes, the labs will require a pH neutralization system.

Q: Is this considered a large project under Article 80?

A: It's just on the threshold.

C: When Harvard recently demolished the space on Huntington Avenue near the Farragut School there was no advance communication with the community. It would have been nice to have a contact.

Q: What are the plans for that site? It is a blight on the neighborhood.

A: There is a purchase and sale agreement with Roxbury Tenants of Harvard, which is not yet final. The transfer of ownership will be via the BWH first.

## 4. Blackfan Research Center Project

Scott Dumont reviewed the project process, to date. The PNF was filed on November 14, 2001 for a 450,000 sf research building. A comprehensive Scoping Determination was subsequently issued by the BRA, to which the proponents have spent the last 60 days working on. On March 12, 2002 a public notice was filed regarding the Draft Project Impact Report (DPIR). Copies are available at MASCO, the Emmanuel College Library, the Boston Public Library, and Mission Hill Branch. The project has been reduced by 50,000 sf to 400,000 sf. The comment period will conclude on May 3<sup>rd</sup>. The Final Project Impact Report (FPIR) filing will include a PDA plan to handle zoning changes. The proponents will return to the Forum in April, attend the IAG meeting, and in addition, will conduct neighborhood meetings at the association level. Several meetings have been held in the Fenway already but the proponents are having a hard time finding a sponsor for a Mission Hill meeting. Team members include Will Donham (Epsilon Associates), Sean Manning (VHB), Rick Kobus and Alan Fried (Tsoi Kobus). Public benefits of the project include: \$2.1 million in affordable housing linkage; 432,000 in job training linkage; \$2-3 million annually in property taxes; 700 new

permanent jobs; 400 full- and part-time construction jobs; contributions of land and proportionate payment for creation of a new Blackfan Street to mitigate traffic impacts; creation of public space (gallery/exposition) on the main concourse of the building. Will Donham outlined the topics covered in the evaluation of environmental impacts: wind, solar glare, daylight, air quality, noise, green building measures, pedestrian access, solid and hazardous waste and others.

Mr. Kobus provided a review of building design changes summarized in the DPIR. The project will include 300 parking spaces for 400,000 sf of space. The building design has been altered to be narrower on its east/west axis and is pulled back further from Blackfan Street while adhering to the BIDMC property line set back. There are two building masses, one of 12 stories and the other of 18 stories. Alternatives were looked at including moving the building to the east towards Harvard and a 16-story, single massed building. The proposed alternative retains the two masses of differing heights and creates a public space designed at the southeast corner of the building, near Children's new research facility, with an additional setback. The building is curved at the northeast corner near the Merck building, with taller masses and height occurring at that corner. Parking and loading activities will occur off-street. The public space is designed to relate to the new green space being created by Harvard across the street. A partially glass enclosed area is planned to house public art and cultural activities. The area would be designed for enclosure during winter months and to open during summer months. The space would be lighted by sun most days and seasons, except for late afternoon due to shadowing by other buildings. Restaurant/retail space is planned for the street level towards the northeastern corner of the building. A paving pattern across Blackfan may be designed to relate the entrances of Harvard and the Blackfan Research Center. The building is tipped down from the top to reduce the amount of shadow and overhang over the public space. Approximately 40% of the site will be devoted to public space and new Blackfan Street.

The alternative design for a 16 story building would have the same square footage and FAR as the two-building scenario, but would not enable the contributions to the urban design of the LMA at the street level.

Traffic and access findings were reviewed by Sean Manning of VHB. The use of the building for research generates fewer trips than a traditional office building. With the reduction in size by 50,000 sf, the number of daily trips has been reduced by 11%. The existing use of the site by Judge Baker Children's Center, generates trips which will offset (35-47%) the impacts of the Blackfan Research Center. Some 40 buses or vans currently serve the site and cause mayhem in the afternoon. Each bus/van accounts for four trips per day rather than future employee trips of two per day. Trip generation characteristics were reviewed. Total new person trips will be 250 and 219 in the AM

Medical Academic and Scientific Community Organization, Inc.

peak hour and PM peak hours, respectively. Net new vehicle trips will be 154 and 171 in the AM and PM peak hours, respectively. Not all employees will have access to parking spaces; a number of employees are assumed to take transit but this will not negatively impact the system. The total parking proposed has been reduced from 315 to 300, with 251 being net new spaces. The peak hours will be 7:30-8:30AM and 4:30-5:30 PM. Eleven-hour traffic volume counts were taken at 18 intersections to determine future impacts on level of service. Background growth was assumptions were included as well as consideration of the impacts of projects approved or undergoing Article 80 review. Future traffic was estimated with a build or no-build scenario and compared to existing traffic conditions. Due to mitigation measures including the construction of Blackfan Street, many intersections will operate better in the build than the no-build condition (six intersections and two intersections will be improved in the AM and PM peak hours, respectively. The one degradation due to the project, will occur in the PM peak period, at the Blackfan/Longwood intersection. Pedestrian/bicycle traffic was evaluated. There is ample sidewalk capacity in the LMA to handle additional trips by pedestrians. Loading will occur entirely off-street.

For mitigation, beyond the contribution to Blackfan Street and the possible improvement of signal operations in the area, the proponents would like their tenants to join the MASCO program for demand management –CommuteWorks. They will require tenants to provide T-pass subsidies. There is a desire to contribute mitigation funding not just to improvements that will benefit the automobile but also to transit improvements such as funding shuttle buses to the site.

Q: What is the site area?

A: It is 45,000 sf including the area for the street.

Q: What is the planned sidewalk and street width?

A: Sidewalk width along the street will range from twenty feet at the public space, to around 11 feet nearer the Merck Building. The street width will be 26 feet.

Q: Has baseball traffic been taken into account in traffic counts and considering peak hour impacts?

A: Counts were taken in January and don't take baseball game days into account.

C: Make sure that all previous and existing development studies are referenced and that the numbers evaluations are in agreement and then adjust seasonally for the Red Sox.

A: Mr. Donnelly said he would look to the Boston Transportation Department to address this concern.

# M A S C O

Medical Academic and Scientific Community Organization, Inc.

Q: What projects were taken into account in the traffic counts?

A: Extensive data were collected at 18 different intersections. The projects approved in the last two years by the BRA were included in future conditions analyses as well as projects that are in the pipeline.

C: Commenter does not think shuttle buses are more efficient ways of getting commuters to the LMA. They pollute and compete with the MBTA. Harvard School of Public Health studies show the negative impacts of diesel fuel. Another commenter said that MASCO shuttle buses are a major contention with the community. The assertion was made that they are operating illegally and shouldn't use the MDC parkway because they are not open to commercial traffic. Commenter continued to say that the passes made available to the community don't allow them to board the buses.

A: Ms. Hamilton said that the MASCO buses are very effective ways to reduce the automobile trips into the LMA. She referenced the success of the fixed route services to Cambridge, Ruggles Station, and JFK/UMass Station operated by MASCO on behalf of the member institutions. The fleet of diesels will be replaced in the next year with clean fuel diesels, which will match or better the air emissions of the MBTA's new CNG fleets. The community and city cannot have it both ways by constraining the parking supply and expecting the resource-constrained MBTA to pick up the increased demand. The ridership on the MASCO shuttles shows that the MBTA cannot and will not keep up with demands for service in this area. The buses are fully permitted; redundancies in service are being looked at right now to reduce the number of buses traveling through the neighborhoods.

Q: What is the capacity of all garages which will be able to egress onto Blackfan Street, including those under construction?

A: Mr. Manning will have to follow-up.

C: Three hundred new parking spaces is too much.

A: The project will improve the operation of many intersections due to the construction of Blackfan Street.

C: Although your study may show negligible impacts from vehicles, it is all projects' impacts added together which make a big problem. Traffic is much worse today than years ago. Commenter takes the bus from Ruggles and noted a 45 minute trip from Ruggles to Huntington at 2:00 PM in the afternoon. The institutions have condemned public transportation leaving it to the lower eschelon to take.

A: Ms. Hamilton noted the large impact on traffic from 2:00 to 3:00 PM related to school and MBTA buses picking up students at the Boston Latin School. These impacts extend quite far out of the LMA. Mr. Donnelly suggested that the peaking

# M A S C O

Medical Academic and Scientific Community Organization, Inc.

behavior of traffic in the LMA is different than other parts of the city due to patient traffic and nurse shift changes. The "peaks" are stretched out over longer parts of the day.

Q: Are the Northeastern, MFA and Samuels project numbers included? With a project this large, where is the Boston Transportation Department?

A: Mr. Donnelly said that Mr. Shulman had been out ill. He suggested that these issues, including detail about 12-hour traffic counts, impacts of research vs. other uses, and the day time characteristics of traffic in the LMA be discussed as part of the next Forum meeting.

Q: There should be more accommodations made in the LMA for bicycle commuters; will bike parking be provided at the project?

A: Yes.

Q: The project will be channeling more traffic to the Fenway due to Blackfan Street construction?

A: Blackfan Street will allow for different ways to egress this block but will not have a negative impact on the Fenway.

Q: What will the impact be on pedestrians crossing the Fenway?

A: There is a pedestrian crosswalk at the Avenue Louis Pasteur/Fenway intersection; the Merck project is widening the island to remove the possibility of illegal left-turns.

Q: What was the original square footage of the street when the City of Boston owned it? There are profound results of institutions building on both sides of the street and privatizing the street. Institutions have closed the street.

A: Blackfan Street will be a private street open for public use. Ms. Hamilton provided clarity on the question of City of Boston ownership of the street. The section of Blackfan Street, north of Longwood, has never been a through street to the Fenway under City ownership. South of Longwood, Blackfan Street used to go to Shattuck Street, but was built on by Children's Hospital (Inpatient facility). The institutions are creating a new street through their development projects.

Q: What intersections along Longwood Avenue are failing now? Will your building improve them?

A: The proponent will discuss this information in greater detail at the next meeting. The creation of Blackfan Street improves operation of intersections along Longwood Avenue in the future.



# M A S C O

Medical Academic and Scientific Community Organization, Inc.

Q: How much retail is planned?

A: Approximately 5-6000 sf of retail is planned.

Q: What is the number of part-time employees anticipated?

A: Will have to bring this information back to the next meeting.

Q: What number of new staff won't use public transit versus will use the garage, if there will be 700 new employees?

A: The development will provide 300 new parking spaces; about 400 employees will not be impacting the roadways. The ratio of parking development is .75/1000 sf.

Q: Are you planning any other signal improvements along Longwood Avenue?

A: No the project is not proposing signal improvements.

C: Commenter would like the breakdown of buildings paying taxes in the LMA and wants MASCO to provide this.

Q: Is any of the space in the building leased?

A: No.

Q: When is the construction expected to begin?

A: The proponents expect to complete their permitting in 2002 with construction starting in the third quarter of 2003. Merck will be done in 2004 and Children's Research project will be completed.

Q: Who are your investors, what is the cost of construction and why is the hospital industry overbuilding?

A: The construction cost is \$400/sf.

Q: How many stories will be below grade?

A: There will be six at a depth of 75 feet.

C: Construction is creating a dangerous situation with the ground water table. The city should look into the affect on the ground water table on fill dirt. Aren't we creating a situation similar to the South End and Back Bay, endangering housing structures? Why do you dig into the earth to create parking and then have seepage that you have to pump out like in the BIDMC garage?

A: The construction techniques being used for this project include creating a slurry wall down to glacial till. This is a relatively new construction technique, which allows a cut off of water into the building and will have no impact on the ground water table.

# M A S C O

Medical Academic and Scientific Community Organization, Inc.

Q: Doesn't the project create dangerous winds at the northeast corner of the building, limiting the use of the pedestrian passage at that corner?

A: The project is evaluating this further and will look at ways to mitigate these impacts.

Q: When is the island being constructed at Fenway/Avenue Louis Pasteur?

It needs to be installed before Blackfan Street is constructed.

A: Blackfan Street will not open until that island has been completed.

The next LMA Forum is scheduled on April 22, 2002, from 7:00 to 9:00 PM.

Comments/Questions:

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## **LMA Forum Meeting Summary April 22, 2002**

Errata: The summary of the March 25, 2002 LMA Forum meeting inadvertently omitted the fact the Martha Rothman, representing Rothman Partners, architects for the Harvard University Longwood Campus Institutional Master Plan and proposed new Dental School Facility, is part of the Harvard team and made a presentation on the proposed dental school building design and the master plan. In addition, David Welch was omitted from the list of IAG members for the Harvard project.

### **1. BTD/ BRA/ MASCO Updates**

Adam Shulman (BTD) said his has not scoped any new projects since the last meeting. Owen Donnelly (BRA) reviewed the projects that are in the pipeline.

- Harvard Longwood Campus Institutional Master Plan and Dental Building Project Notification Forms: These were presented at the last LMA Forum meeting. The comment period ended April 18<sup>th</sup>. The BRA is scoping the Master Plan before May 3<sup>rd</sup>. The Harvard IAG met on April 8<sup>th</sup>. Blackfan Research Center – will be presented tonight. The comment period ends May 3<sup>rd</sup>. **Note: Subsequently, the public comment period for the Blackfan Research Center has been extended from May 3, 2002 to June 3, 2002.** Mr. Donnelly encouraged people to submit written comments to Keith Craig at the BRA. The Blackfan Research Center IAG met on April 1<sup>st</sup>.
- Mass. College of Pharmacy – the BRA Board held a public hearing on this project on March 28<sup>th</sup> and approved the Master Plan and Project. The Master Plan will come before the Zoning Commission on May 22<sup>nd</sup> at 9 AM in the BRA Board Room. **(Note: Subsequently the BRA has issued a Preliminary Adequacy Determination with waiver of a Final Project Impact Report for the MCP White Building Addition project. The comment period of the PAD ends May 15, 2002. The document can be reviewed at the locations where all LMA Article 80 documents are placed.)**
- Joslin Diabetes Center (JDC) – JDC has had a series of meetings with the city to follow-up on the BRA scoping document. They are getting closer to an alternative to be studied in the master plan, which would reduce the project size significantly, to a lab building of around 310,000 SF, 175

residential units, and approximately 375 parking spaces. A Draft Project Impact Report is expected to be filed in early summer.

- Brigham & Women's Hospital (BWH)– BWH submitted the Institutional Master Plan Notification Form and the Project Notification Form (PNF) and are working to fulfill the requirements of the scope. There is nothing further to report.

Q: A variety of questions were asked regarding the JDC project.

A: Mr. Donnelly responded that the residential tower will be quite tall, perhaps 375 feet; the underlying zoning is H-3; and, the parking is down from 750 spaces. The BRA is supportive of any and all residential uses on any institutional campus. The net gain could be 90 units. Joslin owns the existing apartment building on the site.

C: A request was made to the BTM, MASCO and the BRA to do a study on how much more construction in the LMA, and the surrounding area, the present street infrastructure can support.

A: Sarah Hamilton, MASCO, said that as proposed projects come forward mitigation is also proposed, so capacity improvements are continually made to support the infrastructure. Adam Shulman, BTM, said that the question of 'when is enough enough?' is a good one. What can the present infrastructure support? This is difficult to answer, as an intersection can 'fail' according to the models and then still get worse.

C: Commenter asked if Mr. Shulman could present the final summary from the Access Boston study on parking at a future meeting.

A: Mr. Shulman agreed. Sarah Hamilton noted that there are some policy changes towards parking development in the LMA, BRA and Mission Hill in this study. It shows that the parking ratios in the LMA are the most rigorous in the city.

C: With Huntington Avenue under construction, removing sidewalks, and other measures, it is unsafe. It is incumbent on the BRA and BTM to seriously consider this question.

A: It was suggested that the record note this request and move on with the agenda.

C: Commenter expressed the opinion that if there is a mythical saturation point (of the transportation infrastructure), we have passed it or are approaching it. Further, it seems like a race for institutions to get projects approved quickly, so that they don't have to worry about parking. The process should slow down until we know what the streets can really handle. What is the inventory of the LMA parking? When do we hit capacity? The West Fenway has become a parking lot for the LMA. There is an insatiable demand for parking.

A: Mr. Donnelly said this statement is not accurate. The only project approved in the Fenway with new parking is the Samuels Project. There has been no other new parking approved in The Fenway. Mr. Donnelly further stated that according to the zoning ordinance, the City needs to review projects within a proscribed period of time. The city doesn't control what filings come through the door so the review schedule is driven by the zoning process. Mr. Shulman said there have been two studies done in the past two years that include very detailed parking inventories for The Fenway and the LMA. In addition, each of the LMA projects have come forward through The Forum (CH, HMS, SC, etc) with detailed parking inventories in their DEIRs. No part of the City has as much parking information available as this area.

Q: Three months ago there was a presentation on transportation improvements. What is the status of this discussion and could we bring this back to the agenda?

A: Ms. Hamilton said the discussion was summarized and circulated as part of the Forum summary. Several conversations have been had with agencies since then; the item will be brought back to the Forum at a future meeting. Mr. Donnelly noted that at the next Forum, Rebecca Barnes will be here to discuss LMA Planning so this topic may need to wait until a subsequent meeting.

C: Commenter expressed the hope that the agenda on the 20<sup>th</sup> (and also when the Joslin project comes back to the Forum) will be more open, so there will be time for discussion to fully explore issues. There were a variety of questions on LMA Planning.

A: Mr. Donnelly said that assuming that additional filings have not been made, we could keep future agendas more open. Because LMA Planning is a substantive topic, it is likely to take a sizeable part of the next meeting.

## **2) Construction Impact Mitigation**

In response to issues raised at the March LMA Forum meeting, MASCO provided follow-up information. In March one resident cited a Dana Farber patient newsletter, which encouraged patients to take precautions in and around the Children's Hospital Patient Facility construction site; this resident expressed unhappiness that the abutting residential community wouldn't receive similar consideration and information about potential health impacts due to construction. Sarah Hamilton read from the Dana Farber patient newsletter the following statement about health risks: "Tearing down old buildings can sometimes increase the number of fungal spores in the air at the demolition site. Although the overall risk of getting a serious fungal infection is low, individuals whose immune systems are very suppressed have a higher risk of serious fungal infections than do other people". She concluded by saying that only people with severely compromised immune systems such as cancer patients undergoing

chemotherapy and radiation, would need to take additional precautions against construction-site potential release of fungal spores; any risks would be close to the construction site. These fungal spores are normally occurring in the environment. It is assumed that any one in the neighborhoods, who is under a physician's care and has a compromised immune system, is receiving the appropriate precautionary warnings from their physicians.

MASCO's area-wide construction coordinator, Dennis Lucey (MASCO/PMA Consultants), presented an overview of the construction dust mitigation efforts in place at several construction projects in the LMA.

