

2005 LMA Forum

Date	Institution	Project Name
May 23, 2005	Boston Redevelopment Authority	Review of Article 80 Process with Rick Shaklik, Dir. of Zoning, BRA
June 27, 2005	Simmons College; MASCO	Design concepts for proposed School of Management Bldg; MASCO Transportation update: 4 new Commuter Rail stops, Green Line improvements, busway at Ruggles changes, Urban Ring tunnel, traffic signal improvements, Transportation Demand Management
September 26, 2005	Dana-Farber Cancer Institute	'DFCI 101' - Overview of mission, campus, research and clinical missions
November 28, 2005	Simmons College	Design concepts for proposed new School of Management

LMA Forum Meeting Agenda
Monday, May 23, 2005
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
 - ❑ MASCO and Sonal Gandhi will update the Forum on the status of projects newly completed, under construction, and permitted. There are no new projects currently in the pipeline.
 - ❑ Adam Shulman, Boston Transportation Department, will comment on the status of projects being reviewed by the BTD
 - ❑ Simmons College Project
 - ❑ Other announcements
2. Article 80

Rick Shaklik and Sonal Gandhi will briefly review the Article 80 process, what types of project get reviewed when and why, and the role of the LMA Forum related to this large project development review process.
3. Other

LMA Forum Meeting Agenda
Monday, June 27, 2005
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 (10 minutes)
 - ❑ MASCO and Sonal Gandhi will update the Forum on the status of projects being reviewed by the BRA.
 - ❑ Adam Shulman, Boston Transportation Department, will comment on the status of projects being reviewed by the BTD
 - ❑ Other announcements

2. Simmons College (20 minutes)

Ms. Lisa Chapnick, Senior Vice President for Administration and Planning, Simmons College, and Mr. Dick Friedson, Architect/Principal-in-Charge, Cannon Design, will present an overview and preliminary design concepts related to a proposed new 66,000 sf building on the Simmons main academic campus at 300 The Fenway. This new building would enable the relocation of the Simmons School of Management from Commonwealth Ave, uniting all of the Simmons schools at the main academic campus, and would provide an underground parking garage that will allow for the conversion of the existing above ground parking lot into a central grassy green quad. The IMPNF/PNF filing will be submitted to the BRA on June 20, 2005. Comment period ends July 21, 2005. There will be equal time for questions and answers.

3. MASCO - Transportation Update (10 minutes)

Christi Apicella, Senior Planner at MASCO, will provide a 1-year update on recent and anticipated short-term transportation improvements in the LMA.

LMA Forum Meeting Agenda
Monday, September 26, 2005
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 (10 minutes)
 - ❑ Sonal Gandhi will update the Forum on the status of projects being reviewed by the BRA.
 - ❑ Adam Shulman, Boston Transportation Department, will comment on the status of projects being reviewed by the BTD

2. Dana-Farber Cancer Institute (25 minutes presentation)
(25 minutes Q & A)

Representatives from the Dana-Farber Cancer Institute will present an overview of the institute's research and clinical missions, and the context for its recent master planning activities. Speakers include: Dr. Barrett Rollins, Chief Scientific Officer; Dr. Larry Shulman, Chief Medical Officer; Anne Levine, VP for External Affairs; and Rick Shea, VP for Facilities Management. There will be an equal amount of time for questions after the presentation.

LMA Forum Meeting Agenda
Monday, November 28, 2005
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 (10 minutes)

- a. Sonal Gandhi will update the Forum on the status of projects being reviewed by the BRA.
- b. Adam Shulman, Boston Transportation Department, will comment on the status of projects being reviewed by the BTD.
- c. George Humphrey, Executive Director of College Relations and Communications at the Mass. College of Pharmacy and Health Sciences, will share information on exhibition space in the new Academic and Student Center.

2. Simmons College (20 minutes presentation)
(20 minutes Q & A)

Ms. Lisa Chapnick, Senior Vice President for Administration and Planning, Simmons College, and Mr. Marcus Springer, Architect, Cannon Design, will present an overview and preliminary design concepts for a proposed new 66,000 sf building on the Simmons main academic campus at 300 The Fenway. This new building would enable the relocation of the Simmons School of Management from Commonwealth Ave, uniting all of the Simmons schools at the main academic campus, and would provide an underground parking garage that will allow for the conversion of the existing above ground parking lot into a central grassy green quad. The DPIR/IMP Amendment filing was submitted to the BRA on November 8, 2005. Comment period ends January 9, 2006. There will be equal time for questions and answers.

