

2003 LMA Forum

Date	Institution	Project Name
January 14, 2003	Boston Redevelopment Authority; City of Boston	Goals for Draft Interim Guidelines – Maloney; Overview of Planning – Barnes; Overview of Guidelines - Shen
March 3, 2003	Joslin Diabetes Center #4	Proposed Joslin Diabetes Center revised plans
April 28, 2003	Wentworth Institute of Technology	Proposed student residence facility at 555 Huntington Avenue
June 23, 2003	Joslin Diabetes Center #5	Joslin IMP approved – update. Plans for making Pilgrim Road two-way, moving loading activities to Pilgrim Road, and widening Longwood/ Brookline Ave. intersection
July 28, 2003	Lyme Properties; Beth Israel Deaconess Medical Center	Lyme – Blackfan Research Center supplemental information; BIDMC proposed IMP, including the Longwood North Research Center (LNRC).
August 25, 2003	Office of Jobs & Community Service; Lyme Properties	OJCS overview; Lyme Blackfan Research Center update
September 22, 2003	Beth Israel Deaconess Medical Center	Update – IMP & DPIR including addition to ER, BRC addition, and LNRC
October 27, 2003	Wentworth Institute of Technology; Simmons College	WIT IMP & DPIR - proposed student residence at 555 Huntington Avenue; SC - proposed 70,000 SF library replacement project overview

**Longwood Medical Forum (LMA Forum)/Boston Redevelopment
Authority (BRA) Sponsored Meeting Regarding the Proposed
Draft Interim Guidelines for the LMA**

**Agenda
January 13, 2003**

- **Welcome and Introduction:** 5 min.
Sonal Gandhi, Senior Project Manager, BRA
- **Goals for the Interim Guidelines:** 5 min.
Mark Maloney, Director, BRA
- **Overview and Update on LMA Planning:** 5 min.
Rebecca Barnes, Chief Planner for the City of Boston
- **Overview & Update of the Interim Guidelines for the LMA:** 20 min.
Kairos Shen, Director of Planning for the BRA

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

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- **Public Comment and Questions:** 70 min.

*****Please sign-in to speak. (Sign-in sheets at the table at the doors)**

Please keep your comments to tonight's presentation. We ask you to limit your comments to 3 minutes, so everyone will be able to speak tonight. Please state your name when you speak. Your additional comments may be submitted in writing.

Thank You.

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

- Written Comments are due by **Monday, January 27th**, by 5:00 PM and should be directed to Amy Goodwin, BRA, 9th Floor, Boston City Hall, Boston, MA 02201, or via email Amy.Goodwin.BRA@ci.boston.ma.us, or fax 617-367-6087.

DUE TO A CONFLICT WITH THE MAYORAL STATE
OF THE CITY ADDRESS, THE LMA FORUM
HAS BEEN CHANGED TO MONDAY THE 13th.

PLEASE NOTE: DATE CHANGE

LMA Forum
MONDAY, January 13, 2003
6:00 PM – 7:30 PM

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

The usual LMA Forum meeting on the fourth Monday of the month (January 27th) has been cancelled. There are no development projects requiring review this month. Instead we will be meeting with the Boston Redevelopment Authority on January 13th, 2003. They will be presenting on the LMA Interim Guidelines, and answering questions. An agenda will be forthcoming from the BRA closer to the date of the meeting.

DIRECTIONS:

When 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. Turn left once inside the door; the entrance to the amphitheater will be in front of you. 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 Avenue 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 will be a curved wall in front of you; please follow the posted signs to the elevator which is adjacent to the amphitheater.

Take the elevator to the second floor for easier access to the amphitheater.
Signs will be posted.

LMA Forum Meeting Agenda
Monday, March 3, 2003
6:30 to 8:00 PM

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

1. Updates – BRA/BTD/MASCO
 - Susan Hartnet, Director of Economic Development, will introduce Andrew Grace, the new project manager for the LMA Master Plan.
 - Plan update and CAC process.
2. Joslin Diabetes Center – 60 minutes

Joslin Diabetes Center will provide an update on their current proposed project and master plan. After the presentation, a question and answer period will occur. The BRA issued a Request for Supplemental Information to Joslin on Feb. 18, 2003. There will be a public comment period, through March 27th, 2003, on Joslin's Supplemental Information and filings, after which a public hearing on the project is expected to be held at the BRA Board.

3. Other – 30 minutes

Note:

All future LMA Forum meetings will continue to be held every fourth Monday of the month.

LMA Forum Meeting Agenda
Monday, April 28, 2003
6:30 to 8:00 PM

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

1. Updates – BRA/BTD/MASCO – 10 minutes
 - Andrew Grace, the project manager for the LMA Master Plan, will update us on the status of the planning process and CAC process.
 - BTD/MASCO updates

2. Wentworth Institute of Technology – 60 minutes

Wentworth representatives will be presenting plans for a new proposed student residence facility. They will be submitting their Project Notification Form (PNF) to the city the week of April 21st, 2003. The proposed residence facility will be a seven-story, 104,000 SF facility, located at 555 Huntington Avenue, between Evans Way and Vancouver Street. Included in this time allotment is time for questions and answers.

3. Other – 20 minutes

PLEASE NOTE: This will be the last time that LMA Forum information will be sent via regular mail. Please send us your email address if you want to continue to receive this information. Exceptions will be made only for individuals who do not have access to an email address or computer. Please contact Jim Daly, at MASCO, at jdaly@masco.harvard.edu or 617-632-2846 with your contact information. Thank you.

LMA Forum Meeting Agenda
Monday, June 23, 2003
6:30 to 8:00 PM

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

1. Updates – BRA/BTD/MASCO – 10 minutes
 - Andrew Grace, the project manager for the LMA Strategic Plan, will give an update on the process.
 - Sonal Gandhi will update the Forum on the status of projects in the pipeline.
 - BTD/MASCO updates

2. Joslin Diabetes Center – 40 minutes

Joslin representatives and consultants will present on urban design and transportation improvements proposed in relation to their housing and research project. The Institutional Master Plan that was approved by the BRA on May 1, 2003 (approval was contingent upon continued design review by the Urban Design Staff at the BRA, additional review and study of the transportation issues, as well as the successful completion of a Cooperation Agreement). Included in this time allotment is time for questions and answers.

Please note that the Joslin Impact Advisory Group (“IAG”) will be reviewing the Cooperation Agreement which outlines several conditions of building construction and operation, and includes measures intended to mitigate against the anticipated impacts of this project on both the surrounding neighborhoods and the city at large.

3. Other – time remaining.

LMA Forum Meeting Agenda
Monday, July 28, 2003
6:30 to 8:00 PM

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

1. Updates – BRA/BTD/MASCO – 10 minutes
 - Andrew Grace, the project manager for the LMA Strategic Plan, will give an update on the process.
 - Sonal Gandhi will update the Forum on the status of projects in the pipeline.
 - Adam Shulman will give Boston Transportation Department project updates.
 - MASCO updates

2. Lyme Properties – 30 minutes

Scott Dumont from Lyme Properties and their consultant team will provide an update on the Blackfan Research Center, a 575,000 SF research laboratory located on Blackfan Circle in the Longwood Medical Area. A Project Notification Form was filed with the BRA in November 2001. A scoping determination was issued on January 4, 2002 and a Draft Project Impact Report was filed in March of 2002. In October 2002 a Notice of Project Change was filed with the BRA which added additional land and development rights located on the BIDMC East Campus. A Request for Supplemental Information was issued by the BRA on July 8, 2003. The presentation will be followed by questions and answers.

3. Beth Israel Deaconess Medical Center – 30 minutes

Dennis Monty, BIDMC Director of Campus Redevelopment and BIDMC's consultant team will provide an update on the BIDMC Institutional Master Plan, and the BIDMC proposed IMP projects, including the Longwood North Research Center, a 440,000 SF research laboratory located on the East Campus of BIDMC in the Longwood Medical Area. An Institutional Master Plan Renewal and Consolidation Notification Form and Project Notification Form for the Longwood North Research Center (IMP/NF/PNF) was filed with the BRA on October 10, 2002. Scoping Determinations for the IMP and the Longwood North Research Project were issued on July 8, 2003. The presentation will be followed by questions and answers.

4. Other – time remaining.

LMA Forum Meeting Agenda
Monday, August 25, 2003
6:30 to 8:00 PM

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

1. Updates – BRA/BTD – 15 minutes
 - Sonal Gandhi will update the Forum on the status of projects in the pipeline, and present some information on the Mayor's Green Building Task Force.
 - Ken Barnes, Deputy Director for Planning and Policy Development of the Office of Jobs and Community Services at the BRA, will give a brief presentation on Workforce Development in the LMA and surrounding neighborhoods.