The excavation phase of construction typically creates the most airborne particulates. Of the five major projects presently under construction in the LMA, the Simmons College and Harvard Medical School projects are 100% complete with respect to the excavation phase; the Merck project is 25% complete, and the Children's Hospital Research and Clinical Building projects are 80% and 10% complete, respectively, with respect to excavation. Each project must submit a 'Construction Management Plan (CMP)' to the city for approval prior to the start of construction. The following construction mitigation measures are taken from LMA construction project CMPs.

Dust Control Plans: Wheel Washing – To remove dirt from wheels prior to leaving construction site; Wheel Wash Sedimentation Tank – To allow dirt to settle-out from water before the water passes to the collection system; Use of tarps – To control/limit airborne particulates while trucks are in motion; Use of paved aprons – Limit the amount of dirt on wheels; Store debris off-site – Limit the amount of debris stored on site; Stage trucks off of the public way – To limit traffic impacts and improve pedestrian safety, truck are staged on site; Street/Sidewalk sweeping – Removes dirt from public ways; Periodically remove cars on public roads in order to sweep underneath.

Coordination between projects to ensure full coverage. Phase excavation process – To limit the amount of soil exposed to the air, excavation is phased; Keep soil conditions wet – To limit dry soil conditions and the possibility of dirt turning to dust, excavation piles are occasionally watered down (if needed); Truck Routes – To limit the area of impact and minimize traffic in key intersections, city approved truck routes have been established for LMA construction projects.

Other construction mitigation efforts included in a CMP include: Odor Control Plan; Noise Control Plan; Site Security: Police & Fencing; Vibration Monitoring; Off-site Marshalling Area; Off-site parking area for construction workers; Mass Transit Commuting Options.

MASCO members in the LMA have gone beyond city requirements by creating, funding and installing a 'construction truck route' signage program to help keep trucks on approved routes and out of the neighborhoods; and, by privately funding a construction liaison position. Among the tasks of the construction coordinator include: Construction notices to the community (MASCO maintains a 150-person email/fax distribution list that enables MASCO to quickly disseminate information regarding construction impacts. This information is also posted on the MASCO website ([www.masco.org/construction](http://www.masco.org/construction)). On average MASCO has been issuing two notices per week with issues ranging for electricity interruptions to road impacts. MASCO also conducts monthly construction coordination meetings among the LMA institutional and city, state, and utility construction projects. These meetings are utilized by the project managers to coordinate schedules; and, to learn of new construction projects that may influence their projects and the neighborhoods. MASCO has been meeting with all utilities to determine their work scope and schedules for LMA construction projects and try to limit their impacts. Specific utility and agencies include: NStar, Verizon, Keyspan, MBTA, Boston Water and Sewer Commission, and the Mass. Water Resources Authority. MASCO has worked to limit the hours of construction on LMA roadways. Through continuous communication with utilities, agencies and the city, MASCO has tried to balance hours of construction operations between peak traffic hours and residential community requests.

#### Discussion

Q: Is Partners Healthcare a MASCO member?

A: No. Mr. Mombourquette (BWH) noted that Partners is a tenant of the One Brigham Circle development and is not responsible for the construction project or its management.

Q: Regarding the One Brigham Circle project, when are site offices open to the general public to answer questions?

A: Ms. Hamilton said site offices are generally open, however, construction sites are dangerous places that require specific safety requirements and training before entering. MASCO staff would be happy to put you in contact with the project team from any MASCO related construction project. The One Brigham Circle construction project manager's name is Vartin Getzoyan (617-641-2908).

Q: Commenter is an abutter to the MCPHS rehab of 701 Huntington Avenue; this project is creating a great deal of dust.

A: Ms. Hamilton said that MASCO will inform MCPHS of this complaint and ask them to contact the abutter.

C: Mr. Donnelly commended and thanked MASCO and its members for funding the construction coordination position and their mitigation efforts. He stated that

CMP are required before construction begins and that many of these mitigation efforts are required by the city however that the MASCO community has proactively taken additional steps.

C: Commenter stated he was unaware that MASCO/LMA funded a construction coordination position. He was pleased to learn of this and of efforts being made.

#### **4. Blackfan Research Center**

Scott Dumont presented an overview of the revised Blackfan Research Center project. The project has been reduced from 450,000 SF to 400,000 SF. The architecture and urban design of the project was presented in detail last month. Mr. Dumont would like to briefly respond to questions raised at that meeting, and then open discussion.

Sean Manning, from Vanasse Hangen Brustlin (VHB), explained that they did a detailed traffic study for the DPIR where the future Level of Service (LOS) is estimated at major intersections in the AM and PM peak hours, both with and without the project. This includes the compounded background growth (please see handout). The Blackfan Street extension is included in this analysis. In the AM peak hour, traffic coming from the north via Brookline Avenue and Boylston Street will be diverted onto the Fenway and Avenue Louis Pasteur, benefiting the Longwood/Brookline Avenue intersection through reduced traffic. The intersection of Longwood and Blackfan goes from a LOS C to a LOS B, and the intersection of Avenue Louis Pasteur and Longwood goes from a LOS D to a LOS B. LOS along The Fenway and Avenue Louis Pasteur is not expected to change because there is ample capacity available to handle the anticipated diversion. In the PM peak, there is a slight degradation at The Fenway and Avenue Louis Pasteur (from LOS C to LOS D) as traffic headed north cannot get back to Boylston and Brookline Avenues due to Fenway one-way operation and the island at Higginson Circle. There is also degradation at The Fenway and Palace Road intersection.

C: This contradicts common sense. The modeling process doesn't extend far enough out to see the consequences of the project, and to see the alternate routes that people use to try to escape the congestion. For example, it doesn't show the traffic jam at St. Alphonsus and Parker Streets. It doesn't show the impacts to Mission Hill and Fenway neighborhoods, including the Heath Street and Columbus traffic jam.

A: The traffic study includes the intersections that are defined and governed by the scope that the BRA and BTM requires. This is actually quite a large study (in scope) for one building/project.



C: This is the crux of the debate. Nine projects in three years and none has had an impact on Mission Hill? Then why do we bother to come here? We are supposed to be discussing the impact of these projects on the neighborhoods.

Q: Ms. Hamilton asked BTM if there are any intersections in the downtown or adjacent to major employment centers in the City of Boston that are NOT at a LOS D at rush hours? A request was made to the BTM to bring data from other parts of the city to put LMA and surrounding neighborhoods traffic conditions into perspective.

C: But the LMA is busy between 10-2:00 as well. They should model the middle of the day.

A: Mr. Shulman responded. Is someone watching the impacts in the LMA and the impacts to the neighborhoods? Yes, the city is watching. However this is apples and oranges. This study analyzes the impacts of one building project. What you're describing is an analysis of the traffic impacts of all of the LMA projects on Mission Hill (cumulative). This is a different type of study and analysis. Part of the answer is available through this analysis. You need to go through these intersections to get to an extrapolated site. In order to determine the impacts you need to identify how much is 'through traffic' and how much is headed to the LMA. We have some of this information in the West Fenway study, particularly around the Sears Rotary. However you can't burden one project with doing this type of area-wide origin/destination study.

C: I would like to ask the BRA and BTM to extend their analysis to Brigham Circle. This is just as close to the Lyme project as Huntington Avenue. The scope should have been extended.

A: Mr. Shulman responded that the scope was oriented northerly because it assumes commuting patterns from the southeast expressway.

C: 10-15-20 years ago Margaret Hildebrand fought for freeze zones in the LMA and the Fenway. Why do all these projects have to be done now, all at once?

C: You are being inconsistent in the evaluation of Brigham Circle vs. St. Mary's Circle. We know Brigham Circle is failing, but how much more will it fail?

A: Ms. Hamilton noted that other projects such as the BWH and Joslin's projects are evaluating the area south of Longwood Avenue and will include Brigham Circle.

Q: The Blackfan extension is two-way and exits onto Avenue Louis Pasteur then onto The Fenway, which becomes two-way at that point. What is to keep people from making the illegal left turn onto Park Drive?

A: As a part of the Merck/Emmanuel project mitigation, that project will extend the island to make it very prohibitive to take that left turn. Instead they will have to go to Louis Prang.

C: More cars will travel down Ruggles Street and Louis Prang?

A: Yes.

Q: How do you decide whom to burden? Those people who need to go left will now have to go further around and through neighborhoods.

A: Most of them will exit onto Longwood Avenue in order to get back to Brookline Avenue in the PM peak.

C: An issue was raised about lack of enforcement (to prohibit the illegal left-turn onto Park Drive from the Fenway at Avenue Louis Pasteur). The city may be watching, but part of the issue is that the parkways are State owned. If something happens in the street you call the MDC or State Police; if it's on the sidewalk you call the City; if it's on institutional property you call the public safety people. It's very confusing and causes a jurisdictional dilemma with no enforcement.

A: There was agreement and praise for a State Police trooper who is running an aggressive towing operation right now.

Q: Is the MCP garage included in these calculations?

A: Yes. Anything that has been in the pipeline, existing or proposed, is included.

Q: Is Blackfan two-way?

A: Yes, it is two-way at all times.

Q: At the BIDMC/Merck end of the project there were some projected wind issues. Can you update the group on the status of this?

A: There is not a plan yet, but there will be a mitigation plan for this. We cannot allow dangerous winds. Lyme is currently looking at trees, awnings, overhangs, recesses in the building façade, other changes to the building shape, trellises and other wind-mitigating options. There are no recommendations at this time.

Q: So the project is not acceptable as designed? What will change?

A: Some locations studied at some times of year show unacceptable wind conditions. A variety of mechanisms are being evaluated to address the issues.

Q: Is this wind issue due to the height or density of the building?

A: It has more to do with the narrow space between the two buildings.

Q: Will there be shadow impacts?

A: The project was designed with bifurcated massing in order to reduce any shadow impacts to neighboring institutions.

Q: Since the project is next to two garages, couldn't you share parking with Children's and the Shapiro Center building? What are the statistics on utilization? Are these garages used all of the time? The place seems desolate after 5 PM.

A: Ms. Hamilton said the Children's Patient/Family Garage is full all day long with patient and visitor parking, which is the same with the BIDMC Shapiro Center Garage and other public garages in the LMA. As is the case with most garages in the city, not just the LMA, after 5 PM there are fewer parkers. In the LMA you will see employees working late shifts after 5 PM, so the garages are occupied, but not full. There would be more opportunities to share parking after hours than during the day.

Q: Are the garages keeping statistics? What time of the morning do they reach full capacity?

A: Mr. Shulman said this information is in the DPIRs under utilization rates. Mr. Donnelly said this is an interesting question. There is not as much information on that, but common sense says that there are empty spaces at night. If the community is interested in access and sharing then they should bring it up and talk with the developers (they are doing that at One Brigham Circle). Mr. Dumont said that some proportion of spaces could be made available to residents in the evening. Lyme is very interested in this synergy.

Q: Do these garages rent to the Red Sox at night?

A: No. No one is leasing to the Red Sox. However, if your friends park there on their way to a game, we can't control that.

Q: Is the MFA joining MASCO? This could be a good shared parking opportunity.

A: Ms. Hamilton said she was not aware of those discussions.

A question was asked of the group regarding starting the meetings earlier (5:30 or even 6:00 pm). The general consensus was that starting earlier would be better for most, but not all of the participants. The next meeting will begin at 7 PM, the usual time. Due to the Memorial Day holiday, the next LMA Forum meeting will be held on May 20th, 2002 from 7:00 to 9:00 PM.

Prepared by MASCO Area Planning  
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# M A S C O

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## Summary of LMA Forum Meeting May 20, 2002

### 1. BTD/BRA/MASCO Updates

#### Boston Redevelopment Authority (BRA)

Owen Donnelly reported that the scoping document for Harvard Medical School's draft institutional master plan and project notification form filings had been issued.

The Blackfan Research Center project had made its second presentation to the LMA Forum in April and a 30-day extension to the public comment period has been issued.

Mass. College of Pharmacy and Allied Health Sciences (MCPHS) has received approval from the BRA Board for its master plan and White Building addition. A Zoning Commission hearing on the Master Plan is scheduled on May 22, 2002, at 9:00 AM in Room 900 of City Hall.

Joslin Diabetes Center project is likely to change, as the result of the BRA's scoping of their PNF and IMPNF on December 24, 2001. A 375-foot tall residential tower is still on the table but the total project size will be reduced from over one million SF to approximately 500,000 SF.

The Brigham and Women's Hospital Center For Advanced Medicine PNF was scoped by the BRA on January 11, 2001. Mr. Donnelly does not know of any imminent filings with regard to this project.

#### Boston Transportation Department (BTD)

Adam Shulman reported continued collaboration with the BRA in reviewing the Longwood Medical and Academic Area (LMA) filings. He is working on a TAPA for the MCPHS projects, has submitted comments on the Lyme Blackfan Research Center and the Harvard Medical School filings.

#### MEMBER INSTITUTIONS:

# M A S C O

Medical Academic and Scientific Community Organization, Inc.

## MASCO

Sarah Hamilton reported that MASCO was completing the final report on its evaluation of the Redemptorist Fathers' Lower Basilica site and would like to make a full presentation at a future LMA Forum meeting. The evaluation was completed at the request of the BRA, Councilor Ross, Rep. Fitzgerald, and supported by Mission Hill residents.

### 2. Longwood Medical/Academic Area (LMA) Planning

Rebecca Barnes, Chief Planner for the City, described the City's intention to begin an LMA planning process. The amount of growth and development occurring, as well as the importance of the LMA to the local, city, and regional economy are the reason for the BRA's focus. As part of the plan the BRA will consider the benefits and costs of LMA development to "host communities". She would like to bring people together with information and developed shared common interests in this two-year process.

The LMA represents some 35,000 jobs: a third of the city's jobs in medical/health and scientific research and a sixth of all jobs in the city. These jobs are critical to the communities and the institutions. At the same time, infrastructure and space is limited. MASCO is a well-known leader in demand management; more is needed. There are three million gross square feet (gsf) under construction or proposed, added to an existing 13.5 million gsf. This is a substantial increase with no end in sight. The city does not want to see an end to this growth. Expansion is desirable; the question is when, where and with effects on whom? The Mayor made a connection several months ago between the Crosstown Corridor and the LMA. This corridor is ripe for redevelopment and investments in transportation infrastructure are being made there in response to the community planning process in Roxbury. It is 1.3 miles from the edge of the LMA to the center of the Crosstown Corridor.

Ms. Barnes described the objectives of the city's planning as: to guide development over the next 10-15 years; develop strategies to support the growth of the health, academic, and biomedical sectors; identify the scale of development; and, to balance the need for growth with the aspirations of the community. She raised a series of questions: where can new growth occur in the LMA? Beyond the LMA? The LMA is landlocked, surrounded by dense and active neighborhoods. It is served by the Green Line and urban arterials; the Urban Ring is a future need, with the possibility of connecting the LMA to I-93 and an entire Biosciences/Health corridor. Mass. General's expansion to the Charlestown Navy Yard was referenced as an example of similar institutional expansion. The Roxbury Master Plan Study is in draft form. Seven parcels in that area are expected to be put out in a Request for Proposals (RFP) by the BRA prior to the end of the year. Institutional partnerships would be welcome with an emphasis on jobs and work force training. The LMA Forum meeting was intended to be

# M A S C O

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a beginning of a series of conversations with the community, MASCO and institutions. Jim Kostaris, Amy Goodwin, and Vineet Gupta will be involved from the BRA and BTB.

The envisioned scope of the plan would include: analysis of existing and anticipated conditions; identification of key land use and transportation goals and issues; facilitation of a vision statement; analysis of growth scenarios to balance development build-out and transportation capacity; site plan alternatives; a draft study area strategic plan; and, design guidelines. Existing economic and future development components will need to be understood, including growth strategies, industry changes, and changes in thinking and siting of facility needs. The City needs to understand these issues from a very technical point of view as well as the transportation issues in the LMA and in the Crosstown Corridor.

A potential model for community process could include an LMA Citizens Advisory Committee (CAC), with relationships to the LMA Forum and individual Impact Advisory Groups (IAGs).

While planning is going on, LMA project reviews will continue. Community desires to stop projects is not the way for the city to move forward. Both the neighborhoods and the institutions need to thrive. There are no plans for an IPOD (Interim Planning Overlay District). The city is considering how to encourage the institutions to participate in the process. A scope of work for a consultant or consultant team is being developed over the summer along with a funding plan for this \$750,000 to \$1 million project.

## Discussion

Q: Does the 13.5 million square feet of development cited include buildings under construction?

A: Yes, but not projects that are in the planning/review process.

C: At a meeting preceding this one, some neighborhood residents were surprised to learn that the Museum of Fine Arts plans to cancel its parking contract with Children's Hospital. Commenter requests that the plan include greenspace ratios, parking ratios, and other measures of the current capacity as well as the impacts of LMA development.

C: Planning for the LMA should take into consideration the total traffic capacity of the area. To date, planning for the LMA has not adequately considered the effectiveness of the transportation system, in that it has not measured the total amount of delay on major streets such as Tremont. Mitigation of transportation impacts of individual developments doesn't go far enough.

C: The plan should include elements dealing with affordable housing and job training. Balancing job and housing needs should be considered. Additional building causes rent

# M A S C O

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escalations in the neighborhoods. Job creation and career ladder programs are important benefits to link to the neighborhoods.

C: The Dudley Station area is already congested. Adding a 500-car garage for Department of Public Health employees does nothing for community residents. On a recent Saturday, traffic was bumper-to-bumper on Melnea Cass all the way to Ruggles, and Ruggles Street is always congested, especially at Parker Street and at Huntington Avenue. BTB needs to thoroughly analyze Lower Roxbury traffic congestion.

C: What is needed is more infrastructure capacity. With so many streets not connecting through, the resulting zigzag movements compromise safety.

C: The Silver Line is nice, but only one stop on that line (Boylston) provides any benefit to the LMA. The MBTA should do more to increase capacity. What is the MBTA's capacity to serve the area?

C: The BRA hasn't been fair in balancing everyone's needs; a reference was made to the narrowing sidewalks on Huntington Avenue.

Q: Is the plan going to consider disincentives to driving, such as increased transit service?

A: The City does not operate the MBTA, but advocates whenever possible for service improvement. The City is strongly supportive of the Urban Ring. In addition, through the development review process, the City mandates that employers implement transportation demand management (TDM) measures to reduce driving.

C: Some properties on Parker Street were permanently damaged from trucks removing fill during demolition of the public housing project. In general, construction projects stir up a lot of dust and dirt, causing air quality issues. Speeding is also a problem.

C: It seems like residents can get parking tickets for very brief local shopping trips, while commuters who park all day don't get ticketed.

C: A Master Plan process for the LMA was initiated some ten years ago. Why did it fail? Commenter disagreed with assertion that development cannot be stopped while planning is underway, because the protection of the public realm is needed. Actions should be taken immediately to protect parklands from the shadows of new buildings. Minimum standards were suggested.