Summary of the LMA Forum Meeting September 26, 2005

1. Updates – BRA

- Projects in the Pipeline - Sonal Gandhi, with the Boston Redevelopment Authority (BRA), reported that the Blackfan Research Center is under construction. The Longwood North Research Center (LNRC) has been approved. The Simmons College project was scoped by the BRA on August 5th and they will be filing a Draft Project Impact Report (DPIR) in October.
- The presentation tonight will take a new approach. The Dana-Farber Cancer Institute will present information on their medical care and research thinking that forms the structure of their strategic plan, which will result in a development project. When they have a specific project to present they will return to the LMA Forum.

Question (Q): In response to developments with the Forsyth Institute, the speaker asked a question about BRA process. If land is taken by eminent domain and sold to a developer at market rate, where does the money go? Does it go the BRA? If so, what does the BRA do with it?

Answer (A): It goes into a central city fund. The BRA, working closely with the Environment Department, would use the funds to benefit public parks and ways.

Q: How does giving park land away to the Forsyth Institute protect parkland?

A: The speaker is unfamiliar with the project. She will learn more about it and get back to the questioner.

2. Dana-Farber Cancer Institute

Rick Shea, Vice President for Facilities Management at DFCI presented an overview of the campus. It is a relatively small campus, with some leased space in the Fenway, Brookline Village and on Beacon Street. The majority of DFCI space in the LMA is comprised of clinical and research facilities. DFCI is considering a new building, approximately 400,000 SF, which would be connected to the Smith Building. The programming of that space is underway. Please see the MASCO FTP site for the details presented this evening, including the DFCI power point presentation and handout, at: <ftp://134.174.1.67/LMAforum>.

Larry Shulman, M.D., the Chief Medical Officer, explained the vision and mission of DFCI as it relates to clinical services, including the care of patients; basic, translational and clinical research; and the education of leaders in the field of oncology. DFCI began a strategic planning process two years ago, and has identified the need for additional adult clinical space including infusion space for chemotherapy patients as better therapies are developed, targeting specific kinds of cancer. The adult patient volume has increased an average of 8.6% in the last four years. The number of infusions has risen an average of 11.2% between 2000 and 2004, with projections climbing.

Anne Levine, Vice President for External Affairs, described a range of DFCI community benefit programs that are sponsored by DFCI, including a mammography van that provides pro bono services in specific communities of need (with 10,000 women screened in 2002), culturally competent staff to assist patients of varied back grounds, and youth/mentoring and adult training programs. Additional examples of DFCI programs reaching a wide and diverse ethnic and socio-economic population include the Breast & Cervical Screening Program and the Blum Resource Van.

Barrett Rollins, M.D., PhD, Chief Scientific Officer, described the research mission. Scientists used to work independently in isolated groups, now they must work together in multi-disciplinary teams, in close physical proximity to one another, in order to solve the complex problems they are faced with today.

Discussion

Q: You said the numbers of infusions are up. What about home infusions?

A: There is more home care available now, however what we are describing here are high-tech therapies which require the infrastructure and the emergency back-up of a hospital setting.

Q: This speaker complimented the mission and work of DFCI and has personally benefited from this work. Some of the neighbors in the Fenway are being told that their taxes will double, and some live on a fixed income. Institutions need to pay Payment In Lieu of Taxes (PILOT) fees. Forsyth pays nothing, and the City is giving them land.

A: DFCI currently pays PILOT fees, and will pay PILOT on any new development.

Q: There seems to be a 'trend' with institutions marking no-smoking zones on the sidewalks and curbs, including public sidewalks. How can they do this? Could they do it by the taverns in Mission Hill so that pedestrians don't have to walk through the smoke outside? Doesn't second hand smoke cause cancer?

A: One institution said that they knew there were hospital-related patients and visitors using these areas as smoking areas, and they needed to ensure that people were not smoking in front of air intake vents.