2. Lyme Properties – 30 minutes (plus 30 minutes for questions)

Scott Dumont from Lyme Properties and the consultant team will provide an update on the Blackfan Research Center, a 575,000 SF research laboratory located on Blackfan Circle in the Longwood Medical Area. A general overview was presented at The Forum in July. Focus sessions on transportation and urban design were held on August 13th and 19th at the Care Group offices. The Blackfan Research Center Supplemental Information Document was submitted to the BRA on August 12, 2003. The presentation will focus on elements of the submission and results of the impact studies and will be followed by an equal amount of time for questions and answers.

3. Other – time remaining.

LMA Forum Meeting Agenda
Monday, September 22, 2003
6:30 to 7:30 PM

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

1. Updates – BRA/BTD/MASCO 15 minutes
 - Sonal Gandhi, Boston Redevelopment Authority, will update the Forum on the status of projects in the pipeline.
 - Adam Shulman, Boston Transportation Department, will comment on the status of projects being reviewed by the BTD.
 - MASCO will make a couple of announcements related to recently completed projects.

2. Beth Israel Deaconess Medical Center 40 minutes

Dennis Monty from Beth Israel Deaconess Medical Center (BIDMC) and the consultant team will describe the BIDMC Institutional Master Plan (IMP) and the Longwood North Research Center (LNRC), a 440,000 SF research laboratory proposed on the BIDMC East Campus in the Longwood Medical Area. A general overview of the IMP and LNRC was presented at the Forum in July. Since then, BIDMC has submitted the IMP and the LNRC Draft Project Impact Report (DPIR) to the Boston Redevelopment Authority on August 29, 2003. The presentation will focus on the benefits of the project and the results of potential impacts and mitigation described in these submissions, followed by equal time for questions.

LMA Forum Meeting Agenda
Monday, October 27, 2003
6:30 to 8:00 PM

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

1. Updates – BRA/BTD/MASCO 10 minutes
 - Sonal Gandhi, Boston Redevelopment Authority, will update the Forum on the status of projects in the pipeline.
 - Adam Shulman, Boston Transportation Department, will comment on the status of projects being reviewed by the BTD.
 - MASCO will make an announcement related to a recently completed project.

2. Wentworth Institute of Technology 40 minutes

Ms. Sandy Pascal, Associate Vice President for Community Relations, Wentworth Institute of Technology, together with other Wentworth representatives, will present information related to the proposed 555 Huntington Avenue Student Residence Facility. The Institutional Master Plan Amendment/Draft Project Impact Report for this proposed 360-bed dormitory was submitted to the BRA on October 10, 2003. The public comment period ends December 12, 2003. The presentation will be followed by an equal amount of time for questions and answers.

3. Simmons College 40 minutes

Ms. Lisa Chapnick, Senior Vice President for Administration and Planning, and Mr. Michael Cohen, Architect/Principal-in-Charge with Fletcher Harkness Cohen Moneyhun Inc. will present an overview of the proposed replacement of the existing two story 24,900 sq ft Beatley Library on the Simmons Main Academic Campus with a new 70,000 sq ft library building. The IMPNF/PNF filing was submitted to the BRA on October 7, 2003. Comment period ends November 7, 2003. The presentation will be followed by an equal amount of time for questions and answers.

Summary of LMA Forum Meeting March 3, 2003

1. BTD/BRA/ MASCO Updates

The last time the LMA Forum met at the HSPH, was in November. The December and January meetings focused on the design guidelines. The February meeting was postponed until today. Adam Shulman said that the BTD is working with Harvard on their TAPA agreement, and are working on the review of pipeline projects with the BRA.

Susan Hartnett, Director of Economic Development, thanked participants for their feedback on the guidelines, which are now in place. They are not a topic for tonight's agenda. These guidelines will be overlaid on projects, like Joslin. She introduced Andrew Grace, who will be the project manager from the BRA on the LMA strategic plan.

Andrew Grace recently joined the BRA from Goody Clancy & Associates. He worked on the Turnpike Air Rights Strategic Vision project and the Ledge Site. The Request for Proposals (RFP) for a consultant for the LMA long-range plan will be issued in the next month or so. He anticipates a project kick-off by late May or beginning of June. This will be a 12-18 month process to develop the plan. The outcome will replace the guidelines. The BRA received more than 50 nominations for the LMA Citizens Advisory Committee (CAC). The selected CAC will be announced during the RFP process.

Sonal Gandhi noted that the Harvard Dental project was approved by the BRA Board on February 27th. Harvard will go to the Zoning Commission regarding the Master Plan on March 26th. The last date for public comment is March 27th. Please send comments to Jim Gribaudo at the BRA.

2. Joslin Diabetes Center

Please see attached handout from the meeting.

Carl Finn, General Counsel for Joslin, Ed Tsoi the project architect from Tsoi/Kobus & Associates, and Joslin President Dr. Ron Kahn presented the evolution of thinking behind their project and present the newly revised plan proposal for Joslin Diabetes Center.

In response to participants' questions:

- Joslin is committed to helping existing tenants relocate.
- Most of the people who live there currently only stay for one to two years; many are doing residencies at the hospitals or are doing research fellowships and internships. Many work in the LMA, although it is not believed that any are currently working at Joslin.
- How has Joslin attained the 305' height allowable with all of the "bonus points" under the design guidelines? The revised Joslin proposal, being presented, is still under review by the BRA.
- 80-100,000 SF of the research space will be for Joslin labs. Almost half of the lab space will be rented to area institutions, but over time the Joslin plans to occupy it all.
- Joslin may study the widening of the Longwood Avenue for a left-hand turn lane.

- Joslin cannot move to Melnea Cass because it is not effective for them to split their operation into two locations.
- The housing component is all rental units; none are Section Eight or developed for the handicapped. It is not known how many will be affordable yet. 80-120% of median income is considered affordable. 10-20% of the units must be affordable per executive order (can be on-site or off-site). Information about the income of the current residents is confidential.
- The 2000 Census is not out yet, how can you determine the best use of the workforce development needs? It's usually the most obvious places in need of workforce assistance, where people are unemployed. BRA will gather more information.
- The building will be precast, glass and aluminum.
- Joslin has 630 staff currently. Everyone receives a "living wage" to best of Mr. Finn's knowledge (\$10/hr.) There are 130 fellows in training who receive government grants/stipends, which they may not feel, is livable, but it is higher than minimum wage.
- Of the 350 parking spaces, 113 will be for residents, 28 are replacement spots, and the remainder are for employees (clinical and research based on demand).
- Recipients of Joslin contributions would include:
 - \$300,000 jobs linkage to the city jobs trust fund
 - \$160,000/yr. for internal jobs training of Joslin workers. This number will double when the building is fully functional.
 - \$285,000/four years to participate in the Training Institute and Bridges to the Future, mostly in cash, some in-kind.
- Current rents range from \$1,100/month for a 450 SF unit to \$1,400/month for a 675 SF unit. The future rents are not known yet, but they will be higher. The units will not be furnished. Heat and hot water costs may be included.
- The housing and research combination does not complicate the NIH allocations of funding.
- The "penthouse" is for the HVAC system (not for living quarters). It will be 40' above the 125' 6" height (reaching 165' 6"). This enclosure will not be visible from the street level. There will be a 25' HVAC penthouse on the housing tower.
- The traffic mitigation component is still being worked on with the BRA and BTM. They are not working with Brookline yet. Brookline has been involved in the guidelines discussion.
- The construction management plan will not allow trucks on the roads during peak hours. If these truck routes pass Boston Latin they will not be allowed on the road during the opening and closing of the school day. This is standard city policy.
- The shadow video was shown again.

3. Comments

State Representative, Jeff Sanchez, and City Counselor Mike Ross both spoke wanting more affordable units, which can be used by residents. Counselor Ross noted that the price of development in the LMA may lead to homes that only doctors can afford. He believes that jobs training with the community needs to be embraced by more institutional human resources departments. He would like to see quarterly report on the number of Boston residents employed by institutions, so that gains may be gauged. 305' on the tower, feels too high.

Comments from LMA Forum Participants included:

- Three patients at Joslin spoke in favor of the development, in hopes that the expanded research effort will be able to find a cure for autoimmune diseases, like diabetes, AIDs, rheumatoid arthritis and lupus. Their work has made living possible, both in terms of the services they provide to patients, and the educational element. Camp Joslin is a place where kids with the same disease make friends and learn that they are not alone.
- The housing component of the development should move to Melnea Cass.
- Current residents should have priority at Melville House in The Fenway.
- Boston needs Joslin. Would like Joslin to commit to better security at the Longwood T stop. Brigham Circle should be included in the traffic study. Jobs arrangements should include Roxbury Community College, especially when they are hurting from budget cuts.
- The guidelines were presented as a menu for developers to exceed baseline heights in exchange for contributions. How is this calibrated? The BRA said that it is not calibrated. The BRA staff, elected officials and the community all weighs in on the project. It depends on each project and proponent.
- Given the city's history with urban renewal (they have treated displaced residents poorly) why not preserve and protect the affordability of these units by moving the residential component? Why locate it here?
- Feels honored to live in neighborhood with these institutions, and has a sense of security. Wants to see quarterly data on employees per Ross, as well as variety and distribution of salaries, especially as relates to living wage. Wants Union information. Shadows fall on Shapiro Center plaza – 50 trees need sun. Sidewalks should be widened, but not the streets. City needs to be pro-pedestrian and bicyclist. 350 parking spaces, of which 200 are for employees, is a problem. Employee parking should be moved off-site.
- Jobs training in the LMA is the impetus for a trained workforce. Institutions should have maximum flexibility in training - we all benefit from a trained workforce. It should be left to the discretion of the institution who they train.
- Automobiles have become assault vehicles. There needs to be a neckdown on Brookline Ave. at The Fenway. A widening of Longwood is not acceptable.