C: Striving for mutual goals is a good concept, but what are those goals? The presenter at the earlier meeting upstairs said that 53 percent of Museum of Fine Arts employees drive to work. Commenter asserted that the LMA work force is about the

# M A S C O

Medical Academic and Scientific Community Organization, Inc.

same. Driving needs to be reduced. The Crosstown Corridor has been a subsidized garage area. The city needs to erase the problems that already exist. The Urban Ring Citizens Advisory Committee has been established for months; this process is coming too late.

Q: Why is the Audubon Circle neighborhood excluded from the affected area? Park Drive to Montfort Street is a single lane to the BU bridge.

A: The BRA will take another look at the defining the study area and the area of impact.

C: Commenter challenged much of the presentation. Why is there no plan, when institutions are required to prepare their master plans in accordance with a City Plan? A development moratorium should be declared. How can the City approve a project such as the Mass. College of Pharmacy project when the façade of the existing building was a gift to the city of Boston, when it was built? The Mayor says development should be shifted to the Crosstown area, but there's no plan. The Mayor said the LMA is overdeveloped, but the BRA isn't saying that. Commentor requests clear explanation about when there should be a moratorium, when there is saturation, and what the formula is to determine over-development.

A: The BRA cannot impose a development moratorium

Q: Then who can?

A: The city can create zoning and permit and mitigate development through a Zoning Code. This area of the city has been zoned.

C: But PDAs (Planned Development Areas) are regularly used to supersede the Zoning Code.

A: PDAs are part of the Zoning Code, created by the authors of the Zoning Code to serve the intents of the Zoning Code.

C: The recent U.S. Supreme Court decision in the Tahoe case established that a development moratorium is a legitimate use of government authority and is not a taking.

Q: How do we move the LMA to Crosstown?

A: This doesn't presume shutting down the LMA.

Q: Was the Roxbury community invited to this meeting?

A: Not specifically, but some of the people on the mailing list are from Roxbury. The LMA Forum is by definition focused on the LMA and immediately surrounding neighborhoods, but some Roxbury residents have participated in the past. Everyone who signs in is automatically added to the mailing list. Specifically including Roxbury as an LMA Forum neighborhood would be an expansion.



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C: The Crosstown issue (which directly involves Roxbury) is new to the LMA Forum.

Q: Why was the BRA so quick to call for a reduction in the size of the Joslin proposal?

A: Because the initial proposal had an FAR (Floor area ratio) of 16, more than doubles that of anything else in the LMA.

### 3. Boston Transportation Department – Access Boston

Vineet Gupta and Adam Shulman presented a summary of the Boston Transportation Department's "Access Boston", the first citywide transportation plan in many years. A twelve-page handout accompanied their slide show. The plan has five components, each resulting in a separate report.

The first component was a Bicycle Plan. Its first recommendation, which has been accomplished, was to create and fill a bicycle coordinator position in City government. The Bicycle coordinator's name is Paul Schmeck.

The second part of the plan concerns pedestrian safety guidelines for residential streets, also known as traffic calming. A pilot traffic calming project has been implemented in Hyde Park, including speed humps and other measures. The program is limited to residential streets. A separate report is being prepared for arterial streetscapes.

The third report in the Access Boston series is the Transportation Fact Book, just printed. It was developed in partnership with the Central Transportation Planning Staff, which provides technical services to regional transportation agencies and local governments. This report contains a series of maps depicting neighborhood demographic, economic and transportation information and trends.

The fourth section of the plan looks at public transportation and regional connections. It contains proposals for a wide variety of long-range transit improvements and creates a priority list for capital investment. The slide show featured a map of one such concept: a network of extensions of the Silver Line. The Urban Ring is also included in the plan.

The last report in the series is about parking in Boston. It was noted that several people in the room had contributed ideas that helped in the preparation of this report. The work began with a citywide inventory of on-street and off-street parking supply. Parking has grown in importance as an issue, due to an increase of more than a thirty-five percent in automobile ownership in the City since 1996. Not surprisingly, the number of cars per household is highest in the more outlying neighborhoods. Auto ownership patterns for the LMA are similar to downtown or Back Bay, with not a lot of auto ownership. Also not surprisingly, the density patterns of off-street parking spaces per square mile correspond geographically with employment density. A bar-chart comparing the anticipated number of new off-street parking spaces with the existing supply, by

# M A S C O

Medical Academic and Scientific Community Organization, Inc.

area of the City, showed that the percentage growth is expected to be greatest in areas with the least off-street parking today, while the numeric growth is about the same in most areas.

The following recommendations emerged from the parking study:

- Support and improve public transportation.
- Use district-based parking goals.
- Update development review guidelines.
- Reduce the number of off-street parking spaces per employee.
- Encourage remote park-and-Ride at regional intermodal facilities.
- Develop and implement a system to disseminate parking information.
- Work with TMAs to support the district-based approach.

The district-based parking ratios were developed on the basis of transit availability, roadway capacity, existing and proposed parking capacity, and land use. The ratio for downtown is 0.4 to 0.6 spaces per thousand square feet of building floor area, while most outer areas are slated for 1.0 to 1.5 spaces per thousand square feet. In the LMA, the recommended ratio is 0.75.

Overall, BTM seeks to mitigate transportation impacts in three ways: improving the transportation system in ways that do not expand capacity for cars, parking management, and travel demand management. Construction management is an aspect of transportation mitigation. One of the newest ideas in that regard is to require that contact information be posted at construction sites so members of the public can call with complaints about trucks, etc. Gupta concluded by saying that BTM is glad to be joining with the BRA in the current LMA planning effort.

## Discussion

C: Greater uniformity in parking fines is needed. For example, now there is only a \$10 penalty for parking illegally all day in some places. There should be meters on Wigglesworth Street.

A: Although the presentation did not get into on-street parking, it is a major topic of concern. BTM would be willing to install meters with community consensus.

Q: Do the parking ratios that were presented represent minimums?

A: No. They are recommended maximums and represent a dramatic reduction from existing ratios.

C: Commenter takes issue with the difference between the Mission Hill and LMA parking ratios. While the LMA is kept to a ratio of 0.75, the One Brigham Circle project was approved with a ratio of 2.0. This will lead LMA institutions to build parking in Mission Hill.

# M A S C O

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A: The approval of the parking ratio for One Brigham Circle might have pre-dated the new thinking at BTM. Also, there is still a need to use a case-by-case analytical approach.

C: Meters need to be added on Parker Street.

A: The city has added meters and would be happy to do more.

C: Ratios are useful when there is a limit to development, but when development is unlimited, they don't help. An absolute cap on the number of spaces is needed. Also, the ratios have been ignored in some cases, such as the Landmark Center, where the BRA allowed more spaces than had been recommended by BTM.

A: The Landmark Center development pre-dated the new policies.

Q: Can the BRA do traffic impact studies instead of project proponents?

A: Yes. This is already occurring in some cases.

C: Merely "trying" to set goals and limits is not enough. Instead, why not "require"?

A: BTM has been very aggressive about the parking ratios.

C: There is no active planning for traffic calming, only reacting to local requests.

A: BTM is implementing a traffic calming plan. There is a process.

C: There is no money for proposed public transportation improvements. Private buses are not mitigating transportation problems; they are mitigating the need for transit, which doesn't help.

A: MASCO and its member institutions are not trying to compete with the MBTA. In reality, they would rather not have to run shuttle buses, because they are very costly. MASCO and its members want better public transportation just as much as anyone in the audience.

Q: What is the city's position on a proposed 3000-car Red Sox garage and slingshot ramp that was voted down by the community?

A: Any excessive size garage would be a bad thing. There will unquestionably be a problem with lack of access between Back Bay and the new Convention Center in South Boston. The resulting problem of traffic using local streets for that link could be solved by the slingshot ramp, but it should be addressed by public transportation instead.

C: Elimination of curb parking along Huntington Avenue has placed vehicular emissions closer to pedestrians.

C: The new signal posts on Huntington Avenue have been placed in the middle of the sidewalk.

# M A S C O

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A: That might have been necessary to meet Americans with Disabilities Act standards. More likely, it appears that way because it is not the finished condition. The sidewalk element of the project has not begun yet.

**The next meeting will be held on Monday, June 24, at 6:30 PM.**

Prepared by MASCO Area Planning

Submit Questions or Comments to Sarah Hamilton: [shamilton@masco.harvard.edu](mailto:shamilton@masco.harvard.edu)

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## **Summary of LMA Forum Meeting July 22, 2002**

### **1. BTD/ BRA/ MASCO Updates**

Owen Donnelly (BRA) reported that the comment period on the Blackfan Research Building Draft Environmental Impact Report ended June 14<sup>th</sup>. Lyme sent the BRA a letter asking them not to issue the preliminary adequacy determination yet. This has been delayed until July 31<sup>st</sup>.

The HMS master plan and dental school project scoping determination was issued on May 3<sup>rd</sup> after a couple of design review meetings. Joslin Diabetes Center is submitting their Master Plan and Draft Project Impact Report this month.

Brigham & Women's is working on a master plan, but has no date for submission.

Emmanuel College will present tonight; they have a proposed amendment to the master plan, received June 26<sup>th</sup>. They qualify for an expedited review. The project is exempt from the master plan requirement because it is an internal renovation to a project under 50,000 SF. However, Emmanuel is choosing to include it in their master plan as an amendment, as one project, with limited scope review. They are not rethinking their master plan. The comment period ends August 5<sup>th</sup>. A public hearing on the proposal by the BRA Board is anticipated on September 12<sup>th</sup>, and another by the zoning commission at a later date. Please submit written comments to Owen at the BRA.

### **Discussion**

Q: Will the IAGs meet again?

A: Yes, once documents are submitted again. BWH is taking their time. They have a new President and are rethinking things, as is JDC.

Q: Did the power plant get approval?

A: Yes, from the BRA Board. It is now under construction.

C: The residents were not notified, and now a crane has taken over Binney Street. It's there at night too, with no lighting, and it's dangerous.

A: MASCO will check the construction coordination list to make sure that appropriate resident groups are notified. MASCO heard about the absence of a police detail a week ago, but since one has been there, the problems should have been abated. They will finish the work with this crane within the next two weeks.

375 Longwood Avenue, Boston, Massachusetts 02215-5328 617 632-2310 Fax: 617 632-2759

#### MEMBER INSTITUTIONS:

Beth Israel Deaconess Medical Center • Brigham and Women's Hospital • Children's Hospital • Dana-Farber Cancer Institute • Emmanuel College • Harvard University (Medical School, School of Dental Medicine, School of Public Health) • Joslin Diabetes Center • Judge Baker Children's Center • Massachusetts College of Art • Massachusetts College of Pharmacy and Health Sciences • Massachusetts Mental Health Center • Simmons College • Temple Israel • Wentworth Institute of Technology • Wheelock College • The Winsor School

# M A S C O

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Q: You don't have to bring the helicopter people in, but the speaker wanted to report a perception that the helicopters have changed their route recently. When they used Brookline Ave. it was good, but over the last month they've been coming down Worthington and Wigglesworth. Others concurred; they have also flown over Roxbury Tenants of Harvard (RTH) and the side of Mission Hill.

A: Sarah Hamilton will take these concerns back to the institutions that have helipads so that they may relay them to the operators that serve their institutions.

Q: Why were Channels 4, 5 and 7 out today?

A: This activity was related to the Red Sox, Ted Williams event.

Q: What is the status of the Blackfan Street extension?

A: No project gets approved on that street until the developer agrees to build their section. So far they have all agreed. There is one small missing piece on BIDMC property, but they know they will have to do this. Children's and Merck are building their parts now. Harvard is committed to their piece. With Lyme it is just a matter of timing and getting their project approved.

Q: Have the BWH and JDC IAGs been formed yet?

A: Yes, they met to review the PNFs and IMPNFs. They do not have documents to work on at the moment. The composition (members) of the IAGs was posted in past LMA Forum minutes.

Adam Shulman (BTD) reported that they have a commitment from Merck for video cameras along Brookline Ave. Two have been installed and tested. Now BTD can view the traffic from the control center downtown, helping them to monitor and manage that corridor.

Sarah Hamilton introduced Jim Kostaras (BRA), and reminded the group that Rebecca Barnes, Chief Planner for the BRA, and Jim came to the last LMA Forum and presented thoughts on future LMA planning and Crosstown planning efforts. There is time in the agenda for people to respond to that presentation tonight.

Mr. Kostaras hopes that everyone will participate in the public process. He hopes that this will begin in the fall. The BRA is taking some early action steps. They are doing background research on the area so that they can hit the ground running once a consultant is on board. He said that some one might be calling LMA Forum participants. This planning effort will have a major transportation component. They are working with the BTD to develop a scope of services for a consultant. They want this to be a competitive process, so that they can bring in the best team. They are also considering how to fund it. Their focus is the next 10-15 years and how to manage and guide growth in the LMA. On a parallel track they are completing the Roxbury Master Plan and want to implement that. There are parcels of land available on Melanea Cass Blvd. that

# M A S C O

Medical Academic and Scientific Community Organization, Inc.

will become available for development. Requests For Proposals (RFPs) for these parcels will be coming out shortly. The BRA would like to get a sense of capacity for new development in the LMA and how to shape and guide that. They want a sense of whether uses can be expanded to other areas and what those areas could be. The public participation process the BRA envisions is a Citizens Advisory Committee (CAC) including residents, institutions and others. They want people who are on the Impact Advisory Groups (IAGs) to participate in the CAC, and work with the BRA, the BTM and the consulting team. Mr. Kostaras asked for comments and questions and for people to introduce themselves.

Q: Commenter (K. Brookins) would like to know about basic demographics of the area, around Mission Hill in particular. She would like to know about the employment situation in the LMA, and what is projected: what types of people, their salary range, and when are they coming?

A: The BRA will make this information available in the beginning of the project.

Q: Area resident (M. Fabiano) of over 50 years would like to see a study of the capacity and safety of the infrastructure. Issues were raised regarding the Huntington Boulevard project, with regard to sidewalk widths, pedestrian safety, and parking removal. Questions were raised about the qualifications of IAG members compared to those required for the future CAC; what the selection process will be and who the IAGs report to. A comment was made that there is an IAG in Mission Hill and they have never asked anyone's opinions and didn't tell anyone how they'd vote.

Q: How many Section 8 certificates are there in the 02120 zip code (K. Brookins)?

Q: Resident (R. Orareo) is concerned with the location of potential sites in the LMA and over-development. He thinks that the area is saturated, with buildings upon buildings. He would like the plan to map these sites out. He is concerned about questions that arose recently at the East Fenway Planning Task Force. What is the relationship between the Museum of Fine Arts (MFA) and MASCO? Are you building parking? What is the goal of that relationship?

A: Sarah Hamilton said that discussions are going on between the MFA and MASCO about membership in MASCO. There are no plans for MASCO to building parking with them. Adam Shulman said the BTM has encouraged the MFA to get involved in a TMA (transportation management association), or to start their own, or join one that exists to encourage them to work harder at getting employees to take public transportation. The BTM thinks it's good for them to see the things that MASCO does, and possibly use their services, so that they don't have to start from scratch.

Q: There is concern that the MFA would lean toward MASCO and not Northeastern. There is also neighborhood concern about double-parking of buses and the impact of that on The Fenway.

A: Northeastern is not a TMA, and the MFA and NEU are talking about a TMA. Both could benefit from MASCO's experience.

# M A S C O

Medical Academic and Scientific Community Organization, Inc.

C: Resident (J. Adams) had a concern about the narrowing of Huntington Avenue and the removal of parking, citing safety issues. An additional concern is the ability to expand. She suggested a limit on the number of students and a plan for a second campus such as Mass. Pharmacy's in Worcester.

C: Resident (M. Barron) believes that there is a serious flaw in the MFA plan where they close off Museum Road. This will cause all traffic to move one block over to Ruggles Street. The most transient population of all goes to the museum, and most of them are out-of-towners and don't know how to use the T. They should bridge the road to connect the buildings and leave the lower level open for traffic.

A: Mr. Shulman said the closing of the road is now off the table.

Q: Resident (C. Torres) thinks we have reached saturation point in Mission Hill, The Fenway and the Longwood Medical and Academic Area (LMA). The square footage of buildings on Blackfan Street is huge. The new Joslin and Brigham & Women's developments are large. Why can't existing surplus space at the VA hospital and BIDMC be used? You need to look at transportation. She is on an IAG. She feels there is no process for the institutions to work together and that the BRA is showing tokenism by simply reducing parking spaces. If you're serious about the residents then there should be housing on Melnea Cass. Due to the impacts of development property values are increasing making it more difficult for renters to find housing. A belief was expressed that racism is at play in hospital employment and that hospitals need to look at what they owe the people who are being displaced indirectly. A fear was expressed that this will be a ghost town of institutions as people leave over the next 10-15 years. President Summers of Harvard was called arrogant for not considering a Harvard move to Crosstown.

A: Mr. Kostaras said part of the planning effort is to consider the impacts of new development on the neighborhood. There are potential benefits to be derived from restructuring of the hospitals, the new trend in biomed and the impacts of that on the LMA and the neighborhoods. We want people to participate and help shape the plan. We don't want it to be a reaction. The idea is for people to work together to shape a vision of the future.

Q: Minutes from the IAGs should be in the Forum minutes. Could you do this?

A: We will look into it, but don't see why not.

Q: Resident (K. Brookins) said that human life might become untenable due to density. There is less traffic here in the summer and we forget that come winter we will be immobilized again.

A: A process is at hand for people in the room and institutions to be consulted.

Q: What do you expect Joslin to come back with?



Medical Academic and Scientific Community Organization, Inc.

A: The overall project has been reduced by about half. The residential tower is now about 37 stories (it was 41).

C: If you have additional comments please send them to Owen, Sarah or Jim.

## **2. Children's Hospital/ Community Housing Creation Partnership**

Sarah Hamilton introduced Laurie Cammisa, Children's Hospital Vice President, who came to tell The Forum about a positive institutional partnership with the community which has resulted in housing on Mission Hill. At times we have heard that the community does not feel that institutional impacts are being mitigated, in this case, through partnerships, there have been positive, tangible results in the neighborhood.

Ms. Cammisa was pleased to discuss this project. The hospital has had a continuing relationship with the Back of the Hill CDC for the past 20 years, with previous housing linkage funds having been directed in 1985 to the creation of housing on the back of the hill. With the new Children's Clinical and Research facilities, the hospital again has the opportunity to target housing linkage contribution to address the important issue of affordable housing. There is a shortage of affordable housing in the city that has reached crisis proportions. The hospital will accelerate the payment, upfront, of the entire \$359,000 of housing linkage contributions allowing the BOHCDC project, jointly planned with Jamaica Plain CDC, to move forward.

A comment was raised about the amount of housing advertised in the Globe and the amount of student housing being built on the periphery of Mission Hill. A statement was made that there is enough density on Mission Hill. Creating housing for people who aren't already in the neighborhood is impacting the community more. Is it possible for the BRA to consider other linkage programs for the community, like for rat infestation or rubbish removal? Mr. Donnelly said this would be a concern to address to the Mayor's Office of Neighborhood Services.