A: DFCI offers a number of tobacco control and cessation courses. They also work with groups, like Sociedad Latina in Mission Hill with peer leaders to enforce tobacco control, with undercover visits to taverns and convenience stores to turn in vendors who sell tobacco to under-aged buyers. The studies on second-hand smoke show that the effects of second-hand smoke are worse in indoor environments than outside.

Q: With more growth comes more vehicles and more exhaust. Now that the parking buffer zone has been removed on Huntington Avenue, pedestrians are not protected from the vehicle exhaust. There is so much congestion that it is difficult for ambulances to get down the street. You may be working to improve health, but you are also contributing to health problems with institutional expansion. Patients should be given educational material to let them know that they can get here by other means. Shuttles should be open to the patients.

A: DFCI offers a 50% T Pass subsidy to its employees to encourage people to take transit instead of driving. However patients, who are not feeling well, are often driven.

Q: This speaker requested information on the Mass College of Pharmacy museum. According to their Cooperation Agreement, they must create a public museum to pharmacy, but he found photographs in the entry instead. Institutions must keep their commitments.

A: That is the museum. It shows the history of the Mass. College of Pharmacy.

A: The BRA can look at the Agreement.

The meeting was adjourned.

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Summary of the LMA Forum Meeting May 23, 2005

The LMA Forum is co-sponsored by the Boston Redevelopment Authority (BRA) and MASCO. The purpose is two-fold: public review of Article 80 development projects in the Longwood Medical and Academic Area (LMA), and to discuss issues that the institutions and community share (transportation for example). Participants were asked to write down ideas for future agenda items and turn them in at the end of the meeting.

1. Updates – BRA/BTD/MASCO

- Projects in the Pipeline - Sonal Gandhi, from the Boston Redevelopment Authority (BRA), noted that there are no projects under review right now, and reported on the various projects that have come before the LMA Forum for review in the past few years:
 - Beth Israel Deaconess West Clinical Center addition was approved but is not under construction.
 - Joslin Diabetes Center was approved but is not under construction.
 - Longwood North Research Center (LNRC) and the Blackfan Research Center (BRC) were approved on October 3, 2004. The BRC is under construction.
 - Simmons College Library project, was approved April 4, 2004, and is under construction.
 - Massachusetts College of Pharmacy and Health Sciences' new building has been completed and is occupied.
 - Harvard Dental School is under construction and is nearly completed.
 - Brigham and Women's Hospital's 70 Francis Street project was approved and is under construction.
 - The Merck Building is occupied.
 - Institutions in the planning stage include the Dana-Farber Cancer Institute and Simmons College.
- BTD – Adam Shulman, with the Boston Transportation Department (BTD), similarly reported that BTD's development review is simultaneous with the BRA and there are currently no projects under review. The Transportation Access Plan Agreements (TAPA) have been completed for most of the projects. He noted that most of these projects have committed up to 50% transit subsidies to employees, and that BTD's parking ratios under the guidelines (maximum of 0.75 parking spaces/1,000 square feet) appear to be a reasonable balance.
- Ed Jacques, Senior Construction Manager from Simmons College, reported that Simmons is working a new academic building, with a garage, to bring before the LMA Forum at the next meeting.

Discussion

Question (Q): How many total new parking spaces will be added? Where are they? How many are at Crosstown?

Answer (A): Adam Shulman said of the development projects over the past six years, there have been approximately 2,000 parking spaces approved for about 3.5 million gross square feet. Some of these facilities, like Harvard's New Research Building, have no new parking. Different land uses have different parking demands. The overall ratio that BTD is requesting is a maximum of 0.75 parking spaces per 1,000 square feet. At this point the new developments have come in at around .55/1,000, so that is below what was required. Some of the demand has been going elsewhere. Sarah Hamilton (MASCO) noted that there are approximately 525 parking spaces leased from Crosstown in long-term leases.

Q: What percentage of the institutional needs are being filled? What has happened to the number of vehicles needed to transport people off-site to parking? Have the number of hospital shuttles increased? There is a wonderful shuttle between Brigham and MGH. Are buses running on The Fenway?