Attachments:

Joslin Diabetes Center handout

Prepared by:

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Summary of LMA Forum Meeting April 28, 2003

1. BRA/ BTD/ MASCO Updates

Andrew Grace, Project Manager at the Boston Redevelopment Authority (BRA), announced that the Request for Proposals for the LMA Strategic Plan is available and that consulting firms must have their submittals in to the BRA by April 30th, 2003 at noon. The BRA will select a consultant by the end of May. The work with the consultant will begin mid-June, assuming the Board approves the selection.

No final decision has been made on members of the Citizens Advisory Committee (CAC). The CAC meetings will commence simultaneously with the planning process. There were 50 nominations. There will be 15-20 members on the final Committee. These meetings will be monthly, and will be open to the public. There may be working sessions in addition to the monthly meetings, which may take place one to two times per month. This will be an interactive process. Meetings will be advertised in local newspapers, and the consultant will create a website for this project where meeting minutes will be posted. They will also be issued electronically (interested participants noted their addresses on the BRA's sign-up sheet).

In response to questions, any projects that are in the pipeline, or will be proposed during the 12-18 month process that the LMA Strategic Plan is being developed, will be subject to the Interim Guidelines and Article 80 for project development review. Currently that includes projects proposed by: Joslin, BIDMC, BWH, and Lyme Properties. Others may follow.

Sonal Gandhi, Senior Project Manager of the BRA, reported that the Joslin Diabetes Center project proposal was brought to the BRA Board meeting on April 10th, but it was tabled because they were not satisfied with elements of the plan. If this project meets the affordable housing requirements then it may go before the Board on May 1st, 2003. The Joslin project is still under design review and will come back before The Forum, to discuss transportation issues in particular. In response to comments, this project cannot be approved until the Massachusetts Environmental Protection Agency (MEPA) approves it as well.

The BRA is working on the scoping determination for the Beth Israel Deaconess Medical Center (BIDMC) Institutional Master Plan and Longwood North Research Center as well as the Preliminary Adequacy Determination for the Blackfan Research Center - a Lyme Properties project. There has been no change on the Brigham and Women's proposal (last scoped January '02). Tonight there will be a presentation by Wentworth on a new residence hall. Comments are due by May 27th, 2003.

MASCO agreed to disseminate BRA meeting information to Forum Participants, when they receive it from the BRA.

Adam Shulman, Transportation Planner with the Boston Transportation Department (BTD), reported kudos for Harvard Medical School, who received all of their approvals from the BRA, BTD and state for their Master Plan and the new School of Dental Medicine building. As a part of their Transportation Access Plan Agreement (TAPA)

they will spend over one million dollars per year on shuttles. Including the New Research Building they will be spending three million on transportation and \$700,000 on green space.

Adam also announced that the new Access Boston Plan 2000-2010 has been released. This is a long-term transportation plan including information on bicycling, parking, street design and other items. It is 130 pages and can be review on-line at cityofboston.gov.

In response to a question, David Eppstein, Acting President at MASCO, responded that the new MASCO shuttle buses were delayed in production, but will be on the road by the end of the week. Interested parties can get passes for the shuttles to the parking lots. Passes for the M2, Harvard shuttles to Harvard Square, must be purchased. These may be purchased at MASCO – 375 Longwood, the Harvard 180 Longwood Ave. parking office, or the transportation center on Longwood across from the Children’s Hospital entrance.

2. Wentworth Institute of Technology (WIT)

Please see attached handout from the meeting.

Sandy Pascal, Assoc. V.P. for Community Relations introduced Bill McCarthy, General Counsel for WIT, who described the existing site conditions and presented the proposed plans for a seven story, 104,000 SF student residence facility at 555 Huntington Avenue (between Evans Way and Vancouver Street). The proposed residence hall would add 300 student beds and no parking. The first floor would have support space (mail, bike storage, etc.) and possibly space for a convenience store, coffee shop or light grocery. The building would relate to the “MassArt Park”, at the Huntington Avenue/Evans Way intersection and enhance it with more lighting and other possible improvements. The 555 Huntington Avenue Project also involves an amendment to Wentworth’s institutional Master Plan.

Separately, McCarthy noted that Wentworth had recently installed an irrigation system and sod in the nearby Evans Way Park as a part of a public private partnership with the Boston Parks Department. Wentworth has maintained this City of Boston park for nearly 20 years. The total improvement project cost was \$100,000, with Wentworth contributing \$60,000 and the Parkman fund contributing \$50,000.

In response to participants’ questions:

- There may be a modest enrollment increase. There are currently 25-2600 students. 55% live on-campus. With the dorm more will live on campus. They anticipate 50-60 more students per year. There were more students in the 1980s than there are now (WIT can get the exact numbers). Participant wants to see the numbers because Northeastern’s new dorms brought an explosion in enrollment.
- WIT met with the Landmark’s Commission. One of the existing buildings is 100 years old, but it is not in great condition. They are exploring what the adaptive reuse options would be, as well as the cost to rehabilitate the building to meet ADA and seismic building codes. It may cost \$2 million to rehabilitate, or \$5 million to move it (not including land costs). It is 8,000 square feet. Taking the building down is the most cost effective. WIT also retained Tremont Preservation Services to further study the historical and architectural significance of the building. The demolition delay expires June 23rd.

- In terms of transportation mitigation measures – this project will have no parking.
- The WIT Master Plan was approved in Feb. '00, but this project (which lies within Mission Hill zoning) will need a master plan amendment. This site is zoned Institutional Subdistrict.
- The building materials will be brick and glass, with the roof materials to be determined.
- The dorm will be occupied exclusively by Wentworth students. There will be typically six students per unit, with a kitchen and living room area.
- There was discussion about making the first floor use into a liquor store, so that students will not go to Mission Hill to purchase alcohol and then leave empties in the neighborhood.
- Student loading and unloading (during semester moving days) is a problem on Huntington Ave and Evans Way. The design review should take this into account and ensure that traffic can get past the loading and unloading vehicles.
- One participant expressed approval of retail on the first floor; other uses can detract from the pedestrian environment. He also approved of no parking.
- This building should have setbacks. Now that there is no longer parking to protect the pedestrian from the traffic, you get splashed in wet weather. Answer – these are 8' wide sidewalks, plus a 4' setback, so a pedestrian may be 12' away from vehicles.
- The street wall should match the rest of the street. Proponents are normally encouraged to build to the back edge of the sidewalk.
- According to an ad in the Phoenix there will be free parking on campus for summer school. This would be a really bad thing to do in terms of reducing the current parking ratio for the area.
- Wentworth owns the electric building in Mission Hill; it looks terrible and is a problem. Now student housing is being proposed out on Huntington Ave and Evans Way, this is a mistake. The brewery was neglected for decades. Housing should be considered elsewhere. The BRA should address this. Why this site if you have land that doesn't require demolition elsewhere?
- Answer: because the Huntington site brings kids close to public transportation, and they are closer to the academic campus. The Parker lot is a better site for future recreational uses.
- Students are a problem on weekends. The crime meetings can't do much about them if they are off-campus. If you allowed alcohol on campus then they wouldn't come to drink in the neighborhood.

3. Other

There were two announcements:

- The City Council and the Inspectional Services Department (ISD) are holding a meeting on May 6th, at 6:30 PM at the Tobin School to discuss student behavior and it's impact on the housing market.
- The Walk for Health, with the Harvard School of Public Health is taking place May 7th at 7:45 AM, RSVP to 617-495-8904.

Attachments:

Wentworth Institute of Technology handout

Prepared by:
MASCO Area Planning & Development
jhenderson@masco.harvard.edu

Summary of LMA Forum Meeting June 23, 2003

1. BTD/BRA/ MASCO Updates

Andrew Grace (BRA) reported that a consultant has not been selected for the LMA Strategic Plan. The interview process demonstrated the need for careful selection in all elements of the plan. All of the teams were missing some component. The BRA wants to make sure that they have the most complete team to do this job, and are working on achieving the proper mix of skills. The Mayor will announce the Citizens Advisory Council (CAC). There were 50 nominations, from which 20-25 individuals will be selected. This announcement will coincide with the consultant selection.