In response, Pat Flaherty (project manager for the CDC project) reminded the group that Children's is making an important addition to the community, as it has over the last two decades. She said that Children's has also developed the J.P. Martha Eliot Health Center, provides healthcare services, and has assisted the Fenway CDC and J.P. CDC with jobs training programs. The fact that they are receiving the housing funding now, instead of over time, is very important to the success of the project. This project will provide 21 units for first-time homebuyers, with six rentals. Phase III will be all affordable housing. Residents wanted to see these lots reclaimed. They were used for illegal activities. Housing fits in here, contextually, and they have a commitment to make them fit into the existing neighborhood design and density. There is yard space. The housing on these lots were destroyed when Lahey Clinic wanted to expand in the area. Children's should be commended for this positive partnership.

# M A S C O

Medical Academic and Scientific Community Organization, Inc.

Representative Fitzgerald thanked Children's Hospital. The housing development will provide opportunities for lifetime residents who have been unable to afford rent or to buy housing to find affordable housing. This development will keep the back of the hill vital and alive. In his lifetime Mission Hill people have been eternally vigilant to reclaim this land for the community. Rep. Fitzgerald commended Children's for stepping up to the plate then, and now, to stabilize the community. He also commended Owen Donnelly, Sarah Hamilton and the participants in the forum for helping to bring new partnerships and opportunities to and the community. He said that there are a number of good examples of new ways of working together to build the community, referencing transfer of ownership of the RTH development from Harvard and the One Brigham Circle projects as examples. Regarding planning in the area, he said it has been done in a piecemeal fashion, and it's hard to stay focused on 40 things at once. We need better ways to plan in the LMA. We also know now how the LMA can respond, with One Brigham Circle as an example working together to build a new revitalized commercial area. We need to plan in a larger way and have a better process.

# M A S C O

Medical Academic and Scientific Community Organization, Inc.

## Discussion:

C: Commenter said that with Prop 2 ½ the rents would go sky-high.

C: Commenter viewed the project as positive but wanted to know the percent linkage paid and the cost of the buildings, because \$350,000 didn't seem like a lot of money.

A: Mr. Donnelly said that linkage is not based on percentages but rather on the amount of floor area in a proposed project above 100,000 SF. Currently the payment is \$7.18/S.F. for housing and \$1.44/S.F. for job training. The citywide housing and jobs trust collects the funds, which come to a substantial amount of money, and which are used on projects all over the city. The utilization depends on the readiness of local development corporations with fundable projects. There are guidelines to be followed. Perhaps we should have a session on linkage funds? Here is a housing creation model with institutions taking a role in development.

C: Commenter said that the neighborhoods have seen lots of growth in the LMA over the years but have not seen a lot of linkage dollars.

C: Ms. Hamilton noted that several years' back MASCO initiated a proposal to the city to direct the linkage funds to Mission Hill and the Fenway and was turned down. The money has to go to viable projects citywide. Some institutions have done housing creation proposals, such as Children's Hospital

Q: How many units will there be in Phase III?

A: Twenty-four.

C: If the units were an asset to Mission Hill, commenter would be thrilled. Her opinion on the new Mission Main is that it is a catastrophe. Reference was made to the need for mitigation to the impacts of autos, pollution, and noise. Making Longwood Avenue a through street to Melnea Cass would have been a good plan but cul-de-sacs were put in instead.

## **3. Emmanuel College**

Sister Anne Donovan and Myra Putziger presented Emmanuel College's proposed amendment to the Institutional Master Plan Notification Form (IMPNF) to allow the acquisition of the Libby Building to be rededicated to dormitory use.

The building was first built as a residence hall in 1958. Sister Anne was a student at the time and was in the first class to reside there. It was sold in 1974 to BIDMC; and now Emmanuel is buying it back.

The approved Institutional Master Plan predicted a modest increase in students of 4% per year. One year later the Board of Trustees made the decision to go co-ed. Now 33% of the freshman class is male and more women applied, because it is now co-ed.

# M A S C O

Medical Academic and Scientific Community Organization, Inc.

In September undergraduate enrollment will be 850, where they thought they would be seven years from now.

The college was built for 1500 students. The college will refurbish and add to the student center, but have no intention to build housing beyond what they can do right there. They plan to begin work on the residence hall in September and take a year to renovate it for a special residence hall to be occupied in September of 2003. The plan for building replacement dorms will not be pursued, due to the expense to construct and the affordability of new construction of students. They will refurbish instead, and the green space will remain. The student population was 1,500 at its peak in 1971. It won't exceed 1,400, but may reach that in another three to four years. They are all traditional undergraduates, however Emmanuel does have adult learners on eight satellite campuses.

Sister Anne shared drawings of the proposed Libby Building renovation. There are gang baths and bedrooms off of the hall. The childcare center will be closed and suites will be added to the basement area and skylights installed.

Myra Putziger added that this project is less than 50,000 GSF so it could be exempt from the master plan because it is an existing building below the threshold in the Zoning Code. Emmanuel chose to make this part of their master plan; it pre-qualifies for an expedited review. The IMPNF was filed and the comment period runs through August 5<sup>th</sup>. The BRA does not have to offer a scope, and this project is expected to have very few impacts. There is no additional parking. Resident students cannot have cars on campus. Vehicle and pedestrian access will be through the existing campus system. The sidewalks will remain. They are meeting their commitment to have 80% of students on-campus by September 2003, and hope that this process will result in BRA approval. Emmanuel will have a public hearing and go through the city review process.

## Discussion

Q: Why was the building sold to BIDMC originally?

A: At the time Emmanuel was having trouble making the payroll. Two years previously Holy Cross and Boston College went co-ed, and Emmanuel's enrollment dropped.

Q: What are the new enrollment projections, and will Emmanuel continue to rent dorm space to other institutions?

A: The five-year rental to Boston University ended and Emmanuel took back the space. Mass. Pharmacy will lease 110 beds for Mass. College of Pharmacy during their new dorm transition but subsequently needed for Emmanuel students.

C: Emmanuel should be applauded for not taking the corner and for keeping the greenspace. Many others concurred.

#### **4. Agenda Setting & Meeting Scheduling**

Sarah Hamilton received a call from Carmen Torres about the meeting that was canceled. Carmen felt that there were a number of issues that could or should be on an agenda, and that the meetings should not be canceled.

The agenda is usually set by Owen Donnelly, Sarah Hamilton, and Adam Shulman. The criteria for agenda items is usually: 1) an item has been brought up by the community, MASCO/BRA/BTD research has been completed and there is something ready to show everyone; 2) an institution has an Article 80 filing and needs to come to the community within the proscribed Article 80 timeframe a project has to put forward information; 3) MASCO, the BRA or BTD identify a topic that might be of interest and educational value to the institutional and residential communities. The philosophy has been that if there are not sufficient items to bring people together for a substantive meeting, it is canceled because everyone's time is precious.

#### **Discussion**

C: At the last meeting the BRA had a major presentation. There was little time to digest and debrief the information.

C: Commenter was angry that the meeting was cancelled.

C: We could have a general listening night, with no agenda items. It would be helpful to have a glossary of terms. Some times we struggle with the alphabet soup of designations. This could be part of the learning process; it can be hard to learn the actuality of a presentation.

C: We could have an evening of instruction about what the project review process is and what it means.

C: At the BRA Board meetings, the views of the community are not necessarily represented correctly.

A: Owen submits all of the letters that he has received, and tries to summarize the overall response, he does not present every individual view expressed.

C: It is difficult to access data at the BRA.

C: The zoning code could be part of the tutorial. There is no height limit in the LMA (see the Joslin project). There is no required greenspace in the code.

A: There are height limits and there are setbacks. The Joslin filing is expected July 31<sup>st</sup>, and we will have copies soon.

# M A S C O

Medical Academic and Scientific Community Organization, Inc.

C: We could have a session on linkage.

C: We can continue to have sessions on transportation and parking.

C: Commenter was glad to have June off, and the break was well deserved. The minutes are excellent. Is the public record on MCP available? She wants to see people's comments.

Q: How can we have input on canceling?

A: If there is an agenda item you want, we need to know about it three weeks before the meeting. The agenda goes out two weeks before the meeting, so if you have an idea of a subject let Owen or Sarah know two weeks (minimum) before the next meeting. We can also spend a few minutes at the end of each meeting identifying outstanding issues.

We normally cancel the August meeting because people are away. This time we will move the next one up to August 12<sup>th</sup> to accommodate people's schedules (many take off the week before Labor Day).

There was a show of hands for the time of the meeting. **The new meeting time will be 6:30 PM.** This will be revisited in another quarter.

Prepared by MASCO Area Planning  
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**LMA Forum Summary**  
**August 12, 2002**

**1. BRA/BTD/MASCO Updates**

Owen Donnelly (BRA) reported as follows:

Blackfan Research Center: The DPIR was filed March 8<sup>th</sup>; the comment period ended June 14<sup>th</sup>; the BRA has not issued a Preliminary Adequacy Determination (PAD) because the proponent has requested an extension through August 20<sup>th</sup>.

Harvard Dental School: A Draft Institutional Master Plan and Draft Project Impact Report are anticipated to be filed in the fall.

Brigham and Women's Hospital: Preparation of the Draft Project Impact Report and Draft Institutional Master Plan filings have been delayed due to new CEO's interest in evaluating the campus plan. It will be several months before BWH returns to the BRA and Forum.

Emmanuel College: An amendment to the Institutional Master Plan was proposed to add the Libby Building acquisition for dormitory use to the plan, and reviewed at the July Forum. The IMPNF was received by the BRA on June 26<sup>th</sup>. The project qualifies for an expedited review process and limited scope of review. The comment period ended on August 6<sup>th</sup>, with no letters of opposition. During this process an issue was raised about continued pedestrian passage through Emmanuel's campus from Avenue Louis Pasteur to Brookline Avenue. This has been closed due to construction on the Merck Building. The BRA will work with Emmanuel to restore pedestrian access. A BRA Board hearing is scheduled for Sept. 12<sup>th</sup>, 2 PM. Approval of the master plan amendment is expected, followed by Zoning Commission approval.

Joslin Diabetes Center: The Draft Project Impact Report and Draft Institutional Master Plan were filed on July 31<sup>st</sup>; comments are due on October 15<sup>th</sup>. An initial presentation on these filings will occur this evening, followed by subsequent discussion scheduled at the September 23<sup>rd</sup> Forum.

The Joslin Impact Advisory Group (IAG) will meet at 5:30 PM on August 13<sup>th</sup> and again in September. The public is welcome to attend. Meetings are held at MASCO, 375 Longwood Avenue.

Sarah Hamilton announced that the Mass. Mental Health Center will go forward to the State Asset Management Board in October, with a final recommendation for a developer RFP for the site. They have requested to make a presentation to the Forum in September/early October.

### **Discussion:**

Q: Didn't the Mayor say that all LMA expansion would occur in the Crosstown Corridor?

A: Mr. Donnelly said that was not the case. The mayor has encouraged LMA institutions to look at Crosstown as a possibility. The BRA expects the issue to be addressed in the LMA District Plan process. The projects, currently under review, were planned for by the institutions before the mayor expressed the policy to encourage some LMA expansion to locate in the Crosstown area.

Q: The new sidewalks and handicapped ramps being constructed by the MBTA under the Huntington Avenue Boulevard Project seem to be substandard. Commenter requested information from the City. Another commenter said there seem to be inequities in sidewalk widths between institutional and other property owners.

A: Ms. Hamilton said that a presentation from the city will be requested for a future meeting.

## **2. Joslin Diabetes Center**

Ms. Hamilton requested that the presentation be allowed to go on uninterrupted due to the amount of information that needs to be covered. A full Q&A period will follow. The Joslin team was introduced: Frank Keefe (Owner's Representative), Carl Finn (Joslin, General Counsel), Ed Tsoi (Tsoi/Kobus, Principal, architects), Aileen Maguire (Senior Engineer, Howard Stein Hudson, traffic engineers), Michael Latka (Senior Project Manager, Daylor, Environmental and Permits).

Mr. Keefe said the PNF and IMPNF for the project were filed in December, 2001 and the filings reviewed at the Forum in early 2002. Based on community comments and discussions with the BRA, the Joslin has made significant changes to the scale of projects in the Institutional Master Plan in its new filings. The DPIR and DIMP were filed with the BRA and the DEIR filed with the State's Executive Office of



Environmental Affairs (MEPA Unit) on July 31<sup>st</sup>. Public reviews are scheduled and comments are being solicited on these filings through October 15<sup>th</sup>.

Mr. Finn reviewed the Joslin's mission and needs for new research space. There is a diabetes epidemic with 800,000 new cases annually, over 13,000 of which occur in Eastern Massachusetts. Diabetes is the sixth leading cause of death in the country. Joslin treats 60,000 patients per year, and is one of the largest recipients of National Institutes of Health (NIH) funding for diabetic research in the country. Research into causes and cures is at the cutting edge at Joslin, with a major new research discovery occurring in Dr. Sharma's lab, which was announced internationally and in the Globe on August 6<sup>th</sup>. Joslin is out of space for treatment and research. Their master plan identifies needs for 162,000 sf of research space, 106,000 sf of office space, 17,850 sf of local retail and public space, and 160 units of housing (an expansion over the existing 84 units). Existing housing is over 30 years old and units are very small (425 to 672 sf). Tenant demographics show that residents are 65% single; there are only 5 children in the complex. Future units will be 10% affordable, range in size from 570 to 1,345 sf, and will help in addressing housing shortages in Boston and the LMA, providing units that reduce commuting traffic by allowing residents to walk to work. Mr. Finn acknowledged receiving community feedback about the size of the master plan projects. As a result, Joslin has reduced the overall size of the entire complex in its latest filings. Mr. Finn recognized that there are varying interests in the community and that he is here to listen and respond in positive way.

Mr. Tsoi provided background on the program size and architecture. Twenty-five schemes had been developed over the last seven months to be responsive to Joslin program needs and community/city feedback. The building area has been reduced from about 1.1 million sf to 518,400 sf. The Ullian Building is now under a purchase agreement, allowing Joslin to add site area and reduce massing and density of the residential component, which has been shifted to the Brookline/Longwood intersection from Pilgrim Road/Longwood Avenue intersection. One lab building has been removed from the proposal; the other lab building has been lowered in height from 11 to eight stories. Street level circulation has been improved and parking spaces have been reduced from 714 to 357.

Several elevations were shown. The goal of design is to make the housing tower as slender as possible. The slender profile and the tower relocation to the Brookline/Longwood corner reduce the shadow impact of the buildings on the Emerald Necklace and surrounding property owners. The greatest shadow impacts will occur in the winter and will fall on Brookline Avenue. (For more information on shadow studies, see the DPIR). Public entrances include a housing entrance including a lobby and elevator tower on Longwood Avenue, continuation of the existing patient

drop-off/pick-up entrance on Joslin Place, and a new third public entrance on Longwood Avenue mid-block, which will allow access into an enclosed winter garden and other public space within the complex.

The square footage and use summary is as follows. Two Joslin Place (112 feet tall plus penthouse) will be 246,500 sf, with 162,100 sf of research, 70,095 sf of clinical/office, and 141,105 sf of retail/atrium. Three Joslin Place (375 feet tall plus penthouse) will be 272,095 sf of space including 232,735 sf of residential, 35,665 sf of clinical/office, and 3,695 sf of retail. The lower floors, floors 1-8, of Three Joslin Place will be occupied by clinical/office space at Two Joslin Place. Parking space totals have been derived in accordance with city guidelines of .75 spaces/1000 sf for residential and research. Of the 357 spaces, 328 will be net new spaces, 120 of which will be allocated to residents and 237 of which will be allocated to other users.

Ms. Maguire reviewed the traffic analysis for the project. Eleven other projects in the LMA or surrounding area were included in the background, “no-build” analysis. In the build analysis, intersection Level of Service deterioration attributable to the Joslin’s proposal is limited to the Brookline/Fenway intersection. Volume increases at intersections were shown to increase in the immediate vicinity of the project with a 6% volume increase at Brookline/Longwood, and a 17-22% volume increase at Longwood/Pilgrim. Mitigation measures are proposed to improve intersection operations, including upgrades to signal coordination and signals, and video camera installation. Relocation of the existing loading dock from Longwood Avenue to Pilgrim Road will result in positive impacts to Longwood Avenue. Wider sidewalks are planned at the Longwood/Brookline intersection to improve pedestrian conditions. Additional Travel Demand Programs will be put into place.

Mr. Latka summarized environmental impacts and mitigation. The project doesn’t exceed city or state thresholds for solar glare, water quality/stormwater, or noise. There is a wind impact at the Longwood/Brookline intersection, which will be addressed through site or building design solutions, examples being coniferous plantings and a canopy.

Mr. Keefe noted the benefits provided to the city by the proposed project: 300 construction jobs, 600 permanent jobs, \$1.2 million in housing linkage, and \$250,000 in job linkage.

### **Discussion**

Q: What is the height of the building in relation to the highest building in the LMA? This project raises the bar on height for everyone in the LMA.

A: The tallest building is the Galleria apartment tower across the street, at about 240 feet. Additional height is tolerable at this 100% corner.

Q: Has the BRA addressed the cumulative impacts of all projects on the Emerald Necklace?

A: Yes, the shadow evaluations include cumulative project impacts.

C: Traffic signals are timed for cars, not for pedestrians. They should be taken into account.

A: Pedestrian needs are included in the evaluation.

Q: How many of the background projects were done by Vanasse Hangen Brustlin?

A: Unknown.

Q: Will the Joslin use all of the research space for its own needs or will it rent any?

A: The Joslin will use about half of the space right away and the balance in five years.

Q: Have the historic buildings been purchased?

A: There are no historic register buildings. The Ullian Building and Longwood Gardens are under options to purchase.

Q: Is the fire house (Ullian Building) the oldest one in the LMA?

A: Not known.

Q: Was the 6 PM period evaluated in the shadow study?

A: Yes, it's in the filing.

Q: What is the MEPA deadline for comments and the MEPA project number?

A: The deadline is Sept. 12, but an extension is expected to coincide with the Article 80 comment period. The project number is #12636.

Q: Will there be a helipad?

A: No.

Q: How does the project's impacts on traffic affect bicycle use? It is dangerous now; how do you make it safer?

A: The project doesn't degrade operations. A Rt. 9 bicycle crossing improvement is proposed by others. These details are documented in the filing.

Q: Have truck routes been established for the removal and delivery of supplies?

A: No, this will be included in the construction management plan, which comes at a later stage.

Q: Is there a method shown in the report for effects on traffic growth?

A: Yes, actual vehicles are documented in a spreadsheet by project, in the Transportation Appendix of the report.

C: Regarding public benefits, it would be nice if the BRA would consider things that would truly benefit the public. For example, there are issues on Huntington Avenue that need to be addressed.