Sonal Gandhi (BRA) reported on the status of projects in the pipeline:

- WIT - The Scoping Determination for the Wentworth residence hall project was issued. This will require an Institutional Master Plan amendment.
- Lyme - the BRA will issue a Request for Supplemental Information for the Lyme Properties research building in the next few weeks.
- BIDMC – The Scoping Determination for the Beth Israel Deaconess Medical Center Institutional Master Plan will also be issued in the next few weeks.
- JDC – Joslin will be presenting to the Forum tonight on transportation issues. Joslin has “overachieved” in three ways:
 - 150 units of housing (20% vs. 10% minimum affordable) plus relocation assistance
 - Expanded workforce development
 - Commitment to transportation improvements at their site and in the area

Adam Shulman, with the Boston Transportation Department (BTD), reported that the expanded Wentworth Project Notification Form (PNF) for the residence hall is being reviewed. BTD is continuing discussions with Lyme Properties and BIDMC. They have been working with Joslin for a long time on their project, refining the transportation plan.

In response to a question, Joslin did receive approvals for their project, pending transportation and other agreements. These agreements are not final. There are no shovels in the ground; every comment will be taken into consideration.

2. Joslin Diabetes Center

This is the fifth time that Joslin has presented before The Forum. Robbie Burgess, from Howard Stein Hudson, presented the Joslin plans for widening sidewalks, making Pilgrim Road two-way, moving loading activities from Longwood Avenue to Pilgrim Road, and widening Longwood Avenue at the Brookline Avenue intersection to accommodate truck, bus and other large vehicle turns, without adding additional lanes. He listed off-site mitigations that Joslin will be performing as well as Transportation Demand Management actions that they will implement. Please see the attached presentation for more information.

In response to participants' questions:

- There will be two spaces for ridesharing services (e.g. Zip Car) in the garage.

- The drawings may not be exactly to scale, Longwood Ave will be 34 feet wide and Pilgrim 26 feet wide.
- Joslin is prepared to modify the property and turning radius on their side, but do not own the property across the street and cannot implement such changes there. BTD would like to see a similar adjustment on the other side of the street, which may happen in the longer term.
- The street widening will only occur on the Joslin side, because of the pulling back of the building. The engineers did look at pulling the entire block back, to line up with the BIDMC setback, but determined that within the next six years traffic did not warrant another lane (given existing and future operations).
- The consultants looked at signalization of Longwood Avenue and Pilgrim Road, but the traffic volumes will not warrant signals. They tested the four (of the eight) warrants that were applicable. If the intersection could meet one or more warrants then a signal could be considered, but they did not pass, even at peak hours. They looked at these intersections when they had the largest volumes and took a weighted average of all of the intersections. This did take into account peak Temple and LMACCC traffic.
- Concern was expressed about construction management. Adam Shulman offered to arrange a meeting with Dick Loring and abutters to work out any issues. The construction will be deliberately managed, with constant reviews and changes – so the process has to be flexible. Insights from people who know the area well are useful. It will not be under construction for a year or more.
- Speaker encouraged consultant to talk with Walk Boston, and wants a subcommittee to look at all plans from a pedestrian/bicyclist point of view.
- The graphics show a single unit truck making the turn (example used was a Fed. Ex. Truck, not a tractor-trailer). This new turning radius stops drivers from going over the curb, which enhances safety for the pedestrians. There will also be a wider sidewalk at the corner than there exists today which increases pedestrian storage and creates a safer environment. Joslin will discuss the bus stop in front of Joslin with the MBTA; it may move to the existing Joslin Park stop. A bike lane will not be striped, but they will re-stripe crosswalks. Adding width also makes for better sight lines that enhance safety.
- The existing loading dock on Longwood, where pedestrian now conflict with trucks, will be moved to Pilgrim Road.
- A participant expressed concern that with each addition of residential units there will be more cars. “Peak hours” becomes meaningless.
- Pilgrim Road sidewalk widths are either maintained or improved. The bump-out on Joslin Place will be eliminated to accommodate infrequent tractor-trailer trucks. They will use Joslin Place and Pilgrim Road. All parking on Pilgrim Road will be removed. Joslin Place parking will remain.
- Joslin and the city will revisit the number of WB-55 trucks expected. Are they eliminating the bulb-outs for one truck per month or 1-2 per week?
- MASCO’s new buses will have digital readout announcing their destinations. They will continue to work to improve signage issues at shuttle stops.
- No statistics were collected on pedestrian fatalities at the Brookline/Longwood intersection.
- Parking in Brookline is limited to two hours.
- Joslin is providing space for 100 bikes (from 25 spaces today); this accommodates residents’ bikes. They plan to meet the city’s standards for bike parking ratios. They will also hire a transportation coordinator. MASCO’s

CommuteWorks coordinator now participates in Joslin new employee orientations.

- It is premature to say to what system-wide transportation projects Joslin would contribute with the city.
- Speaker was glad to hear that they were not adding more lanes.
- It is safer to have exclusive pedestrian crossings than simultaneous crossings with right hand turn-lanes when the pedestrian and traffic volumes are this high. With the new video camera BTM will be able to monitor the movements more closely.
- Participant commented that people ignore, no turn on red signs; the diagonal crosswalk at the Riverway and Longwood Ave. intersection works great. What about a pedestrian bridge?
- WalkBoston wants to get involved in signal timing. The city is responsible for signal timing. This intersection will be re-timed and re-optimized.
- How many guaranteed ride homes were served? Howard Stein Hudson will look at this with Joslin.
- Joslin has committed to charging market rate in the garage. The number of exempt employees, if any, is not known at this time.
- The project is designed for trucks predominantly up to 30 feet (like a Fed Ex truck). Joslin can accommodate 35' long trucks on site. WB-40s and WB-55s can be accommodated but with encroachment.
- Can you publish information on all deliveries? We need to collect this information.
- Commenter wants system-wide dollars to go to pedestrian benefits, not roadway improvements. Bicycles have to be accommodated.
- Commenter felt that any lost bulb-outs should be moved to places to like Netherlands Road (so there is "no net loss").

The next Forum meeting will be held on July 28th at 6:30 PM.

Attachments:

Joslin Diabetes Center Presentation

Prepared by:

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Summary of LMA Forum Meeting July 28, 2003

1. BTD/BRA/ MASCO Updates

LMA Strategic Plan – Susan Hartnett with the Boston Redevelopment Authority (BRA), reported that the BRA Board voted to deny all consultant proposals, without prejudice. A revised Request for Proposals scope will become public in the fall. The BRA has reassured the teams who submitted proposals that their submittals will be useful, and not a lost effort. The BRA wants to ensure that they have the most complete team to do this job, and that the scope is focused on the most important elements. They will report back to the Forum at a future meeting. The CAC will be named at the time of the consultant selection.

Status of projects in the pipeline – Susan Hartnett reported that:

- The Scoping Determination for the Wentworth residence hall project was issued.
- Lyme will file their Supplemental Information to the BRA in August.

2. Lyme Properties

Scott Dumont, from Lyme Properties, presented information on the revised 575,000 SF Blackfan Research Center (BRC). The building was 450,000 SF when it was designed for the Judge Baker Children's Center site. Beth Israel Deaconess Medical Center (BIDMC) was master planning for their east campus adjacent to the BRC. Lyme and BIDMC realized that they could design better projects if they worked together. As a result of joint planning, Lyme submitted their Notice of Project Change to the BRA in October of 2002. They received a request for Supplemental Information from the BRA in July 2003, and will respond around August 12th, 2003.

This revised project will be subject to the new Interim Guidelines including urban design, transportation and workforce development objectives. There will be additional focus sessions on transportation (August 13th) and urban design (August 19th) at the CareGroup offices at 375 Longwood Avenue, on the third floor in addition to an LMA Forum presentation on August 25. In addition they are available for neighborhood meetings, institutional group meetings, and private meetings.

Scott Dumont, Rick Kobus (from Tsou/Kobus & Associates), and David Bohn (with VHB) presented an overview of the proposed project. Please see the attached hand-out for additional information on this plan.

In response to participants' questions the following answers were given:

- The depth of the garage, below grade, will be 65 feet. It will be slurry wall construction, which does not require dewatering, and should not affect ground water flow. The project is not adjacent to residential neighborhoods, so it will not be impacting piles or directing water flow towards residential structures.
- The BRA does require that proponents look at groundwater and mitigation issues in residential areas. It was not a requirement in the scoping of this project.
- LEED certification = Leadership in Energy and Environmental Design, and is a product of the Green Building Council which measures how a building achieves energy efficiency and is rated from silver to gold and platinum levels. There are not many labs in the world that achieve the highest certification. The BRC shell

and core will be at a basic level. Lyme will work with tenants to try to achieve the silver standard in their fit-out. 'Basic' means they will have a 20% improvement in energy utilization over building code standards. If the tenants do not fit-out to achieve higher certification, the building will, still maintain the basic standard.

- LEED certification is not required by the City. The Environment Department encourages all buildings to be LEED certified.
- Future modifications to the parking lots in front of BIDMC on Brookline Ave. include elimination of parking in front of the Kirstein Building, after construction is completed to enhance the existing greenspace at the Shapiro Center, and retention of parking at the Finard/Yamins Building to serve patients requiring radiation therapy.
- Market rate for employee parking ranges from \$250-300/month (it fluctuates from place to place). Employee parking rates at the new building will be at market, which will be even higher upon completion of the building.
- The 2008 and 2013 dates for future traffic projections used in the proponent's traffic study, was prescribed by the BTM and assumes that the Bus Rapid Transit (BRT) portion of the Urban Ring (Phase II, without a tunnel) is in place. Ridership forecasts for light or heavy rail, compared to bus rapid transit, would be interesting to see and are being evaluated by the MBTA.
- Pedestrian friendly designs such as mid-block crossings and the design of neckdowns, within the BRC and LNRC project areas, are part of the discussion with the city. The north and south connector roads are narrow to start with; the mid-block crossing on Blackfan Street between the BRC and Harvard will provide for a shorter pedestrian crossing. The sidewalks will be made of concrete with granite curbs; some entryways may have trim treatment.
- There will be showers in the building to encourage bike commuting. There will also be a substantial amount of bike parking in the garage that will be safe, visible, convenient, and covered from the elements and will be in compliance with City guidelines
- Blackfan Street will be two-way so that this building could be accessed from The Fenway, up Avenue Louis Pasteur and up Blackfan Street. The proponents will look at the crosswalk at Avenue Louis Pasteur and the Fenway for potential improvements.
- Counselor Ross is concerned about the creation of cut-through streets and wondered if the Blackfan access to Binney would cause problems for Francis Street residents. He is also opposed to a new street connection to Huntington Avenue near Boston Latin High School. The transportation consultant is studying 32 intersections and will have more answers in a month including traffic impacts on Francis Street. The proponent is not proposing a street connection to Huntington Avenue.
- Impacts of the proposed new roadways are considered to be in the immediate vicinity of the project, Blackfan Street will be designed to be pedestrian-friendly with wide, safe, sidewalks. Dimensional controls, signage, and speed bumps could be used to slow traffic down, if that is needed.
- The proponents need to "overachieve" in various areas under the Interim Guidelines, including housing. Regarding a participant's suggestion that the housing overachievement funds, beyond statutory linkage, be directed towards maintenance of the new park on the Ledge Site, the proponent said that the affordable housing goals are set by the BRA.
- Affordable housing is a key emphasis in the City right now.

- There is no anticipated need for a signal now or in the future at the south service drive. Left turns are allowed now and are accommodated through a striped lane.
- The BRC parking will not be available to the public, it is for tenant/employees only and will be monitored with key cards. Trucks will unload in the garage. Public parking for patients will be available in the Shapiro Center. After construction of the LNRC, the BRC and LNRC garages will be linked underground and BIDMC spaces will also be available for patient and public parking.
- There will be sidewalks on the south service road (between Binney Street and Blackfan Street), but there is not enough room for them on the north service road. There will be interior and exterior links (real sidewalks) from Brookline Avenue to Blackfan Street.

3. Beth Israel Deaconess Medical Center

Dennis Monty, from BIDMC, reminded participants that BIDMC was formed by the merger of Beth Israel and Deaconess Hospitals several years ago. BIDMC now has 8,000 full and part-time employees, 1,200 physicians (most are faculty at Harvard) and they educate one-third of all Harvard medical student residents. The Institutional Master Plan Notification Form and Project Notification form (IMPNF and PNF) for the Longwood North Research Center (LNRC) were submitted to the BRA in October 2002. The BIDMC intends to file their Master Plan and Draft Project Impact Report for the LNRC in mid-August, returning to the Forum in the fall. Plans in the IMPNF for a development at 171 Pilgrim Road, have been pulled off the table because they will not occur within the five-year planning horizon, but shortly thereafter.

Victor Karen, from RF Walsh, presented the proposed BIDMC Institutional Master Plan, including the LNRC. Please see attached hand-out for more information.

In response to participants' questions:

- There will be a pedestrian link from the Longwood D line T stop, through the park, down Short Street, across to the BIDMC campus, through the campus, to Blackfan Street to Avenue Louis Pasteur, then possibly go along the property line of Simmons campus to Tetlow Street to connect to Huntington Avenue.
- Pedestrian crossings at Short St. will not add congestion on the Riverway and pedestrian volumes will be included in the traffic study. The Short Street light is a pedestrian actuated light (which goes quickly), and is actuated when a car exits from Short Street, but there are very few cars exiting at a given time.
- Lighting and other safety measures in the park such as a police call box will be looked at as part of this process.
- The Chapel Street footbridge is a stone bridge that spans the Muddy River across from Short Street; the Carlton Street footbridge is a metal structure that is fenced off because it is currently unsafe. The LMA Trail proposes to use the Chapel Street bridge.
- Added information on impacts of the project (if any) on the Huntington/Tremont intersection will be provided by the study, although it was not initially scoped by the City.
- Post-construction all of the BRC and LNRC parking spaces will be linked underground. There will be two entrances to the joint-garage, and two exits. It is correct that there are more than 1000 spaces combined. The Shapiro garage

has 750 spaces, so it is comparable to that. Security levels in the garage, in relation to the number of entrances and egresses, will be evaluated.

- The BRC will file an Environmental Notification Form (ENF) to MEPA related to wastewater.
- Added cut-through trips to Francis Street/Fenwood Road area, aren't considered highly likely as a result of the south service road connection to Binney Street, due to the existence of loading dock and other traffic that will make this an uninviting cut-through. This, and the opposite cut-through from Huntington to St. Albans, Francis and Binney, will be evaluated and mitigated if necessary.

4. Other/Comments

- Participant requested information from the BRA on “overachievement” under the Interim Guidelines and how this is measured, as a future meeting agenda item.
- Participant requested future agenda item on where workforce development contributions are being directed, what institutions are doing already and how their contributions improve workforce development programs. BIDMC is making significant contributions to the Bridges to the Future program, which has been presented at the LMA Forum.
- Participant suggested that with new developments bringing more jobs and more parking. The MBTA needs to be part of the planning.
- Sarah Hamilton, from MASCO, commented that MASCO is engaging the MBTA in quarterly meetings on the need to plan additional services for the area.
- Representative Sanchez has had conversations with Secretary Gribauskas and MBTA General Manager, Mike Mulhern about using this area as a catalyst to work collaboratively with the State on delivering more resources.
- Participant said that Mission Hill and Fenway residents should be hired for the jobs being created in the LMA. Representative Sanchez underscored the need for building relationships with the institutions to improve the achievements of programs for hiring and training of neighborhood residents.
- Participant said that new development will create demand for housing in the neighborhoods. The city needs to have a plan for satisfying the needs of local residents who want to stay and work here.
- 34 % (updated) of BIDMC employees are Boston residents. 30% work in offices and 20% are doctors and there is a full range in between (this counters the perception that only entry-level employees live in Boston).
- Should institutions be providing funding to move the Urban Ring along with institutional expansion? Scott Dumont said that he would like to direct his project's contributions towards areas where they can make a tangible impact. Sarah Hamilton (MASCO) said that the MBTA is still in the process of identifying the appropriate routes for bus rapid transit service through the LMA and its CAC subcommittee on financing is trying to determine the best mechanisms for funding the Urban Ring. Adam Shulman (BTD) said that the city and MBTA are working closely on this.
- Participant requested the MBTA come to present on the Urban Ring as a future agenda item. Adam Shulman will make a request.

The next Forum meeting will be held on August 25th at 6:30 PM.

Attachments:

Blackfan Research Center handout and summary fact sheet

Beth Israel Deaconess Medical Center Institutional Master Plan handout

Prepared by:

MASCO Area Planning & Development

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Summary of LMA Forum Meeting August 25, 2003

1. Announcements

Christi Apicella, MASCO, acknowledged the problems created by sending large email files from the July LMA Forum and explained that MASCO will solve this issue in the future by requesting project proponents to provide a digital PDF file of their handouts and by creating an FTP site in order to post the documents on MASCO's web site.

Boston City Councilor, Mike Ross, stated that there will be a 2,500 s.f. community-based room in the proposed Lyme Blackfan Research Center building that will assist residents in finding jobs. He anticipates that this will help the newly formed Mission Hill Collaboration (initiated by Rep. Sanchez and Councilor Ross), and community groups work together to provide jobs for youth. He stated that this room is a great, exciting opportunity for the neighborhood and encouraged residents to participate in its use and management.

1. BRA Update

Sonal Gandhi, Boston Redevelopment Authority (BRA), reported that:

- A scoping determination for Wentworth Institute of Technology was issued - City is awaiting a Draft Project Impact Report.
- Lyme Properties - Supplemental information was submitted for Lyme Properties on 8/12/03; the review process has begun. Focus groups for transportation and design were held with the community during the past month. The public comment period ends September 26. An Impact Advisory Group (IAG) meeting is set for September 4 at MASCO, 6:00 PM. Lyme has also started the Boston Civic Design Commission (BCDC) design review process.
- An Institutional Master Plan (IMP) and Draft Project Impact Report (DPIR) for the Longwood North Research Center (LNRC) from BIDMC are expected shortly.
- Mayor Menino has established a Green Building Task Force.