A: Mr. Donnelly invited participants to send their suggestions to the BRA in written comments.

C: The BIDMC helipad is just a few feet away from the proposed tower, which is too close.

A: Boston MedFlight was consulted. There is an appropriate flight path to accommodate this, to the west of the Galleria tower.

C: Impacts of the project will be on Joslin Park, BIDMC's clinical center and on the entrance to the BIDMC garage on Pilgrim Road. Air quality impacts will be felt in the patient tower and there may be air impacts between the research and residential buildings.

A: Pilgrim Road is a low-volume street. Design options for air intake/out-take locations are being evaluated. Mr. Finn said that Joslin is discussing these with BIDMC and will mitigate any problems.

Q: A group of open space advocates are interested in eliminating traffic on Netherlands Road, through the park, due to its impacts on park access. Commenter views the Netherlands Road crossing of the Riverway as a safety issue and wants a commitment of support from Joslin and requested that the traffic analysis exclude the use of Netherlands Road.

A: They will work with the BRA and others to evaluate this.

Q: What is the definition of affordable housing?

A: It is defined by the city as units available to tenants with 80-120% of median income, which is about \$72,000 for a family of four and \$42,000 for a single person, with a cap of 40% on the amount of family income spent for rent.

Q: Commenter complained about inability to get a copy of the DPIR at the BRA for 12 days. Commenter asked how this project could be justified with local zoning standards?

A: Mr. Keefe said they are trying to comply with city policies to promote housing development and urban design standards against “chunky” buildings. The Joslin will have to replace 88 units of housing on the site. Mr. Tsoi said that a lower building would create more of a wall with a larger, denser shadow. It is better to go taller to reduce the area impacts.

Q: Is it just the Mayor’s fiat?

A: Why housing? Joslin needs to replace existing housing and housing is critical to those who live and work in the area and the city.

C: Mr. Rosenberg, representing Councilor Ross, said that he appreciates the Joslin’s needs and mission because he is an insulin-dependent diabetic. However his opinion is that 400 feet is too tall. In addition, existing tenants will not all be able to afford to live in the new building and tenant displacement will need to be addressed.

Q: A thirty-three year resident of 374 Longwood Avenue said that affordable housing is for people with incomes less than \$25,000 and no assets; it will be difficult to find a comparable apartment elsewhere and estimates the rents will be much higher (\$1500-2000). What is the plan for current residents?

A: Residents will be replaced for two years. Mr. Keefe said that they will work with all tenants to find replacement housing.

Q: Consultation won’t provide housing. Is the proponent committed to finding new units for the tenants?

A: Mr. Keefe said we will make accommodations to tenants who are in a difficult situation.

C: New parking spaces are not an “asset” to the neighborhood, when traffic reduction is the goal. Commenter would like to see specific measures that will reduce traffic. This project is still not a reasonable project. The BRA has not been good at saving historic structures. The fire house should be moved.

C: What are the standards for a moratorium?

Q: Does this project meet the standards of a green building?

A: It is too early to get LEED certification but the Joslin will commit to achieving this.

Q: Why do Children’s and others building research not need residential housing dollars to defray research costs? Research should be able to pay for itself.

A: The housing will defray the upfront capital costs of constructing the research building; it will not fund research.

Q: When will development take place? Residents are on a two-month notice and less than no communication has occurred between the tenants, Joslin, or Corcoran.

A: Mr. Finn said he had spoken to several residents and encouraged all residents to contact him with any questions. Until the project is better defined it is difficult to say exactly when construction will occur. Tenants in the Ullian Building have a lease through 2004. Mr. Donnelly said the BRA will not approve the project without a relocation plan and that devising that plan would be part of the city's requirements during the project review process.

Q: What if they don't agree on relocation?

A: Mr. Donnelly said then there is no project.

C: Mr. Donnelly said the Joslin came to the BRA with a project proposal. The BRA responded that housing demolition without replacement was not acceptable. The city needs new housing stock and is looking for every opportunity to increase it. The BRA encourages Joslin and all institutions to develop housing. The Joslin's proposal for a laboratory is modest and similar in FAR to others being developed in the area. The city policy is to give density or FAR bonuses to developers of housing. Joslin can't develop the lab without demolition of housing. Housing redevelopment however does not need to be on the site. The community should focus on the impacts of the options being considered.

C: How many units of housing does the city want to sustain? The city removed 800 units at Mission Main.

Q: Commenter was concerned that Boston MedFlight doesn't understand the sensitive community areas in Audubon Circle if they've provided a map, which indicates no use of Brookline Avenue for helicopters, and other issues. Secondly, the traffic impacts on Audubon Circle are higher than past studies on Audubon Circle.

A: Joslin will verify the information.

Q: Is this team developing the housing?

A: A final decision has not been made. The development rights will be sold to a third party developer.

Q: What percent of the existing Joslin facility is currently used for research?

A: Mr. Finn said between 60-70%.

Q: Of the major intersections in Boston, where does the Brookline/Longwood intersection rank? In the top 10?

A: Ms. Maguire said she couldn't answer that since she hadn't done studies for all Boston intersections.

Q: What is the basis of the traffic counts?

A: Ms. Maguire said that turning movement counts were done by hand; pressure sensitive devices were used to complete automatic, hour-by-hour variation in traffic.

Q: What is the total cost and timeframe for the project?

A: The project is estimated at \$200 million and has a 24-30 month construction period.

Q: Why doesn't Joslin move to Crosstown as the mayor has suggested? Has the Joslin done the cost-effective analysis for siting this in the LMA versus the Crosstown corridor?

A: Mr. Finn said the Joslin has determined that the project must be located in the LMA. A rational cost-based analysis would show that it is not cost-effective for the Joslin to move and they cannot do research in the Crosstown corridor.

Q: Could hand-outs be provided at future meetings?

A: Joslin distributed a hand-out earlier in the meeting. Additional copies of hand-outs will be brought to future meetings.

Q: How many new employees will the building house?

A: 600.

Q: What are you planning in improvements for pedestrians at the Longwood/Brookline intersection?

A: Ms. Maguire said that sidewalk enlargements on the corner are planned. There is no proposal to change the timing of the pedestrian cycle.

Q: How many intersections are failing in the existing condition?

A: Ms. Maguire said there are many tables in the DPIR that document these conditions.

### **3. Other**

All other agenda items were tabled.

The next meeting will be held on Monday, September 23, 2002, 6:30 PM to 8:30 PM.

Prepared by MASCO Area Planning Department

Comments or questions can be directed to:

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**Summary of LMA Forum Meeting  
September 24, 2002**

**1. BRA/BTD/MASCO Updates**

Owen Donnelly provided the following updates for the BRA:

**Blackfan Research Center:** The Draft Project Impact Report (DPIR) is through public review. The proponent has asked the BRA to delay issuing its Preliminary Adequacy Determination (PAD).

**Brigham and Women's Hospital:** There is no new information to report on the Center for Ambulatory Medicine and Institutional Master Plan, the scoping determinations for which were issued eight months ago.

**Harvard Longwood Campus:** Filings of the DPIR and Draft Institutional Master Plan are expected in the next 30 days with an anticipated review at the October LMA Forum.

**Emmanuel College:** The BRA Board approved the amendment to their institutional master plan, on September 12<sup>th</sup>. The amendment allows the college to occupy the Libby Building as a dormitory. The Zoning Commission is expected to act on 10/23 at 9:00 AM in the BRA Board Room.

**Beth Israel Deaconess Medical Center:** A Letter of Intent (LOI) was filed by BIDMC, the first step to renewing and consolidating the master plans of the former and now combined New England Deaconess and Beth Israel Hospitals. In addition, BIDMC proposes to construct a new research building. An Impact Advisory Group (IAG) will be formed and filings are anticipated in the near future.

**Joslin Diabetes Center:** The DIMP and DPIR have been under review for two months, with presentations made at the August and September Forums, and at two IAG meetings in August and September. Public comments are due at the BRA by October 15.

**Mass. College of Pharmacy and Health Sciences (MCPHS):** MCPHS sent a letter to the BRA saying that the service station operator at 662 Huntington Avenue has vacated the premises. A Phase II Environmental Assessment of the site is going on in preparation for removal of oil tanks and performance of environmental remediation. The college expects to use the site for construction staging and temporary parking related to their new construction on Longwood Avenue. Abutters, the Mayor's Office of Neighborhood

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Services, Rep. Fitzgerald and Councilor Ross have all been informed. John Zdancewicz, an abutter at 665 Huntington Avenue, stated his concern about not receiving notification by the college.

Sarah Hamilton noted the upcoming public hearing for Mass. Mental Health Center (MMHC), on October 8<sup>th</sup> from 7:00 to 9:00 PM, to review the MMHC's final proposal to the State Asset Management Board for solicitation of a developer for their site. A separate mailing to the LMA Forum list had been made 30 days in advance in September.

## **2. LMA District Planning**

Jim Kostaras (BRA) was invited by Mr. Donnelly to update the group on progress in the LMA District Plan. Mr. Kostaras said that Susan Trowbridge had been hired to prepare a background report on the LMA as the first step in the District Plan process. She will be interviewing community and institutional people to assess the importance of development and planning issues in the area.

### **Discussion**

Q: Can you be more specific about the master plan?

A: There will be a kick-off meeting in the future with the community to go over the details.

Q: What's the plan for? It's already built. Is it before or after the fact?

A: Part of the plan will consider future development and traffic impacts. It is an opportunity to envision what you want for the area.

C: How can you change it? There's too much here already. We've been thinking about it for 78 years.

Q: How involved was the BRA in the Huntington Avenue project? Did you approve everything?

A: The BRA was very involved in the design work, which was carried out by the City Public Works Department. David Giangrande, consulting design engineer to the city, will provide additional detail on the project later in the agenda.

Q: What is the exact time frame of the District Plan?

A: Not known at this time.

Q: What is the window for the plan?

A: 10-15 years.

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Q: What is the interface between this process and the plans on the drawing board?

A: The District Plan process will inform the project review process over the next few years.

Q: Rephrased, what about projects in the pipeline in relation to the District Plan?

A: Owen said that the BRA has raised the issue of accommodating growth in the scopes for all LMA projects in the pipeline, recognizing the impacts on infrastructure capacity. They are trying to balance the needs of the health care economy and Boston at the same time. Institutions have been asked to identify uses that could be developed outside of the LMA and possibly expand to Crosstown. There has been no answer yet from HMS or BWH. The Joslin makes the case in its DPIR for its development needing to occur in the LMA. This is the first conclusive evidence of a tie between institutional master plans and future district planning; there will be more in the coming months.

Q: There are impacts to the residents next to construction; commenter would like a process open to residents and institutions.

A: Mr. Donnelly said we have been meeting to review impacts of LMA projects for four years. Copies of project filings are available. Ms. Hamilton said that the issue of construction impacts has been discussed periodically at the LMA Forum, with presentations made on institutional and MASCO efforts to reduce truck noise, dust, etc. While the institutional community is not perfect we've been trying really hard to contain our impacts.

C: Commenter said that the institutional projects are not the problem as much as the Huntington Avenue project. In its second year of construction, the project is unsafe and impacts the neighborhoods. Commenters complained about lack of police details and other issues.

A: Ms. Hamilton said that this project has impacted neighborhoods and institutions alike on both sides of Huntington Avenue. MASCO has tried to keep on top of the project schedule and advise the LMA and surrounding community about expected impacts, however, the institutions are not responsible for managing the project. She said that comments about the project need to be directed to the City and the MBTA, who is managing the construction. The project is likely to continue for another year.

C: Regarding the District Plan, the BRA should invite representatives from the MBTA, Metropolitan Area Planning Council, the Boston Transportation Department, Boston Water and Sewer Commission, and Central Transportation Planning Service. These groups have pieces of the puzzle that we don't.

A: Mr. Kostaras said the BRA would reach out to other agencies.

Q. Commenter inquired about the absence of public participation from Roxbury and volunteered to the BRA her list of community contacts.

A: Mr. Kostaras said the intent is to be inclusive.

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### **3. Huntington Avenue Project**

David Giangrande, the city's consulting traffic design engineer, was introduced. Mr. Giangrande was asked to speak about design issues that have been raised by participants of the Forum. He is not involved in the construction management of the project, but offered to take questions back to the city as he is on retainer with the department of public works.

The project team was assembled in 1995, with representation from the MBTA, Boston Public Works Department, and Boston Redevelopment Authority. There were two years of community meetings in Brigham Circle, the Fenway and Mission Hill to review the design and proposed construction of the project. The project was and is complex. Mr. Giangrande evaluated pedestrian, vehicular, transit, and bicyclist needs in developing the transportation improvements. Some parking was removed to add space to meet the Americans With Disabilities Act (ADA) requirements for accessible platforms in the MBTA reservation. The avenue was reviewed section by section, taking into account different street edges and building setbacks from the Fenway to Brigham Circle. Parking was removed from Opera Place to Longwood Avenue. A tree-lined boulevard is planned using wider sidewalks on either side of the street for trees. Parking will remain on both sides of the street from near Longwood Avenue to Brigham Circle. In the roadway, eleven foot vehicular travel lanes were designed as well as protected left-turning bays to reduce accidents and congestion. Signals will be interconnected to BTB's traffic control room. Generally, two to four feet of width was added to sidewalks; some areas are narrower, for example a spot at Brigham Circle, a 50 foot section near the liquor store west of Calumet Street, and a section at Wentworth's Baker Hall. Mr. Giangrande said that he is called out to construction on an as-needed basis, for example usually on an ADA ramp inspection.

### **Discussion**

Q: Will there be handicapped access on the platforms? The platform in Brigham Circle, on the BWH side, does not appear to be accessible. The amount of space for yellow tactile strip for the blind appears to be less than it should be compared to the width of the platform and poles are in the way. It looks built but not accessible. Bricks on the platform will deteriorate due to snow removal. What about parking on Huntington Avenue in the future: narrow widths will get worse when it snows?

A: Handicapped access to the platforms is in the design and is in the MBTA's jurisdiction to build.

C: The crossing of Huntington Avenue at Wigglesworth to the MBTA platform is unsafe. There are no crossing lights either to the LMA or the community.

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A: A study was done three years ago, the result of which was that a signal was not warranted according to the state guidelines for signals.

C: The spacing of the trees is too close. There is not enough root space for them to grow and they will die.

Q: What are the funding sources?

A: The project of \$18-20 million is funded by the city, the State/PWED, the MBTA and Mass Highway (\$1 million, \$1 million, \$10 million and \$8 million, respectively). There are really two projects: the roadway project, which is funded by the city and the Mass Highway; and the MBTA stations. Both parts of the project are being constructed at the same time in a merged contract.

C: Pedestrian crossing at St. Alphonsus Street is tough because motorists are short-cutting Brigham Circle due to heavy traffic, particularly at the 3:00 shift change. What will happen when new buildings are open?

C: Merchants advocated for continuation of parking near Gainsborough Street. However, double parking along that stretch of Huntington Avenue causes traffic problems, with the narrow roadway.

A: The decision was made to retain parking there even though the engineers understood the issues.

Q: What about parking removals near Longwood Avenue?

A: There will be no parking around 260 Huntington Avenue near Worthington Street (at the print shop).

C: There were conflicting comments about the new trees. One commenter said they look nice; another said that they look dead and the MBTA trains are already smashing the limbs.

A: Ms. Hamilton said the institutional community shares these concerns because they are supposed to maintain them after the installation is complete.

C: Commenter thanked the institutions for agreeing to maintain the trees.

Q: Is the contractor required to have police details on the job? There are a number of safety issues. Commenter referenced attempts to cross the street with a baby and called for better enforcement. Commenter said this project is getting worse instead of better regarding pedestrian safety during construction.

A: Mr. Giangrande said that he would report the issues to the Boston Transportation Department Commissioner and the Boston Public Works Department manager, Peter Scarpignato, who could influence the MBTA and Mass Highway.

Ms. Hamilton said that questions and comments on the project should be reported to the MBTA's project manager, Frank DiFronzo.

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Q: Commenter asked if the MBTA could come to the LMA Forum and if MASCO could help arrange that?

A: Ms. Hamilton said that the LMA Forum agenda for October and November looked full; her recommendation was that the appropriate city agencies sponsor a community meeting outside of the LMA Forum and that MASCO would commit to working with agencies to achieve that.

#### **4. Zoning Code**

Mr. Rick Shaklik, BRA Deputy Director of Zoning, gave an overview of the Boston Zoning Code as it pertains to the Longwood Medical and Academic Area (copy attached). He spoke about the components to zoning, how the institutional master plan and planned development areas are used to supplement or supercede underlying zoning, and the zoning appeals process.

#### **Discussion**

Q: Can the presentation slides be provided to the community?

A: Ms. Hamilton will include them as an attachment to the meeting summary.

Q: Is there a slide that shows an overlay of the zoning overlays in the LMA? Is anything not in an overlay area exempted from zoning?

A: No. All institutions are required to have institutional master plans which regulate development.

Q: A Planned Development Area (PDA) is a one-acre minimum. Can they count a public street in the one-acre?

A: It has been done, if the proponent proposes street and sidewalk improvements.

Q: Are institutional buildings relieved from or exempt from zoning?

A: No. Institutional master plans are required and they are an accepted zoning tool.

Q: What governs a private, for-profit developer, i.e., not an institution?

A: They are subject to the requirements of underlying zoning for the site, unless the site is included in an institutional master plan overlay.

Q: In that case, why is it treated like an institutional master plan, not a regular development?

A: A master plan is a mechanism to look at large areas of geography and plan in a comprehensive way, looking at interrelationships between parcels.

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Q: Some areas are covered by underlying zoning and a master plan overlay. Why?

A: Underlying zoning is always there. The Institutional master plan governs development of all institutional property. There is a small project threshold under which minor developments can go forward without an amendment to the master plan and which are governed by underlying zoning.

Mr. Shaklik was applauded for his presentation.

## **5. Joslin Diabetes Center**

As a result of comments at the August LMA Forum and the Impact Advisory Group meetings in August and September, the Joslin team has prepared follow-up information and will provide an overview.

Mr. Broadhead, representing Tsoi Kobus (architects for the Joslin project) presented information on shadows, on an hourly basis from 9:00 AM to 3:00 PM in March, June, and September. The Winsor School has asked for additional shadow studies extending into October, November, March and April, to coincide with their use of their playing fields.

Jane Howard, representing Howard Stein Hudson (traffic engineers for the project) discussed traffic. Traffic information was provided at the August LMA Forum meeting and the August and September IAG meetings. At the September IAG meeting, the results of additional evaluation near Longwood Avenue and Nessel Way were presented, in response to requests by Temple Israel. The consultants evaluated capacity and did vehicle counts on Nessel Way during Hebrew School pick up and drop off activities, and during the Jewish Holiday of Rosh Hashana. Ms. Howard said they were happy to find that operations largely take place in the 375 Longwood parking garage, with only one car observed to be impacting Longwood Avenue during the period of evaluation.