2. Office of Jobs and Community Service Overview

Ken Barnes, Deputy Director for Planning & Policy Development of the Office of Jobs and Community Services at the BRA, gave a presentation of Workforce Development in the LMA and surrounding neighborhoods. He described their work as seeking funding, primarily through the Federal Government, and then granting those funds to organizations involved with workforce development. Workforce development efforts seek to fill the gap between skills/education of the work force, and the jobs available. He described the difference between "job training" (long term employee development) versus "job readiness" (short term assistance in finding a job as a discreet task). Their focus is on longer-term intervention and coordination with organizations that agree to train and hire people. He reminded attendees that developers pay the Neighborhood Jobs Trust \$1.44/s.f. for projects over 100,000 s.f. He described their RFP process and some program examples such as the Fenway CDC Walk to Work Program, the Career Ladders Program through the Jamaica Plain Neighborhood Development Corporation, and Sociedad Latina's Career Exploration program. He explained that Lyme will be

meeting with the BRA to discuss workforce development needs and how to address what resources Lyme may be able to provide beyond the required linkage payments.

Discussion:

- Information regarding breakdown of jobs by location and job type for new and proposed LMA development projects exists on a piecemeal basis only. As projects move through the development review process, the BRA will assemble this information and bring it back to the Forum.
- One participant said he has an issue with the workforce development component of the development approval process. He stated that there is a lack of a direct link between the institutions and kids who need the training for jobs. The linkage money is a large amount and institutions would spend funds to train people anyway. He questioned why the BRA and agencies funded through the program are doing the work for the institutions. K. Barnes responded that the BRA shares some of these concerns because employers generally train more people at higher levels, not entry-level positions. The bottom line concern for the BRA is whether Boston residents are getting good jobs.
- Lyme stated that above ground parking is counted in the square footage calculation for linkage payments; below ground parking is not. The BRA reported that this is because the below-grade parking is not included in the Floor Area Ratio.

2. Lyme Properties

Scott Dumont, from Lyme Properties and its consultant team, presented an update on the Blackfan Research Center (BRC). Lyme provided an overview of the project at the July LMA Forum. Additional focus sessions were held on transportation (August 13th) and urban design (August 19th). Lyme responded to the BRA's request for Supplemental Information on August 12th, 2003. Copies of the document were made available to Forum attendees.

Scott Dumont, Rick Kobus (Tsoi/Kobus & Associates), Sean Manning (VHB), Will Donham (Epsilon), Howard Moshier (VHB) presented an overview of the proposed project. Please see the attached handout for additional information on this plan.

In response to participants' questions the following answers were given:

- Concerns about cut-through traffic as a result of the Binney Street connection were reiterated from the July Forum. S. Manning explained that savvy drivers today can essentially make the same movement by using the BIDMC south service road between Shapiro and Kirstein. Feldberg is the main entrance to BIDMC, which will be protected for patient access. The pick-up/drop-off area will act as a deterrent for cut-through traffic. The Longwood North Research Center (LNRC) proposed by BIDMC will address this issue in greater detail.
- Lyme will pay for all transportation improvements associated with this project. No city contribution to any of the streets is planned. One LMA participant expressed concern that the city had to pay \$6.0 million to fund infrastructure at Mission Main when the developer could not fulfill its obligation.

- There will be a total of 750 parking spaces underground (450 replacement BIDMC spaces plus 300 new) under the BRC and LNRC. The existing BIDMC garage will be demolished as a Phase II development associated with the LNRC.
- Lyme's on-site Transportation Coordinator will be responsible for making people aware of the LMA Trail (pedestrian access between Longwood T stop on the D Branch of the Green Line and Avenue Louis Pasteur, with potential connections to Huntington Avenue).
- Construction staging area will be addressed in Lyme's Construction Management Plan. Commenter was concerned about an off-site marshalling yard that was at Roxbury Crossing for another unrelated project, which she states is destroying her residential building.
- The creation of the LMA Trail is not considered "overachievement" to allow for an increased building height. The Interim Guidelines call for a height of 150 – 205 feet. The BRC is proposed at 298 feet in height. The building could be a lower flat building, but Lyme feels it would not be a good urban design.
- The LMA Trail represents an ideal situation within a larger area. Lyme does not intend to make specific linkages beyond the project site such as the pedestrian connection across the Simmons College parking lot, raised in discussion.
- Lyme believes there are many different components that contribute to "overachievement" of the BRA Interim Guidelines. Discussions between Lyme and the BRA are ongoing, and the "formula" is less objective than what most residents would like to see. It was suggested that the BRA return to a future LMA Forum to discuss "overachievements" related to the development review process.
- Lyme consultants described that slurry walls down to bedrock cut off groundwater flow through the site. Water will be removed from the excavation initially but slurry walls prevent more water from entering the site. Several participants are concerned with the impacts on buildings off-site and suggested that the BRA study groundwater in and around the LMA in a comprehensive way that goes beyond the project footprint.
- No variances are being pursued for the building height. Lyme is using a Planned Development Area (PDA) to obtain the zoning rights for the project. The height, use, and dimensional requirements are all set forth in the PDA. A participant expressed concern that the PDA process allows the BRA to plan with institutions and does not look out for the needs of the residents. Issues such as jobs for Boston residents, affordable housing, and access to medical care should be evaluated on a larger scale.
- A participant expressed concern with the Interim Guidelines and BRA process stating that the guidelines are confusing and vague. She stated that "overachievements" such as transportation and pathway improvements do not benefit the community if the neighborhood people do not use them. Additional clarification was requested on: protected affordable housing and job creation; the distinction between mitigation and community benefits; and the distinction between benefits and mitigation provided by BIDMC and the Lyme project.

- Suggestion was made to offer 100% transit pass subsidies and create a rigorous walk-to-work program, as well as create better bicycle paths to increase accessibility as a true community benefit for the neighborhood.
- Lyme will discuss the idea of avoiding retail uses in the BRC project that will compete with businesses in the surrounding neighborhoods.
- The project's greenspaces will be on Blackfan Street, on Binney Extension and conversion of the parking lot in front of Kirstein Hall. A commenter said this only benefits the LMA, not the public.
- A commenter stated that mitigation is supposed to benefit areas being impacted by development. He felt there isn't anything in the presentations that benefit Mission Hill, Fenway and Audubon Circle. He stated that major changes are needed by the BRA because the institutions are driving out the neighbors. The linkage payments are too diffused and don't directly benefit the neighborhoods.
- In response to a question about the size of the project, it was stated that the 575,000 s.f., development results in a Floor Area Ratio (FAR) of about 8.0. *Clarification:* The Supplemental Information document indicates that the FAR is 9.92, which was determined based on the City of Boston's definition of FAR. The 8.0 FAR given as an estimate at the LMA Forum included the 8,227 square feet of private land that will become the extension of Blackfan Street and be open to public travel by order of the Public Improvement Commission.
- Lyme wants to get jobs and housing development dollars into the neighborhood, and will follow the city process for how overachievement bonuses benefit the neighborhood.
- Contingent upon data availability, MASCO will work with its member institutions to compile information on the types of jobs in institutions, and how many people from Boston and the neighborhood have applied to the institution vs. those who were actually offered a job.
- Tree planting and park maintenance on Huntington Avenue were suggested by participants as additional mitigation efforts that should be considered.

4. Other

Rene LeBlanc, representing Bertucci's, stated that a Bertucci's Restaurant will open on Blackfan Street in December. Bertucci's is applying for a wine and malt license. There were several comments concerning this announcement. Therefore, it was suggested that a Bertucci's representative attend a future Forum with specific details about the restaurant's precise location, operations, and status in the City approval process.

The next Forum meeting will be held on September 22 at 6:30 PM in Room G-2 of the Kresge Building at the Harvard Medical School.

Attachments:

Blackfan Research Center presentation

Prepared by:

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Summary of LMA Forum Meeting September 22, 2003

1. BTD/BRA/ MASCO Updates

Sonal Gandhi, Boston Redevelopment Authority (BRA), reported on the status of projects in the pipeline:

- Simmons College is planning to submit a Project Notification Form in early October for a new building to replace the library (48,000 SF). They will be coming to the LMA Forum in October.

Question – Simmons didn't say anything about future plans for this building when they presented the Palace Road project. We need to know what is in the pipeline.

Answer – Building now seems to be a better option than renovation, which was part of the plan. NOTE: Simmons will come to the Forum to present in October.

- Wentworth Institute of Technology will return to the LMA Forum in October.
- Lyme Properties/ Blackfan Research Center will appear at the BRA Board for a public hearing on October 7th. The comment period ends on September 26th, 2003.
- BIDMC – Beth Israel Deaconess Medical Center filed their Institutional Master Plan (IMP) and Longwood North Research Center (LNRC) Draft Project Impact Report (DPIR) on August 29th. The comment period for the IMP and the LNRC DPIR ends on October 30th.