In response to comments raised at the IAG meeting by Beth Israel Deaconess Medical Center regarding the potential impacts of the Joslin project on the BIDMC helipad, Ms. Howard said they had corrected the diagram contained in the DPIR and are working with BIDMC and Boston Medflight to ensure safe helicopter trips to the BIDMC helipad, with minimal project impacts.

In response to a comment by Mr. Keefe, the Forum participants said that they would like to have all traffic information relayed at this meeting. Ms. Howard then summarized the traffic evaluation that had been presented at the August Forum. The proponent was asked to evaluate 21 intersections and look at existing conditions, no build conditions (including LMA projects filed and evaluated prior to the Joslin project), and build conditions. The impacts related to the Joslin project were considered to be minimal. For

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“Build Conditions”, the only impact to Level of Service is at the Brookline/Fenway intersection in the morning peak period. There are no evening peak period impacts in terms of changing a level of service letter. A copy of the presentation from August is attached.

## **Discussion**

Q: Has the city discussed replacement of the 84 existing housing units at the same rental rates?

A: Mr. Keefe said that Joslin will talk with all tenants and work out reasonable relocation plans for everyone who can't afford to become tenants in the new development. Ten percent of the new units will be affordable. The profile of existing tenants includes an average income of \$75,000 per year; there are only five children currently living in the apartment complex, the average age of whom is one year. For residents who are older and income needy, the developer would like to work out a plan where similar affordable housing in a similar neighborhood nearby would be located.

Q: Have you started to speak with the tenants?

A: Yes, in fact, some tenants are here at the Forum tonight.

Q: Where are the entrances and egresses planned?

A: Service and access to parking is planned off Longwood Avenue to Pilgrim Road.

Q: Will signal retiming that is proposed as mitigation require construction?

A: They are discussing the plans with Boston Transportation Department and will have a detailed plan for each signal prior to the filing of the Final Project Impact Report (FPIR).

Q: Will they be charging market rate for parking?

A: Yes, they will add that information to their future slide presentation.

Q: On the traffic analysis, was there a factor for overall traffic growth beyond that attributable to institutional growth?

A: Yes, there is a background growth factor of 1% per year included.

C: Commenter expressed his opinion that the “A-F” rating scale (for intersection Level of Service) didn't go low enough.

A: Ms. Howard said that the computer programs break down “F” ratings further in terms of calculating delays at intersections. She said the best way to look at these ratings is in terms of mitigation measures and their impacts.

Q: What is the Longwood Avenue/Brookline Avenue rating?

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A: The AM peak is a LOS D with some LOS F on certain approaches, notably the Brookline Avenue southbound approach at Longwood. The LOS goes from “E” to “F” in the no build condition; with mitigation it returns to LOS D. The Brookline Avenue northbound through/right movement is LOS E in the AM peak and worse in the PM peak in the existing condition. This declines to LOS F in the no build and build condition. With mitigation, however, the LOS returns to E.

C: This intersection could be a lot worse during construction of the project.

A: BTM will help keep travel lane and sidewalk constrictions to a minimum. Mr. Shulman (BTM) said that the proponent will have to mitigate their construction impacts as well.

Q: Commenter objected that basic logic was being trampled on; since the site is narrow the commenter’s assumption was that there would be impacts on traffic on Longwood and Brookline Avenues during construction.

A: Mr. Keefe said that construction plans will be laid out in the FPIR. Part of the development will be 100% concrete, rather than steel, which will lessen the construction impacts.

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## Summary of LMA Forum Meeting October 10, 2002

### 1. BTD/ BRA/ MASCO Updates

Owen Donnelly (BRA) reported that the Emmanuel College proposal to turn the Libby Building back into a residence hall, to be reoccupied in the fall of 2003, was approved by the Zoning Commission on October 23<sup>rd</sup>, and the Master Plan was amended. Brigham and Women's has nothing to report on the Master Plan and Center for Advanced Medicine (CAM) project.

The public comment period on the Joslin Diabetes Center Master Plan and proposed project ended on October 15<sup>th</sup>. The next step is for the BRA to issue a Preliminary Adequacy Determination (PAD) for the Master Plan and Final Project Impact Report (FPIR). Concerns that have been raised in written submissions include: density, height, and displacement of residents. These issues should be addressed in the FPIR.

The Harvard University Longwood Campus Master Plan and Dental School project was submitted on October 10<sup>th</sup>, with the public notice published on the 11<sup>th</sup>. There is a 60-day comment period, for written comments. Harvard asked for a waiver of the need for a Final Impact Report (FIR) on the Dental School project. The next Harvard Impact Advisory Group (IAG) meeting will be November 13<sup>th</sup> at 5:30 PM at MASCO, 375 Longwood in the fifth floor conference room. The public is invited. Harvard is presenting at The Forum tonight.

The Blackfan Research Center Draft Project Impact Report (DPIR) comment period has ended. They asked the BRA not to issue a PAD. The BRA recently received a Notice of Project Change, which requires a 30-day review period. The comment period will end on November 11<sup>th</sup>. Please send comments to Keith Craig at the BRA (**subsequently the comment period was extended to November 18, 2002**). The Blackfan group will describe all modifications to their plan tonight, including an expansion. The Forum has been held for four years now, and we have not seen a Notice of Project Change before. This is a provision for the proponent to submit any changes. It is an opportunity for them to look at the project with new information. The BRA Director will decide how the modification should be addressed in terms of the Article 80 review process. It is likely that the proponent will be asked to address any additional impacts, due to their expansion, beyond those found in the DPIR. The Blackfan IAG will meet on October 30<sup>th</sup>, at 5:30 PM at MASCO.

Beth Israel Deaconess Medical Center (BIDMC) submitted an Institutional Master Plan Notification and Project Notification Form (PNF) to the BRA on October 10<sup>th</sup> for a research project. A public notice was published on the 11<sup>th</sup>. This project will have a 30-day comment period. They are here tonight to present. City hall policy members decided that instead of creating a new IAG for this project that the Blackfan IAG

will serve both projects. This is due to the interrelationship of Lyme/Blackfan and BIDMC projects. There is logic in keeping the same IAG; this will become apparent in the presentation.

## **2. Harvard University Longwood Campus/ School of Dental Medicine**

Deborah Kuhn, Associate Dean of Planning for Harvard Medical School (HMS) presented with Martha Rothman, from Rothman Partners; Kevin Hurton, Project Manager and Director of Construction at HMS; Dave Bohn and Sean Manning traffic engineers at VHB; and Malaina Bowker and Cindy Schlessinger from Epsilon Associates. Please refer to the attached handout for the body of their presentation.

Questions and Answers:

Q: Are Forsyth Dental students moving to HMS? Will the Dental School addition result in new students?

C: Forsyth's dental hygiene program is moving to the MCP campus, not HMS.

C: No new parking is an encouraging sign! At some point we want to see a reduction.

Q: You mentioned "potential building sites," are these beyond the five years covered in the master plan?

A: The IMP identifies potential sites that could be developed beyond the five-year time horizon requested, but nothing specific is proposed for these locations. Rothman Partners identified these potential sites based on campus design principles; they have not been considered yet by HMS.

Q: Will the new building(s) meet renewable energy standards?

A: The LEED self-certification will be achieved for the Dental Building, but probably not at the platinum level.

Q: Are all future sites within the HMS landholdings? Has Harvard purchased land that it has not reported, like what happened in Allston?

A: All of these sites are on-campus; there is nothing outside.

Q: Is the HSDM building on Longwood Avenue handicap accessible?

A: Yes, from the side of the building.

## **3. Beth Israel Deaconess Medical Center/ Blackfan Research Center**

Owen Donnelly explained that items three and four on the agenda would be combined. Scott Dumont, with Lyme Development, and Dana Swenson V.P. for Facilities at BIDMC, presented their projects. There are three basic elements:



- 1) BIDMC is filing an Institutional Master Plan that combines the already approved previous plans from the former Beth Israel and Deaconess Hospitals.
- 2) BIDMC is filing a Project Notification Form for the Longwood North Research Center.
- 3) Lyme is filing a Notice of Project Change to the Blackfan research project.

The design teams from BIDMC and Lyme were brought together to see what could happen if the property lines were erased. The results were favorable for both entities. The resulting expanded Blackfan Research Center building was presented, as was the overall BIDMC campus master plan. Please see the attached presentation materials for more information.

#### Questions and Answers

Q: As public benefits you show \$6-7 million in affordable housing. Who will own it? Where will it be?

A: This is a housing linkage contribution, specifically for affordable housing. We would like to work with community groups to find a specific location in the Fenway/Mission Hill area.

C: The zoning code requires monetary contributions to jobs and housing linkage for projects greater than 100,000 gsf.

Q: There are other "betterments" that might be needed. Could this money be earmarked away from housing?

A: Housing linkage is statutory. Through the IAG we will work to identify specific projects for public betterments that make sense.

Q: Councilor Ross's Office expressed appreciation for S. Dumont's flexibility in the past, and he asks the BRA to do likewise so that the funding can go where the community wants and needs it. There is an expanded opportunity to be on an IAG now. If you (the public) want to be on an IAG Councilor Ross can nominate you.

C: If you want to be on the expanded IAG, please let Owen Donnelly know.

Q: The discussion about affordable housing and betterment is premature. People are not looking at the project. The only real benefit to the community is a good project outcome. There are a small number of unpaid citizens here tonight. This conversation distorts what the process is about.

A: We spent 99% of the time tonight talking about the project. It is large. It will have impacts, and on the whole we need to prove that the positives outweigh the negatives.

Q: Lyme did not respond to the issue raised in the Blackfan DPIR regarding shadows on the Emerald Necklace. Shadows extend to the Emerald Necklace from the Museum of Fine Arts (MFA). The new MFA project adds shadows in the morning; BIDMC/Lyme adds them in the evening. The questioner asked if MASCO would join with Fenway Civic in legislation to preclude shadows on the Emerald Necklace?

A: Mr. Dumont said that shadows will be cast on the park for 45 minutes in September at 6:00 PM. These shadows are narrower and taller and will have the least impact that we can have on the park. There is no significant impact on the ground due to the tree canopy at that time of year.

A: Ms. Hamilton said that MASCO would not support legislation. We need to look at the impacts of these projects through the vehicles available – Article 80 review and the upcoming BRA District Plan.

Q: Could you give us more information on the pedestrian connection between Joslin Park and the Riverway?

A: There would be a pedestrian, that is conceptual at this point, but it would include both indoor and outdoor passage, and clear sight lines.

Q: It's very nice that Lyme and BIDMC have gotten together for such major construction. There is a problem with square footage - how do we know if the square footage is the same as the old master plans? Where will 800 new people park? Blackfan Street used to be an open area; now there are a number of huge buildings on Blackfan Street. It is nice to know BIDMC is turning things around financially. We are a throwaway society to keep replacing old buildings.

A: Mr. Swenson explained the joint parking plan. The old concrete garage is spauling and has outlived its useful life. There are 450 spaces in that garage; these will be put beneath the new Blackfan Research Center building (251 net new for Phase I).

Q: How can BIDMC afford to do this?

A: BIDMC is selling development rights to Lyme. This, plus a capital campaign will provide the money to improve clinical space on the West Campus. BIDMC is rising up from its post-merger "near-death experience". It is losing less money than was last thought. There have been changes to senior management. It takes four to five years to come back from this kind of experience, based on the experience of other hospitals. Finally, BIDMC will also benefit financially by being a tenant in the Lyme building in lieu of owning it.

Q: Where is the BIDMC helipad? Are any of the proposed Lyme buildings pre-leased? With the influx of research space, will there be increased helicopter traffic?

A: The helipad is located on the West Campus. Helicopter traffic is for medical use only – these projects will not add to helicopter use. The Lyme building is not pre-leased.

Q: The commenter was pleased that BIDMC is moving towards an improved financial situation and a joint venture project; this is a plus. However, we are still talking about 1.0 million square feet.

A: The total square footage was discussed. 820,000 square feet for BIDMC and 575,000 square feet for the Blackfan Research Center (BRC = 575,000 s.f., Longwood North Research Center = 440,000 s.f., W. Campus Clinical = 304,000 s.f., above the



BIDMC emergency room is another 24,000 s.f. proposed). A parking garage will be demolished as will the Judge Baker Children's Center, which will be moving.

Q: Shadow impacts are unresolved. What about the impact of all this construction on groundwater in the neighborhoods? Is there a standard requirement for this?

A: This construction will not change the groundwater levels. They will be digging down to glacial till and bedrock, with a slurry construction wall. This waterproof membrane will not affect groundwater tables. They will not be dewatering the site.

C: There is a standard requirement for projects to report on their impacts to the groundwater. The BRA does not usually ask the proponents to study the impacts to the neighborhoods. Please send in written comments; this could be studied.

Q: The commenter was glad that BIDMC's numbers are up; a suggestion was made that existing parking in front of BIDMC buildings fronting Brookline Avenue be incorporated within the project and be moved underground. This area could be turned into a park, which would be a community benefit.

A: This was in the last institutional master plan. The BRA agrees and has not forgotten.

C: The commenter expressed concern about pedestrian safety at the intersection of Avenue Louis Pasteur at the Fenway. There are still problems with people crossing conflicting with cars turning right from the Fenway onto Avenue Louis Pasteur. There is no stop sign for people turning right. Adam Shulman (BTD) will look into this.

Q: Will you be pursuing a LEED/Green Building standard?

A: Lyme is building what may be the first platinum building in the United States, in Cambridge for Genzyme. Lyme typically builds only the core and shell. Such a platinum building is not commercially reasonable for the BRC. It is very likely that basic certification will be achieved. The LEED/Green building process is not tailored to lab buildings – they are a lot different from office buildings. Basically LEEDs tries to keep air inside, labs try to send air through. There is no standard currently for lab buildings.

C: This is not one small project. The amount of built environment in the LMA is relentless. We do not have the infrastructure to support this. Energy needs outside of the USA are growing. Costs are growing. The LMA projects look out only three years. Beyond that a subway system for LMA will be needed. The LMA must continue to grow – but no one is looking at the long-term effects. Where will it grow after that? Who is worrying about the energy needs to support growth? The Mayor is trying to get institutions to go to Crosstown.

A: Via Article 80, the institutions have to take into account the cumulative impacts of projects.

A: Ms. Hamilton said that it is the job of the BRA, and to some degree, MASCO, to plan for the future. You cannot dispute the value the LMA institutions bring to the

Boston economy. We are enormously successful. Yes, we are big, and yes we are growing. Right now we are developing with a concentrated growth plan. We could dissipate within Boston, or out to the suburbs, but would that be good? There is a district plan process coming from the BRA. We are working towards the Urban Ring transit service and we need more train service at Ruggles and Yawkey stations. We need to promote more transit usage, and join hands to get it there. There are big issues on the table. These guys (Lyme, BIDMC) cannot answer these issues alone. We all need to work together to develop a plan.

C: Let's discuss this at the next Forum meeting. What is the master plan? Maybe there shouldn't be this much construction approved until there is a master plan. A moratorium?

Q: We have nothing against prosperity, but there comes a point when you are choking to death. If you get rid of the neighbors, then the LMA can have the area. Institutions should think about satellites in other areas, so they can have impacts on the suburbs. Harvard bought 45 acres in Brighton secretly. You need to look at 10-15 years from now. Are you going to move the LMA into Brookline?

A: BIDMC's long-range plans for the next 20 years are on its own sites, on land BIDMC already owns. We were asked, by the BRA, for a five-year plan.

C: We are happy to contribute dollars earmarked to transit, if they can be targeted to specific projects.

C: Ms. Hamilton said that the pace of development is hard for people to swallow. Yet over the last few years institutions have built buildings with fewer impacts on the infrastructure. For example, BTD has done a great job trying to drive down parking ratios (spaces per thousand square feet). Two to three years ago the institutions were developing 1 space/1000 SF. Now they are building .75 spaces/1000 SF or less. It is causing problems for the biggest hospitals, particularly on the clinical side. Of course there are impacts, but the impacts have been reduced. Community comments are changing developments for the better.

Q: Please explain the zoning for the projects.

A: BIDMC's Master Plan District is Article 70; the Lyme projects will fall into a PDA area.

Attachments:

Harvard University Longwood Campus IMP  
BIDMC and Lyme Properties Unified Planning Presentation

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## **Summary of LMA Forum Meeting November 25, 2002**

### **1. BTD/ BRA/ MASCO Updates**

Owen Donnelly reported that the scope for the Brigham and Women's Master Plan and Center for Advanced Medicine (CAM) was issued January 11, 2002, and there has been no formal submission since then.

Joslin Diabetes Center's Master Plan and expansion are under review. The comment period ended October 15, 2002. The Preliminary Adequacy Determination (PAD) is due to be issued, but this has been delayed.

The Harvard Dental School building project and Master Plan are under review. The 60-day review period ends December 9<sup>th</sup>. Harvard requested a waiver of the Final Project Impact Report (FPIR). A complete presentation of the Harvard plans was made at the October Forum. They are here again tonight to answer any questions. The Harvard Impact Advisory Group (IAG) met on November 13<sup>th</sup>. The IAG meeting summary will be out soon; it will either be mailed to interested parties or available to you at the next Forum meeting.

The Blackfan Research Center (BRC) issued a notice of project change (NPC) on October 11<sup>th</sup>. The public review period ended on November 18<sup>th</sup>. The Boston Redevelopment Authority (BRA) is looking to issue a PAD for the rescoped project based on the enlargement. A thorough response is expected in the FPIR. According to the zoning code this should be issued December 3<sup>rd</sup>. The IAG met on October 30<sup>th</sup>.

BIMDC submitted an Institutional Master Plan Notification Form for their campus Master Plan and a Project Notification Form for the Longwood North Research Building (LNRC). The public review for these documents ended on November 18<sup>th</sup>. The scoping determination for the Institutional Master Plan (IMP) and Draft Project Impact Report (DPIR) is scheduled to be issued December 3<sup>rd</sup>. The IAG met on October 30<sup>th</sup> to advise the BRA.

Wentworth Institute of Technology (WIT) is beginning the process to amend or renew their IMP. They are putting together a neighborhood task force to work on the WIT plan. Sandy Pascal invited people to join them; December 10<sup>th</sup> is the first meeting.

The date of the next Forum meeting was discussed. It was scheduled for December 23<sup>rd</sup>. The group agreed to tentatively schedule the meeting, for the week prior to the 23rd, and change it or cancel it as appropriate.

Boston Transportation Department (BTD) Update – Adam Shulman reported that they are working on the scope of the BIDMC master plan and research project, as well as the rescoped Blackfan project. They are currently finalizing the Transportation Access Plan Agreements (TAPA) with Mass. College of Pharmacy. There is a commitment to pay for new video cameras at the Longwood and Huntington intersection, which will complement three other cameras that were funded by the Emmanuel/Merck project. Other mitigation includes extension of the island at the intersection of Avenue Louis Pasteur and the

Fenway. This has been completed and makes it impossible for people to take a left turn there.

Q: What is the purpose of the cameras?

A: These are for the traffic management center located at BTM. They can coordinate and control hundreds of traffic signals from this center, and can watch the traffic signals to ensure that they working properly. The city recently spent \$2 million to upgrade this center.

Q: Is there one at Roxbury Crossing? How do you decide where to put them?

A: He doesn't think there is one there. Engineers (BTM) perform an evaluation to determine if a camera is required. Mr. Shulman will look at this location, but if there are other locations you are interested in then write or call the BTM.

C: Huntington Avenue at Brigham Circle to Wentworth is a speedway with no 20 MPH zones posted (like at Northeastern). Has the BTM looked at this? This is partly due to the absence of a signal at the Harvard School of Public Health (HSPH) crosswalk. The timing of the lights is wrong as well.

A: The BTM will look into these concerns.

## **2. LMA District Plan**

Rebecca Barnes, Chief Planner at the BRA, reminded the group that she had been to the Forum several months ago and talked about the usefulness of mid- to long-term planning for the LMA. The BRA is looking for solutions and actions to enable the LMA to continue to be healthy and contribute to the economy. She came tonight because we are about to enter a new phase. The Mayor has made this a high priority item on his agenda. The BRA is in conversations with the institutions and MASCO, and now has funding to put out the request for proposals after the first of the year. It will cost \$750,000 to \$1 million dollars. It will include transportation, housing, workforce development, land use, and urban design issues. It is important to invest in this plan in this neighborhood so that the institutions and community work and live well together.

In the meantime there will be interim guidelines put into place that will be imposed on projects both in the pipeline now, and any new ones that will be coming along during the next 12-18 months. The draft guidelines will be pulled together quickly by the BRA, BTM and Office of Jobs and Community Service; they will be looking for input from the institutions and community so that they may be put into place by the end of the year. The interim guidelines will include: height, transportation, circulation and access, uses (medical, higher education, housing), open space (e.g. shadows), workforce education/training and access.

A master planning process will follow and determine what will be put into place after the interim period. There is a lot to be done, and put into place by the end of the year. This will be a focused process. It would be good to devote time to this, for everyone to look at it and give the BRA feedback in December.

Q: What will be exempt?

A: Nothing is exempt. Everything that is currently under review will be included. If a project has been approved, then it is no longer under review, and it will not change. If it

is not approved yet; then it will be subject to the guidelines. People want to work quickly and directly on the master plan.

C: It's too late to do any planning.

C: There are a lot of difficulties. LMA funding for the plan is a problem; commenter felt that this puts the BRA in a conflict of interest situation.

A: The BRA is also funding it, although the majority is coming from others.

Q: How can you do a master plan in one month?

A: This is only the timeframe to develop the interim guidelines. We have 12-18 months to develop the master plan. The interim guidelines will apply to projects during that time.

Q: It will take time to figure out what interim guidelines are. This changes the way we do business here. An arbitrary date imposed by the Mayor and the BRA would be unfortunate and unreasonable.

A: This was not imposed by the Mayor, but there is a sense of urgency from the community and institutions to make changes now.

C: The commenter expressed his desire for a moratorium until this is fully studied. The community is overwhelmed. To develop an interim plan or master plan in a short period is too fast in one month. There is not enough time. *But it is exactly what we're looking for...* to limit development in this area. They want to tear it down and redevelop it. We need to slow it down to give us time to study, and have timely and appropriate input.

A: We appreciate your concern. Please give the BRA the benefit of the doubt and see what guidelines we're developing.

C: As an activist I want to be actively part of it... This deadline is too rigid.

A: We'll be coming back to you in December for discussion. Just see what happens. If there needs to be more time then there will be more time, but it can't be open ended.

C: There is a conflict with the institutions funding this. Will the institutions be involved?

A: The BRA will be asking for review of the guidelines with both groups (community and institutions). We share your concern, but for better or for worse, it's how we're handling planning now in Boston, due to a lack of public funding. We need broad-based community review.

C: Institutions will have more sway. What about Crosstown and the LMA – will that be part of the interim guidelines? What about Crosstown and its relationship to Harvard? Harvard said they weren't moving there.

A: The Mayor and other departments are still working to find appropriate uses for Crosstown. In the master planning process we will be looking at Crosstown, The Fenway and other areas for appropriate uses.

Q: Will these guidelines be shared with Roxbury?

A: There is nothing written yet. The guidelines may say something about uses outside of the LMA.

Q: Wouldn't a moratorium be easier?

A: That seems simple, but the city respects the jobs that are being created in the LMA.

Q: What about the number of people of color and Boston residents getting these jobs? The minorities have the entry level jobs and the doctors are white.

A: This is a good segway to the Bridges to the Future program that you will hear about this evening where people are empowered with additional training and coaching and are able to move up the career ladders. These are issues of society and education and isn't something that can be changed overnight.

Q: Will the MDC and MBTA be represented in the planning process?

A: Yes.

Q: The Fenway Planning Task Force has guidelines on paper now. Will these plans be consistent with your planning process?

A: Yes.

Q: Would the BRA consider not accepting any NEW applications for a while?

A: That is the same as a moratorium. We are not talking about this, only discussing interim guidelines. The BRA is not intent on turning down new projects.

Q: Legally, doesn't this put the city at risk by putting forth these guidelines?

A: We don't know. It could. We will leave this up to the courts. It could also mean a loss of investment and delays to Article 80 projects that are started.

Q: Will the Joslin PAD be issued before or after the guidelines?

A: Owen Donnelly: The PAD was due October 30<sup>th</sup>; it will reflect the guidelines. There may be a disincentive for institutions to come forward with new proposals until the interim guidelines are put in place. There is a real cost involved for certain institutions. New projects will want to wait rather than investing money during this process.

Q: What about the Blackfan Research Center? Will the PAD be issued before the guidelines?

A: The guidelines will be reflected in the PAD; the PAD will identify what additional studies need to be done for the enlarged project.

Q: What about Mass Mental Health?

A: They are not in the pipeline yet, and will be affected by the guidelines.

## **2. Harvard University Longwood Campus/ School of Dental Medicine**

Deborah Kuhn, Associate Dean for Planning and Facilities at Harvard Medical School, reiterated that they had come before the Forum at the October meeting with all of their plans. The comment period ends December 9<sup>th</sup>. There has been productive discussion at the IAG. The Dental Building project includes 53K SF, to replace the existing 1970's building. This will decompress research space at the Dental School.

Q: So there are 85K SF plus 55K SF?

A: No, the 80K include the 53K SF dental addition, and the remaining 30K include three possible infill projects in small courtyards on the HMS campus.

Q: Shattuck Street was closed off by the institutions when the Countway Library was built. There is no access from Fenwood Road to Longwood Avenue. Will things be built-up to close off access from the community?

A: No, the opposite in fact. The Institutional Master Plan proposes significant improvements to the campus pathways making it easier to get through the campus, and making pathways more legible.

C: No new parking is good.

Q: Can you show us the path of vehicles underground to Huntington Avenue?

A: These paths are pedestrian paths, above ground. There is no vehicle access planned. We are not changing the garage.

Q: How tall are the infill buildings? Are they higher than the existing buildings?

A: No, only five stories are planned.

Q: What about bike racks and bike improvements?

A: There are a lot of improvements planned including more bike racks, pedestrian furniture and new lighting. No showers are planned.

Q: Will surface parking go away (e.g. at the Countway Lot at Huntington)? It is ugly and underutilized.

A: No, not in the next five years. However, the surface lot stackers at the new Dental Building will be removed.

### **3. Community Partnership**

Karl Koechlin, Executive Director of the Fenway CDC and his colleagues, Sarah Griffin, Project Coordinator for the Jamaica Plain Neighborhood Development Corp. (NDC), and Taciana Saabe, Director of Economic Development with the Fenway CDC, presented the Bridges to the Future program. The career ladders initiative grew out of other existing programs to link jobs and large employers in the area with neighborhood residents. They have placed hundreds of people over the last eight years, many into entry-level jobs. The "Bridges" program grew out of a desire to go beyond entry-level jobs and to help people to move up their career ladders. This program is supported by jobs linkage funds from the institutions, including BIDMC, BWH, CH, DFCI, HMS and HSDM. They are part of the new Boston Health Care and Research Institute, which is working with the institutions on recruiting and retention issues. Please see the attached presentation for more information.

Q: What is the amount of funding?

A: \$500,000

Q: How long have you been in existence?

A: Over two- and a -half years for the Bridges to the Future Program, but the CDC and NDC have been around for 25 to 30 years. Most of the money is going to training and not to the community organizations.

Q: How do you find the people who join the program? Can anyone join?

A: To find new hires we leaflet neighborhoods and put advertisements in the local papers. The program is free for people over 18 years of age. It is restricted to people who want to get jobs in the LMA, and have careers in healthcare.

Q: So this is training to benefit the LMA, but they don't fund it?

A: The institutions pay through jobs linkage payments, and it has a real budget impact in that they also have to give employees release time to take part in this program.

Q: Higher-level employees can go to conferences, and get other perks; do the lower-level employees get the same amount of perks as the higher level?

A: Sarah Hamilton: These are institutional issues, not specific to the "Bridges" program, and they are issues shared by corporate America, not just healthcare. It is throughout the entire system. Very few employers are doing what LMA employers are doing.

Q: Do you have to be pre-employed to participate?

A: New and incumbent workers, who are residents, have access to the program.

Q: I saw a sign for them at Mike's Donuts. This is what Mission Hill wants and needs. This is a great program. How are you advertising?

A: Through the Gazette, ABCD, Mission Main, the Mission Hill/Fenway Tech. Collaborative, Mission Hill Main Streets, and other partnering organizations.

C: This would be helpful to residents of Mission Park. Could I have your card to distribute it?

A: Yes. One to five percent of the funding is for workforce development projects; we need more to be able to help people build their skill levels.

Q: Is the linkage money blind-funded? It always seems to get lost. This is the first time I've heard of a local use.

A: Linkage can be directed. The Walk-to-Work Program, which serves over 200 Fenway residents, is another one. Jobs linkage can be directed towards: 1) the general Jobs Trust, where the city sends out Requests for Proposals to fund specific programs; or, 2) the institutions can earmark money to particular projects, through Jobs Creation Proposals, in an impacted area. Harvard and Children's have done this.

C: I have heard of this program. The speaker knew people who've gone through the program and said that it also has an underlying benefit of giving people a psychological boost. They believe that they CAN move up, and are given the training and push to do it. It's a great program.

Q: Does it influence the CDC's future projects? Shouldn't it be blind-funded?

A: Owen Donnelly: Actually this way when the residents of a particular area, who are impacted by a project, demand job creation with linkage funds, then they will be the ones to benefit from the funds directly.

Q: Have you had to turn people away? Do you have enough staff?

A: The need for incumbent worker training need is growing. For the pre-employment training there is always demand for more; we can't meet that demand. Healthcare and research are the only parts of the economy growing right now.

C: One of the other benefits of this program is the walk-to-work aspect; it means one less car, less traffic, not paying for parking spaces and less air pollution.

#### **4. Oscar Tugo Circle**

Jennifer Nadelson with HMS, and Jan Henderson with MASCO, co-sponsors of the Oscar Tugo Circle open space and traffic improvement, gave a power point presentation explaining the changes that took place this summer at the intersection of Avenue Louis Pasteur and Longwood Avenue. Please see the attached presentation for more information.

Q: On the Mass. Pharmacy side there is nowhere to sit while waiting for the bus.

A: The City will be installing the new Wall shelters in that location. We will be happy to look at the site after the shelter installation to identify further opportunities for seating.

Q: What about the trees on the side?

A: MASCO has hired an arborist to keep track of the health of the trees. There may be a future phase related to the replacement of trees, if they do not fair well.

Q: Where are the buses idling? Does this interfere with Boston Latin buses?

A: On the BWH side; no it does not interfere with their buses.

Q: Is there a stop sign on Longwood? At 3 PM you can't make a left onto Avenue Louis Pasteur.

A: There was a proposal for a signal at this location at one point. It is now off the table. We defer to the BTM related to stop signs at this location (BTM noted this).

Q: Was the Boston Latin student population taken into account when you did the traffic study for this island? There are a large number of parents who follow the buses in, in the morning to drop off their children. Between 6:30-8 AM it can be near a standstill.

A: Yes, they were taken into account. All of the construction projects stop all trucking activity at this time to allow for Boston Latin drop-offs.

Q: Does the circle function any better now that buses aren't idling in the circle?

A: Only if Longwood drivers are courteous.

Q: Are there crossing guards for Boston Latin School?

A: Yes, Mrs. Kelly, the Headmaster, herself is out there directing traffic.

Q: Were the future Merck vehicle trips on ALP and Blackfan included?

A: Yes. Also the BRA consulted with Mrs. Kelly and received her approval.

Q: Do we need a light at the Blackfan/Avenue Louis Pasteur intersection?

A: BTM will be looking at this once the buildings are up.

C: You did a great job. This is city owned land and it looks beautiful. It is great that this happened and we would like to see more of this come towards the Mission Hill/Brigham Circle area!

Attachments:

Bridges to the Future presentation

Oscar Tugo Circle presentation

Prepared by:

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LONGWOOD MEDICAL AREA ("LMA") FORUM / BOSTON REDEVELOPMENT  
AUTHORITY ("BRA") SPONSORED MEETING  
TO DISCUSS INTERIM GUIDELINES FOR THE LONGWOOD MEDICAL AREA  
Meeting Minutes

Date:

December 16, 2002

Time:

6:15 p.m. – 8:30 p.m.

Location:

Harvard Medical School, 200 Longwood Avenue, Armenise  
Building, Amphitheater

Staff Attending:

Boston Redevelopment Authority ("BRA") – Rebecca Barnes,  
Keith Craig, Amy Goodwin, Susan Hartnett, Randi Lathrop,  
Kairos Shen, Robert Kroin, Ken Barnes, Jim Kostaras, Linda  
Kowalsky, Kristin Kara  
Boston Transportation Department ("BTD") – Adam  
Shulman  
Others – City Councilor Michael Ross, Representative-Elect  
Jeffrey Sanchez

Meeting begins at 6:15 p.m.

Randi Lathrop, Deputy Director for Community Planning, Boston Redevelopment Authority ("BRA"), welcomes everyone. She explains that there is a limited amount of time for each member of the community who wishes to speak tonight. Randi adds that there is a comment box for people who have comments and questions who do not want to publicly speak. She thanks "MASCO" (Medical Academic and Scientific Community Organization, Inc.) for providing the refreshments for this evening's meeting. Randi then introduces Rebecca Barnes, Chief Planner for the City of Boston.

Rebecca Barnes, Chief Planner for the City of Boston, thanks the community and representatives from MASCO, the BRA and the Boston Transportation Department ("BTD") for coming to this evening's meeting. Rebecca begins the Power Point presentation by explaining that there are two related initiatives that the City is in the process of developing. The first initiative is the creation of Interim Guidelines for development in the Longwood Medical Area ("LMA"). The second initiative is the creation of a Master Plan for the LMA. Rebecca adds that the two initiatives are a paired effort. She explains that the purpose of the Interim Guidelines is to guide growth in the LMA while the Master Plan is being developed. Rebecca adds that the Master Plan will be used to guide growth in the LMA over the next 10-15 years. She explains that the BRA and BTD want the community to know how they will be looking at proposed projects. Rebecca says that she will explain the relationship of the Interim Guidelines and the Master Plan. She continues and says that we are on a fast track. Rebecca explains that the BRA has taken the initiative to protect both the community and the institutions. She adds that the economic contribution and the quality of life contribution are so important. Rebecca acknowledges that the community did not have much notice about this meeting. She explains that the BRA wants the community's input and involvement. Rebecca adds that once she is finished speaking Kairos Shen, Director of Planning, BRA, will give an overview of the Interim Guidelines and explain the purpose and goals of the Interim Guidelines.

Rebecca Barnes, Chief Planner for the City of Boston, continues and says that the Interim Guidelines are a work in progress. She explains that what the community has received is general by nature. Rebecca adds that tonight the presenters will be talking in more detail. She asks everyone to please remember that this is a work in progress. Rebecca says that people's



evening's presentation by stating that she hopes this process will solve more problems than it will create. She then introduces **Kairos Shen**, Director of Planning, BRA.

**Kairos Shen**, Director of Planning, BRA, begins his part of the presentation, focusing on the goals and purpose of the Interim Guidelines. He explains that he will set the overall context of the following parts of the presentation. Kairos says that he will focus on the six bullets that people received in the mail. He talks about the first bullet which explains that the Interim Guidelines focus on three areas. These three areas of focus are to accommodate the near-term needs of the area residents and institutions; the first area of focus is transportation; the second area of focus is urban design; and, the third area of focus is on workforce development. Kairos then discusses the second bullet point which states that the BRA wants to create a better physical environment and raise the quality of life by controlling growth in the LMA. Kairos says that the third point is to "set a new standard in how development will improve Boston's residents' opportunities for jobs, housing, education and business development. Kairos states that the fourth point is to "create a context and framework for the upcoming LMA Master Plan." Kairos explains that the fifth point is to begin discussing how the viability of this area can benefit other areas. Kairos says that the Master Plan will be implemented through the BRA's development review process. Kairos concludes by stating that the following presentations will go into more detail. He then introduces **Ken Barnes**, Deputy Director, Planning Policy Development for Jobs and Community Services ("JCS").

**Ken Barnes**, Deputy Director, Planning Policy Development for JCS, explains that JCS has been involved in job development in the LMA for a number of years. He says that the Walk to Work program is an example of one of the programs that JCS has been involved in over the past ten years. Ken explains that JCS helped to train Fenway and Mission Hill residents for jobs. He adds that JCS has been involved in Welfare to Work projects which have helped people to get jobs in the LMA. Ken explains that the most recent effort was Bridges to the Future which receives state and private funds. He adds that LMA institutions help to fund Bridges to the Future. Ken explains that many residents in the LMA have a need for jobs and job training and that JCS is trying to bring this all together. He says that a lot needs to still be done. Ken says that it is the intention of JCS to use the Interim Guidelines and the Master Plan as a means to build on existing efforts and expand them. He says that JCS is focused on helping residents get both job training and jobs; Ken states that JCS has come up with ways to make this happen which involves the participation of institutions.