Adam Shulman, Boston Transportation Department (BTD), reported that the BTD has been reviewing Lyme Properties' and BIDMC's Blackfan Research Center and Longwood North Research Center transportation plans.

Greg Strangeways, MASCO, reported that the 1-2-3 Contact Program began in August 2000, initiated by Councilor Mike Ross. The goal of the program is to help off-campus students understand that they live in a neighborhood. State Representative Sanchez, the Inspectional Services Department, Councilor Ross, MASCO, the colleges, and the Boston Police Department have all been working together on this project. This group hires special police details Thursday, Friday and Saturday nights to patrol the area. They handed out fliers to new students to sensitize them to the neighborhood needs. They meet on the last Thursday of the month at 7 PM in the Music Room at Mission Church, as a part of the Mission Hill Crime Committee meeting, to discuss incidents and solutions. There is a handout flyer by the door for more information.

MASCO's fleet of new low emission buses has been purchased and is now running. A bus rollout event was held in August. Greg thanked people from the community who came. There is more information on the buses, and schedules by the door. He also brought bus passes, and asked anyone who was interested to see him for one after the meeting or to contact him at MASCO.

2. Beth Israel Deaconess Medical Center

Dennis Monty from Beth Israel Deaconess Medical Center (BIDMC) introduced the consultant team: TRO, VHB, Epsilon, RF Walsh, and senior project advisor/ legal counsel Betsy Gerlach. BIDMC provides care for 33,000 inpatient discharges, and 500,000 outpatient visits annually, generating jobs and income for Boston. The Institutional Master Plan (IMP) includes a small second level addition to the Emergency Room, describes the Blackfan Research Center (BRC) addition, and the Longwood North Research Center (LNRC). The building to be located at 171 Pilgrim Road is now proposed beyond the five-year IMP timeframe. Please see the presentation materials for further information.

In response to questions:

- The LNRC will be LEED certified (which stands for Leadership in Energy and Environmental Design). There are five categories: site, water, energy, materials, and indoor air quality. Nationally there are currently 55 buildings that are LEED certified, two of which are in New England. This certification has only existed for five years. The LNRC will use low emitting materials, harvest sustainable woods, improve energy efficiency of the building systems and the building envelope, and retain and reuse rainwater within the building. There will be bike racks, showers, a lower parking ratio than required by the city, and incentives for employees to use transit.
- Comment - The State has no monies for the Urban Ring, and yet the LMA keeps building. We have traffic concerns – there are already 12 failed intersections. Outpatients should be more heavily encouraged to use public transit.
- A – MASCO recently met with high-level managers at the MBTA, and gave them a detailed list of improvements that could be made short-term, mid-term and long-term. One example is that there are only four commuter rail trains that stop near the LMA before 6:45 AM, and yet there are large nursing shifts starting at 7 AM. In addition there are trains that pass through Yawkey and Ruggles stations but do not stop requiring commuters to go further downtown before getting to the LMA. The MBTA committed to working on this with us. There will be follow-up meetings with the operations staff to focus on finding opportunities and solutions. Over the long-term this area needs to be a constituency for the Urban Ring and help the State to reorder its transit priorities. MASCO will be going to the Governor's Office about this shortly.
- Q – How is air quality measured?
- A - Air quality tests are taken at a certain height and distance from the curb. There is a diagram in the report that shows where each sensor is. They ring an intersection.
- Comment – the air quality is now worse for pedestrians on Huntington Avenue than when the cars were parked there, and acted as a buffer. The trees do not help.

- A – One intersection along Huntington was studied for this project. According to the calculations at ground level, and using the protocol that is approved by DEP, EPA, and the BRA, the intersection will meet the standards. It is mostly diesel that people notice now. Cars have been getting cleaner, and there is a move afoot to inspect and maintain buses and trucks the same way that they do cars. This project does not propose changes for Huntington Avenue.
- Comment - Parking was removed for the MBTA to make the platforms ADA accessible, not for wider sidewalks.
- Comment – The traffic that runs along Huntington Avenue is going to the LMA, even if you reroute it to The Fenway, you are responsible for Huntington Avenue. The combined impacts of Joslin and BIDMC will affect traffic and air quality.
- Comment - Who benefits from the LMA trail? Only LMA people; it does not help those living in Mission Hill and The Fenway. You need the trail because the streets are so congested. The difference between .71/1,000 SF parking ratio and .75 is not that much.
- Comment – Why doesn't the BRA require/demand LEED certification as a standard for all development in the LMA?
- A – To become LEED certified is costly. It puts the first development at a competitive disadvantage to others. Once the BRC and LNRC are completed, perhaps it will help to convince the development community that this is a good way to build. The BRA said that the Mayor has a new Green Building Task Force. The BRA can give further information on this.
- Comment – The Gardner Museum is the most threatened by development due to ground water issues. The Christian Science Church is collapsing and they need to recharge the water supply, which may be due to the installation of an underground parking garage.
- A – BIDMC is looking into these things; it's studies show that the BRC/LNRC building and garages should not have an effect on groundwater.
- Comment – In March and December there are no sunny days – how can a shadow study evaluate the shadow impacts of a project during those periods? This benefits developers.
- Comment – Projects are allowed more height when they give to workforce development. How this is done, has not been explained. Speaker wants the formula defined, and wants this to be a future agenda item.
- Comment – 'Community space' within these developments is not in the neighborhoods, so how does it resolve community problems? Do developers acknowledge that their development is problematic to neighborhoods? What are they doing to help?

- A – BIDMC is discussing workforce development with community groups. They were very interested in using the ‘community space’ for training. BIDMC is trying to be a good neighbor, and make it easier for neighborhood residents to become informed about jobs at BIDMC.
- The LNRC and BRC will not have any patient visits. They are wet lab/basic research facilities, not clinical research. They will not be generating patient visits. Outpatient visits to BIDMC are expected to increase 1-2% per year, but at this point that will not be causing BIDMC facilities to grow larger in the near future. The 171 Pilgrim Road project could include patient space, but that will not happen in the next five years.
- There will be 1,200 new employees in the BRC and LNRC. This does not equal 2,400 trips per day because not everyone will arrive by car. A lot of researchers bike or take transit, and come to work during all hours of the day (not necessarily peak hours). The development will generate 250-300 vehicle trips during the peak hour.
- BIDMC is not receiving tax benefits from the city for this project; in fact the BRC/OLNRC developments will generate real estate taxes for the city (\$6-8 million annually). They will also be giving \$6.59 million in linkage for housing and \$1.3 million linkage for jobs training.
- Comment - The community wants more green space, trees, shrubs and grass.
- A - Most of the Kirstein parking will be removed, creating 10,000 square feet of open space, similar to that in front of the Shapiro Center. There will be benches, shade trees, bricks and shrubs to make the area inviting and shady. Grass dies in heavily pedestrian areas, it requires a lot of maintenance and, when compacted, has retention of rainwater similar to cement. The 100% corner of the LMA is not the best location for lawn. There is grass to enjoy in Joslin Park.
- Q – As a BIDMC physician who lives in the Fenway the speaker asked if this new master plan will help make BIDMC sustainable again.
- A – BIDMC is well on its way to recovery now, and expects to break even in next year’s budget. BIDMC is listed as one of the top ten largest employers in the city, and provides quality healthcare.
- Q - Speaker asked for August minutes to be amended to reflect questions about alternate uses of linkage fees. For example: why can’t linkage fees be linked to the Ledge Site park (Puddingstone Park)? This would be great for children. NOTE: The institutions pay linkage fees, required by legislation, for housing and jobs training. Other neighborhood mitigations are recommended through the Impact Advisory Groups (IAGs).
- Comment – As a BIDMC employee living in The Fenway the speaker appreciated the LMA Trail idea, because she walks in the evening and daytime and said that it is very nice for security.

- Comment – As a five-year BIDMC employee living in Mission Hill, this resident was excited about the workforce development initiative. She knows people in Mission Hill who could benefit from this. Her husband does research in the LMA, and her son was born at BIDMC. It is an excellent hospital and a convenient place to work.
- Q - Does the 1,200 new employees combine BRC and LNRC? How does the number of employees compare to the number of trips? (XXXXXXX VHB will be giving us the answer to this)
- Q - At last months meeting issues were raised about Mission Hill people applying for jobs at BIDMC, BWH and others and not getting a response. The speaker asked how many resumes are received per week.
- A – BIDMC responded that approximately 600 resumes are received per week. BIDMC heard this concern loud and clear last month and wants to improve its accessibility to neighborhood resident job applicants. BIDMC is making a commitment to do better. Applicants should apply electronically on the BIDMC website, so that BIDMC knows what job they are applying for and it is easier to send responses.