**Ken Barnes**, Deputy Director, Planning Policy Development for JCS, continues and says that the first way institutions can help residents receive job training and jobs is to increase their investment in the Training Institute. Ken adds that institutions which already contribute to the Training Institute should contribute more money. He says that many institutions in the LMA have been contributing to the Training Institute since it was first established. Ken says that another way that institutions can help residents get jobs and training is by creating or expanding on existing career-ladder training models. He continues and explains that another approach in institutions helping residents with getting jobs and job training is to have institutions establish intensive on-site ESL classes for current employees. Ken adds that some institutions already have on-site ESL classes. He says that ESL stands for English as a Second Language. He then says the more correct term is ESOL, English for Speakers of Other Languages. Ken continues and says that institutions with existing ESL classes could also increase the level of intensity. He explains that people need to be proficient in the English language to get job training. Ken then brings up another idea of how institutions can help residents get jobs and training. He says that institutions could invest in the City's English for New Bostonians initiative and/or the Adult Literacy Initiative. Ken adds that institutions, the community and neighborhood groups may have other ideas. He concludes his part of the presentation and says that ideas that he just spoke of are the core ideas and can be developed further. Ken introduces **Adam Shulman**, Transportation Planner, BTD.

in the LMA. Robert says that the LMA receives three-quarters of a billion dollars a year in state and federal grants. He adds that the LMA is adjacent to viable neighborhoods including Mission Hill and the Fenway. Robert shows another map. He explains that the green areas represent sites which include parking decks and buildings. Robert adds that these areas in green are the areas which the BRA thinks would be available for developers. He says that the okra color represents areas presently being developed. Robert says that the map shows the energy in the LMA. He adds that the BRA wants LMA to grow and make Boston stronger. Robert then talks about the assets of this area. He says that the BRA wants to see the assets enhanced. Robert explains that there are numerous parks, including the Emerald Necklace which is the most notable, and a park system in this area. He adds that the parks vary in character; some parks are informal while others are a part of the institutions, for example the Harvard Medical School Quadrangle. Robert continues and says that there are several notable buildings in the LMA including the towers of the medical institutions. He explains that there are other buildings which help with the human scale. Robert shows a slide of Longwood Avenue. He explains that the numerous streets in the LMA are an asset. Robert adds that the streets help to create wonderful views, for example the view of the dome at Children's Hospital. Another example of a wonderful view is from Pilgrim Road, looking up to the bridge at the Deaconess Hospital. Robert says that you can see the lights of Fenway Park.

**Robert Kroin**, Chief Architect, BRA, continues and says that transit is available. He states that the transit ride is a pleasant experience. Robert continues and says that there is a network of paths and sidewalks in the LMA. He adds that there are public passageways which go through buildings. Robert says that these paths, passageways and sidewalks are all very important. He states that when you look at this area, the assets are aggregated around the important streets. Robert explains that if you protect the streets you will protect the assets of the LMA. He mentions the different character of the streets in the LMA. He says that Brookline Avenue is formal with green spaces on both sides of the street; Avenue of Louis Pasteur is the most formal of the streets. Robert shows a slide which shows a map of the streets and sidewalks in the area. He explains that the blue shows new streets which could be constructed which would help provide ease of vehicular and pedestrian movement. Robert says that these new streets would help with congestion. He points to the red lines and says that these lines represent pedestrian ways; he emphasizes that new pedestrian ways would help ease congestion.

**Robert Kroin**, Chief Architect, BRA, continues and shows another map. He says that this map shows how to protect the streets and open, green space and simultaneously allow for growth to occur. Robert explains that the areas in red represent heights of buildings that will be kept low at around 75 ft. These buildings in the red areas are along the street and essentially create the street wall. Robert says that the areas in orange represent areas where the height could be greater than 75 ft; these areas could have buildings around 200 ft. He says that the height depends on the contribution the development makes. Robert explains that the yellow areas represent areas where a residential bonus could be allowed. He says that the goal is to enhance the LMA as a real neighborhood; the LMA is not just for institutions. Robert explains that the BRA wants the LMA to be a more lively and safe place. He adds that the BRA has identified areas where bonus heights could be allowed. Robert concludes his part of the presentation and says that bonus heights would be for residential buildings; the bonus would be 100 ft. over the base height. He then turns the presentation back over to **Randi Lathrop**, Deputy Director for Community Planning, BRA.

\*\*\*SEE ATTACHMENT FOR POWER POINT PRESENTATION\*\*\*

**Randi Lathrop**, Deputy Director for Community Planning, BRA, explains that the sign-in sheets will be used as future mailing lists. She explains that **City Councilor Mike Ross** has a meeting in the Fenway tonight. Randi says that City Councilor Mike Ross asked her to read a letter from him addressed to **Mark Maloney**, Director of the BRA. Randi reads the letter (Please see attached letter). Essentially, in his letter, City Councilor Mike Ross applauds the BRA for the

says that the community objects to the Joslin Center. He states that tonight the community is hearing a lot of rhetoric. Richard says that the BRA is paving the way for the institutions to do whatever they want. He says that during the presentation implementing a local public right-of-way plan was mentioned. Richard says that he wants to make sure that the public does have a right-of-way. He states that Yawkey Way is an example of the BRA giving a public way to a private institution. Richard continues and says that he knows of downtown projects where the BRA gave sidewalks to developers. He adds that in tonight's presentation there were no slides of the Massachusetts College of Pharmacy's stairway because it is gone. The BRA allowed it to be demolished.

**Rebecca Barnes**, Chief Planner for the City of Boston, responds and says to **Richard Orareo**, a Fenway resident, that he asked many questions.

**Richard Orareo**, a Fenway resident, replies that he wants a one-word answer.

**Rebecca Barnes**, Chief Planner for the City of Boston, responds and says that the BRA wants to make this straightforward. She explains that jobs, transportation and urban design are all going to be addressed. Rebecca emphasizes that this is a work in progress. She reminds everyone that the BRA wants input from the community. Rebecca says that she appreciates people's comments. She adds that the Interim Guidelines would apply to projects presently under review as well as future proposed projects.

**Richard Orareo**, a Fenway resident, replies and says why now. He asks why the protections were not there already. Richard says that zoning and restrictions fell through loopholes.

**Rebecca Barnes**, Chief Planner for the City of Boston, thanks **Richard Orareo**, a Fenway resident, for his comments and questions.

**Richard Orareo**, a Fenway resident, responds and asks why **Rebecca Barnes**, Chief Planner for the City of Boston, is thanking him.

**Randi Lathrop**, Deputy Director for Community Planning, BRA, calls off **Tim Horn**'s name.

**Tim Horn**, a Fenway resident, says that he has lived in the Fenway for 15 years. He says that he has a couple of comments. Tim says that these are Interim Guidelines and that these Guidelines seem better from a resident's perspective. He says that if the Interim Guidelines are suggesting that buildings would be 30 floors, then there needs to be more community input. Tim then brings up transportation. He says that regarding daily transportation issues little things work well. Tim gives the example of the Sears Rotary and says that the BTD needs to make sure that crosswalk buttons work. He adds that increasing the campus-parking ratio to .75 spaces increases the parking area. Tim then says that in the Fenway they have gone with no more parking. He says that he understands that there is a balance. Tim says that the institutions need to force the State to improve mass transit. He concludes by saying that the workforce development ideas are great.

**Adam Shulman**, Transportation Planner, BTD, responds and says he will clarify what was said regarding parking ratios. He says that the parking ratios are a maximum .75 parking spaces/1,000 gross square feet or per dwelling unit and BTD has no intention to require new parking spaces. Adam apologizes if he was not clear.

**Rebecca Barnes**, Chief Planner for the City of Boston, adds that the Interim Guidelines that we are discussing involve the participation of the community in the review process. She gives the example of Impact Advisory Groups ("IAGs") and says that community members are very much a part of the review process.

City Councilor Mike Ross states that we need to make sure that the right people are on the CAC. He says that many people are experts. City Councilor Mike Ross states that something is broken in the LMA and needs to be fixed. He adds that the BRA acknowledges that there is a problem in the process. City Councilor Mike Ross says that he has one pitch: he says that \$90 million is being invested in the restoration of the Muddy River. He states that we need to make sure that we do not build to the edge of the Muddy River and that we do not cast shadows on the Muddy River. City Councilor Mike Ross explains that over the years that the LMA has had a better relationship with Mission Hill and other communities. He says that we do not want people lying down blocking construction. City Councilor Mike Ross concludes by saying that we can all benefit from the Interim Guidelines.

**Rebecca Barnes**, Chief Planner for the City of Boston, says that this process involves the spirit of working together. She explains that other City and State agencies will be involved in this process. Rebecca adds that she hopes that the community understands that the BRA recognizes and understands the need to work together to make this area viable. She explains that height and density are a piece of this. Rebecca adds that housing has a role to play in relieving some of the transportation demands. She says that all these things work together.

**Susan Hartnett**, Director of Economic Development, BRA, suggests that the presenters talk about Crosstown in Roxbury.

**Kairos Shen**, Director of Planning, BRA, says that Roxbury is one of the areas in which the BRA is setting new standards. He explains that he is working on the Roxbury Master Plan. He says that the BRA is trying to balance development in the near future with development in the longer term. Kairos explains that the BRA wants to work with the institutions. He concludes by saying that the BRA is looking at new things in proposals.

**Randi Lathrop**, Deputy Director for Community Planning, BRA, calls off three more names on the speaker sign-in sheet: **Shirley Kressel**, **Marie Fabiano**, a resident of Huntington Avenue; and, **Herbert Gleason**, a representative from Temple Israel.

**Shirley Kressel** asks if someone could clarify a statement that was made at the December 9<sup>th</sup> meeting. She says that at the December 9<sup>th</sup> meeting she heard that, "the institutions will get bonus height if they shift non-essential uses to other locations."

**Kairos Shen**, Director of Planning, BRA, responds and says that there is a base height. He explains that there are certain criteria that an institution could achieve to get a building from 150 ft. to 200 ft. Kairos says that they could use an L Square Program. The L Square Program is a way for proposed projects to minimize the size of projects in LMA by building the non-essential components of the projects off-site.

**Shirley Kressel** then says that this means that the institutions get more height.

**Kairos Shen**, Director of Planning, BRA, responds and says that the BRA recognizes that institutions have space needs. He explains that some uses in the LMA could be relocated. Kairos adds that doing this would bring synergy.

**Shirley Kressel** then asks if the density will also increase.

**Kairos Shen**, Director of Planning, BRA, responds and says that the BRA wants to be strict in the Interim Guidelines.

**Shirley Kressel** responds and says that using an L Square Program will give added density. She says that she is looking around the room and does not see any black people. Shirley says that the recipients of what the BRA is proposing to do need to be present. She adds that she is not sure

development, urban design and transportation, there are no additional means for an institution to exceed the maximum bonus height.

**Shirley Kressel** says that the Interim Guidelines have changed.

**Kairos Shen**, Director of Planning, BRA, then says that the Interim Guidelines will be implemented through a review process. He explains that any development proposal will go through the process and will get vetted. The Interim Guidelines are being developed and discussed; the final Interim Guidelines will reflect public input, and therefore are likely to change again before they are finalized.

**Shirley Kressel** says that she has always said that the community needs to know what the rules are. She asks why there needs to be base levels if there is zoning. Shirley says let us have rules. She adds that this negotiating is insecurity. She continues and says that this is a game that is not good for the neighborhood or the developer. Shirley questions how the consultants will be paid. She adds that the consultants' payments get filtered through the BRA.

**Rebecca Barnes**, Chief Planner for the City of Boston, responds and says that there are good private/public relationships. She explains that there are examples of institutions working with non-profits. Rebecca says that the BRA provides neutral facilitation of the planning process. She explains that the BRA hires consultants. Rebecca says that nothing is hidden or private.

**Shirley Kressel** says that BRA is using MASCO money for the LMA Master Plan.

**Rebecca Barnes**, Chief Planner for the City of Boston, responds and says that money would come to the BRA and be used to hire consultants to work with the BRA, the community and the institutions. Rebecca adds that both in North Allston and with Fort Point Channel the BRA has successfully conducted an open and neutral process. Rebecca explains that in order to do planning of important areas of the City during a time where resources are very constrained, this public/private funding enables us to move ahead without missing the opportunity to guide future growth. She adds that the City and the BRA put substantial dollars into this planning, equal to the private contributions, in the form of the many planning staffs' time over the 18 months ahead. The planning staff will participate in, conduct and manage the planning process.

**Shirley Kressel** responds and says that there is influence. She states that two years ago the Boston City Council gave the BRA \$1.5 million.

**Rebecca Barnes**, Chief Planner for the City of Boston, responds and says that is not true. **Shirley Kressel** asks what the budget is for this process.

**Rebecca Barnes**, Chief Planner for the City of Boston, responds and says \$750,000 - \$1,000,000.

**Marie Fabiano**, a resident of Huntington Avenue, says that \$750,000 will not be enough money. **Rebecca Barnes**, Chief Planner for the City of Boston, then says that the planning for the Central Artery Air Rights, which was of a comparable level of complexity and for a more extensive area, was completed in the range of \$750,000 - \$900,000.

**Marie Fabiano**, a resident of Huntington Avenue, says that she received the Interim Guidelines in the mail. She states that tonight she saw a different presentation than what she received in the mail. She asks if the last slide could back up because she did not understand it. Marie says that she wants to see Brookline Avenue where the Joslin Center is. She says that the areas in red, orange and yellow are owned by the institutions. Marie says that she did not go to the

that development cannot be on a first come, second come basis. He adds that the transportation system cannot handle a 50% increase. Herbert again says that this would be a tidal wave. He concludes by asking if there is anyone from Brookline present. Herbert adds that Brookline will be greatly impacted by what happens in the LMA.

**Kathryn Brookins**, a resident of Hillside Street, says that she knew we were in trouble when she read the directions. She says that the directions say to turn left off of Huntington Avenue, but they do not indicate if you are facing North or South. Kathryn says that our planner have not given us their best, I hope. She says that we have been addressing Magna Carta issues with **Shirley Kressel**. Kathryn says that Boston development defies the Magna Carta. She adds that if you pay more, you get more. Kathryn states that Boston zoning gives power to the owners. She says that the residents and community suffer. Kathryn adds that the Boston will have fun with the Democratic National Convention. She states that more density is not appropriate and that the community does not know why the Interim Guidelines were proposed. Kathryn adds that the Interim Guidelines are not comprehensive. She agrees with what **Shirley Kressel** said about the bonuses. Kathryn says that there is already 5 million SF of proposed development in the pipeline. She asks what this is all really about. Kathryn asks about the half-mile around the LMA; she says that there are buildings that are 168 ft. tall that go right to the sidewalk. She states that we will all go crazy. Kathryn says that tonight we have wasted two hours. She states that the BRA plans to take away the present zoning in the LMA. Kathryn says that the BRA will have more power if the underlying zoning is removed.

**Rebecca Barnes**, Chief Planner for the City of Boston, introduces **Jeffrey Sanchez**, the new Representative-Elect of the 15<sup>th</sup> Suffolk District.

**Representative-Elect Jeffrey Sanchez** says that the LMA is at the dawn of a new era. He states that we all need to participate. Representative-Elect Jeffrey Sanchez adds that his district includes part of Brookline as well as Jamaica Plain, Mission Hill and Roxbury. He says that he can the both communities together. Representative-Elect Jeffrey Sanchez states that he is concerned and wants to make sure that we look at impacts from all sides. He says that he encourages everyone involved in the planning process to keep in mind that the people who live on the other side of Longwood Avenue need to be part of the LMA planning.

**Randi Lathrop**, Deputy Director for Community Planning, BRA, responds and says that the BRA has a mailing list which includes the LMA Form, Mission Hill and Fenway neighborhoods.

**Carmen Torres** says that when she first saw the Interim Guidelines she thought that it was great and that there would be a new beginning for the LMA. She states that she came here tonight in the spirit of cooperating. Carmen says that what is being proposed is not correct. She states that the BRA has made the present situation worse. Carmen says that the Interim Guidelines will allow back-room deals. She points to her house on the map that is being projected. Carmen's house is near Brigham and Women's Hospital. She says that a 400-unit project on two acres has been proposed; she says already that is one million SF. Carmen says that the community has no green space. She again says that the present situation is only going to get worse. Carmen adds that she votes, but that her votes do not count. She says that she cannot buy people off. Carmen says that President Summers is not going to go to Cross-town. Carmen adds that he is going to do deals. She says that the BRA is expanding the LMA without thinking. Carmen states that the BRA is strangling the community. She adds that the residential units will not be affordable. She says that the units will be high-end. She adds that **Robert Kroin**, Chief Architect, BRA, slides do not show green spaces. Carmen says that the LMA will be like New York City. She adds that this is a shot at residents in the area. Carmen says that this area needs workforce development. She adds that she saw an Asian person in one of the slides. Carmen says that there is no representation from Roxbury. She adds that she rides the buses. Carmen thought that this was going to be a new day. She says that now it is even worse and that there will be 300 ft. buildings. Carmen says that she will try to get people to block construction. She states that the BRA needs

**Rebecca Barnes**, Chief Planner for the City of Boston, then says that giving to local charities is not part of the BRA's mission. She states that the BRA's role would be to try to help community organizations find funding resources.

**Randi Lathrop**, Deputy Director for Community Planning, BRA, asks if there is anyone else who would like to speak. She asks people to please state their names.

**Lois Regesteen**, a representative from Friends of Mission Hill, says that she is concerned about the height reaching 300 ft. She adds that 300 ft. is in excess of any proposed project. Lois says that she is concerned about the Joslin Center. She states that she would like to see a re-submission with the final Guidelines are in place. Lois says that she would like to see a re-submission with the Joslin Center. She states that everyone wants to acquire more space. Lois concludes by saying that she wants an interim moratorium.

**Richard Gioro**, a resident of Mission Hill, says that we have the tiger by the tail and we do not know what to do with it. He says that the only way to stop the growth is if research money stops coming to this area. He agrees with **Lois Regesteen**, a representative from Friends of Mission Hill, that a moratorium should be established. Richard says that the infrastructure cannot handle more growth. He adds that we cannot have a Manhattan style subway. Richard says that there needs to be real standards about air quality. He states that we need green buildings. He says that the BRA is trying to get people to live in this area who are not part of the present community. Richard says that the idea of trade-offs are not new. He adds that we need to focus on the questions. Richard states that the limit of growth needs to be addressed. He says that the Green Line needs to be improved.

**Rebecca Barnes**, Chief Planner for the City of Boston, and says that in January/February the BRA will begin the process of creating the Master Plan. She explains that infrastructure support needs will be identified.

**Diane Brown**, a Mission Hill resident, says that the parking ratios need to be changed. She states that for each project, the parking ratio needs to change. Diane says that there needs to be a different formula.

**Rebecca Barnes**, Chief Planner for the City of Boston, responds and says that the BRA and BTD will be looking at parking.

**Randi Lathrop**, Deputy Director for Community Planning, BRA, says that the Public Comment Period ends on December 31. She asks people to direct their comments and questions to **Rebecca Barnes**, Chief Planner for the City of Boston. Randi asks people to please sign-in if they would like their names added to the mailing list. Randi thanks everyone for coming to the meeting.

The meeting ends at 8:30 p.m.