The BIDMC presentation may be found on the MASCO FTP website:

<FTP://134174167/LMA%20Forum>

The press release for Mayor Menino's Green Building Task Force may also be found on the FTP site (this was disseminated at the August LMA Forum meeting).

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Summary of LMA Forum Meeting October 27, 2003

1. Announcements

- The Fenway Alliance is holding two forums, one on Landscape Design and Public Art and another on Civic Architecture and the Cultural District. There are fliers available with more information.
- The MATEP power plant asked MASCO to announce that they are installing two new turbines at the plant. As a part of the commissioning process they are planning a 'steam blow' test for Thursday (October 30th) between 9 AM and 2 PM. There will be a loud, high-pitched, noise for 10-15 minutes several times during this time period and a lot of steam released. They did not want people to worry that there was something wrong at the plant.
- Tove Madsen, who is an advocate at the Mass. Mental Health Center, invited people to attend their 'Bloom' event. This is a tribute to the Mass. Mental Health Center, between November 14-17. There will be a Symposium on the 14th and an Open Forum on the 15th. All events are open to the public and free. Informational pamphlets were disseminated.

2. BTD/BRA/ MASCO Updates

Sonal Gandhi, from the Boston Redevelopment Authority (BRA) reported that:

- The BRA Board approved the Lyme Properties' Blackfan Research Center (BRC) on October 7th.
- The Beth Israel Deaconess Medical Center's (BIDMC) Longwood North Research Center (LNRC) is under review, with a community comment period deadline on the DPIR of October 30th.
- Simmons College filed a Project Notification Form (PNF) for the library project that they are presenting tonight. The comment period ends on November 7th.
- Wentworth Institute of Technology, also presenting tonight, amended their Institutional Master Plan (IMP). Their comment period ends on December 12th.

Adam Shulman, with the Boston Transportation Department (BTD), reported that they are working to finalize the BRC agreements. They are reviewing the LNRC project and asked people to send transportation-related comments to the BTD.

Dennis Lucey (MASCO) made a presentation on the 38 crosswalks where MASCO installed new thermoplastic markings in August to increase pedestrian safety and the pedestrian environment in the Longwood Medical and Academic Area (LMA).

Question: People are getting splashed by vehicles going through a mud puddle that will not drain at the intersection of Brookline Ave. and The Fenway (on the Emmanuel College side). How can this be fixed?

BTD: This is a Boston Water & Sewer/Metropolitan District Commission issue. The solution is to clean the catch basins and grates.

Comment: The elevators at Ruggles Station and Park Street have not worked in many years. The speaker tried to go places with grandchildren in strollers.

3. Wentworth Institute of Technology – Residence Hall

Sandy Pascal, Associate Vice President for Community Relations, and Bill McCarthy, legal counsel for Wentworth, presented plans for a 360-bed residence hall, including design changes since this project was presented to the LMA Forum in April. Please see the presentation on the FTP site for more information.

Question (Q): With 1,600 students on campus, those without a parking permit must drive and park in the neighborhood. How can there be no parking impact?

Answer (A): Wentworth regulates on-campus parking. No freshmen or sophomores are allowed to park. Juniors, Seniors and “5th years” can park only if they have a co-op assignment that they need to drive to. Parking is very restricted.

Comment (C): The Green Line is terrible. Putting WIT students on the E Line is not good public policy. The students should be located closer to the Orange Line. Commenter raised question about the quality of proposed construction since it seems low at \$300/SF vs. \$1,000/SF seen elsewhere. Wentworth owns the Gurney parcel and does not use it; it should be put to good use.

A: The location of the dormitory along Huntington Ave. represents sound master planning, in that it is adjacent to Wentworth’s other dormitories and accessible to public transportation. At \$300/SF it is not inexpensive. Wentworth has cleared the Gurney parcel and fenced it off to restrict illicit uses from occurring there. Wentworth is in discussions with the City, which may include combining the Guerney lot with Parcel 25 for a community use.

Q: What is the length of the building along Huntington Avenue?

A: About 230 feet.

Q: Is there an entrance on Huntington Avenue?

A: The building entrance is on the Tetlow Street side of the building. BTD wants to discourage pick-ups and drop-offs on Huntington Avenue.

Q: There needs to be more activity on Huntington Ave. between MassArt and the MFA. There needs to be pedestrian access. Wasn’t there going to be retail space?

A: The tentative plan was to include a retail use (which would have meant two entrances), however Wentworth has agreed to lease the MassArt retail space across Huntington Avenue. Security is also a concern relative to general pedestrian access into a residence hall.

C: The community is losing out because this building is not mixed use anymore. There used to be three historic buildings with three doorways and they had a daycare, offices and apartments in them. Mixed uses are ideal.

C: Speaker echoed these concerns; there is a greater need for active pedestrian uses in this building, and a gesture to encourage public interaction.

Q: Will this dormitory be shared with the other Colleges of the Fenway?

A: No, this is a Wentworth residence hall. In the future the colleges may discuss joint development. There are historical examples of this. In the 1980’s Wentworth had a dip in enrollment, leased Baker Hall to MassArt, and thought about selling it. They didn’t and now it is fully occupied with Wentworth students.

C: This speaker wants street level activities that would encourage pedestrians. A public, City Street should not feel like a dorm section of campus. This is a public street. There needs to be a gesture to the public; this does not necessarily need to be retail or a public use.

A: The alley will be improved, behind the building, so that pedestrians may access it, and it will be handicapped accessible. Right now pedestrians cannot access this area.

C: This is commendable, but doesn't address the Huntington Avenue issue.

Q: Where do students eat?

A: These are apartment-style units with kitchens inside. There is no cafeteria or food service delivery. As a result deliveries will be minimized. The dumpster is behind the building.

C: There is not enough parking. You need to penalize the students for parking in the neighborhood. The students tend to drive trucks (these are not construction workers).

C: There needs to be street furniture if there is no entrance and public access.

Q: Who maintains the small park, and Evans Way Park?

A: Wentworth has, for 20 years.

4. Simmons College - Library

Lisa Chapnick, Sr. Vice President for Administration and Planning and Michael Cohen, Architect/Principal-in-Charge, presented the College's mission and gave an overview of the proposed 70,000 SF library replacement project. The existing two-story building would be demolished and a five-story building developed to fit in with the two attached structures. The 1960's "egg crate" exterior of the adjacent building will be changed to blend with the new building. A new entrance will be located on Avenue Louis Pasteur. There are no new parking or roadways associated with this project. Student enrollment is not intended to increase as a direct result of this project. There are no greater shadow impacts than with the existing buildings, and the new building will be designed to alleviate any wind impacts. Please see the handout and presentation on the MASCO FTP site for more information.

Q: What is the construction cost per square foot?

A: Approximately \$250-\$260/SF.

Q: What will the façade look like? People felt that the Harvard NRB did not end up looking like the renderings, and did not like the outcome.

A: Simmons does not know yet what the façade will look like yet.

Q: Where will the library go during construction?

A: Simmons is working on phasing, but the library will function during construction. Simmons assumes that they will have to store a portion of the collection off site.

Q: Why is there no bike parking in front of 300 The Fenway and other nearby entrances? Bikes are attached to trees and signs.

A: Great point! Simmons will look into this.

Q: Concern was raised about the location of the new doors and interaction between Boston Latin School kids and Simmons students. Commenter asked if Simmons had

met with the headmaster, Mrs. Kelly, and expressed concern that this entrance could turn into a “hangout.”

A: Yes, Mrs. Kelly has been informed about the project. There shouldn’t be any negative impacts on the kids.

Q: What is the current setback, where will construction be, and how will construction parkers be accommodated?

A: The setback will increase by ten feet. Simmons will stage construction from the interior of the campus, including some parking for construction workers. During the One Palace Road work parking was reduced by 50-60%, through incentives to walk or use public transit. Parking is not guaranteed for anyone.

C: Commenter was concerned that this project is bad for Avenue Louis Pasteur. Adding three floors and building on the corner is a negative. A five-story mass will be hostile to the pedestrian.

A: The two-story building is adjacent to other five-story buildings. The proposed building would be consistent with the other building heights.

Q: Speaker applauded the building. Will the library be open to the public?

A: Yes, the stacks will be open.

Q: Related to social services outreach, could Simmons’ Buildings and Grounds department enter into a formal agreement with the Emerald Necklace Conservancy for park maintenance?

A: Simmons took note of this request.

Q: Is Simmons selling two buildings it owns on Commonwealth Ave.?

A: Yes, they are vacant and not used by the college. They were rented for four or five years but now Simmons would like them to be occupied again, preferably as housing.

C: The School/Parent group from Boston Latin School calls the City to complain anytime a contractor or truck parks on Avenue Louis Pasteur. All contractors need to be told not to park there.

A: Simmons will tell the contractors and subcontractors.

Q: What will you do about dust and noise?

A: This will be addressed in our construction management plan.

The Wentworth and Simmons College presentations may be found on the MASCO FTP website:

<FTP://134174167/LMA%20Forum>

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