A: Sarah Hamilton responded that related to shuttles and transit there have been some successful increases in the number of commuter rail stops at Yawkey, Ruggles and JFK/UMass, to accommodate employees who come in for earlier shifts, with four additional trains stopping at these stations now. MASCO has also been an advocate for three-car trains on the D-line, and pushed to get another train added to the E-line in the AM and PM hours. MASCO has asked the T to evaluate how effective this has been. MASCO buses are clean diesel low emissions. Art Mombourquette (BWH) said that for the most part any new buses were added through MASCO. It was acknowledged that there are buses permitted to run on the Fenway.

Q: Do the institutions need more parking? Crosstown has a Notice of Project Change with less retail and just as much parking. Is MASCO taking these additional 200 spaces?

A: Sarah Hamilton said if their members need the spaces that would be considered.

Q: At a recent BRA Board meeting there was discussion about the creation of a transportation model for the LMA, Crosstown and Roxbury. What is this study?

A: Adam Shulman said the idea is for the City to create a traffic model to better analyze areas of high development pressure in the city. This will be a tool to augment BTM's ability to evaluate the cumulative impacts of development. This allows them to consider "what if" scenarios.

2. Article 80

Rick Shaklick, Deputy Director of Zoning at the BRA, presented information on the existing zoning and overlay districts in the LMA (including Institutional Master Plans, Planned Development Area overlays, and Urban Renewal overlays) as well as requirements for project review. The Citizens Guide to Article 80 was disseminated. The BRA presentation may be found on the MASCO FTP website: <ftp://134.174.1.67/LMAforum>.

Discussion

Q: Why weren't the Interim Guidelines included? Is any work being done to formalize them?

A: The guidelines are not part of zoning, but are used to evaluate projects that are going through zoning review. These guidelines will continue to be used for the near future.

Q: Are there conflicts between the underlying zoning and the guidelines?

A: The idea is to add another level of control on projects in the LMA. The BRA, after listening to public and community concerns regarding development, has identified urban design, housing, transportation, workforce development and "elsewhere" development in terms of their impacts on projects. This added level of review for proposals means that it will be looked at even more carefully than in other areas of the city.

Q: Why does the LMA have H3 zoning anyway?

A: This has been in place for many years. The BRA has been working on rezoning the city, area by area. The LMA is one section that has not yet been rezoned.

Q: Why not rezone it like other areas in the city? Where is it on the list?

A: We don't know when that will happen.

Q: Is anyone watching the sewer pipes? At Saint Albans they need a cleaning; they smell.

A: Sarah Hamilton suggested contacting John Sullivan at the Boston Water & Sewer Commission to report this problem. MASCO is currently doing an Infrastructure Study for the area, looking at capacity issues, and identifying specific repair issues. Sonal Gandhi noted that each time a project is proposed it is reviewed by the BWSC, and they submit comments. They are aware of every project.

Q: What is the status of the Advisory team Panel for the LMA?

A: They have asked for more information (on workforce, housing, other impacts, etc.). The BRA will come back when they get answers.

Q: Is there a five-year projection of projects, beyond those that have been approved? Has the BRA done that? How many are under review and not yet approved?

A: There are none under review. Simmons and DFCI may have projects coming forward in the future.

Q: Have you looked at the total square feet projected and the traffic impacts?

A: Yes, all of the projects must submit traffic projections taking into account any proposed projects that came before them. They are looked at jointly, not in isolation, so that they include cumulative impacts. The Brigham project looked at traffic through 2010. These reports are available at the BRA.

Q: The 121A agreements were left out of your presentation. This is also a regulation. What is the legal status of the LMA Guidelines? Does this override existing zoning? Is there legal recourse if abutters want to pursue it?

A: The Institutional Master Plan is the zoning for the legal control. Guidelines are used to shape projects.

Q: If the project doesn't comply with dimensional regulations can people sue?

A: Yes.

Comment: All of these tools violate the charter of the Enabling Act. The BRA is not empowered to implement these zoning relief methods. Only the Board of Appeal can issue a variance to zoning.

A: The zoning and restrictions contained in the IMP is more detailed than the underlying zoning and IMPs are taken to the Zoning Commission for approval. The IMPs contain several projects so that the City can look at the entire development to mitigate its impacts. This review process allows agencies and the public to guide a developer.

Q: Are the guidelines specific to an institution? Do they apply to all of them? The institutions have different needs, how can they apply to all of them?

A: They apply to all of the institutions proposing development. These documents are on-line, on the BRA website, or Sonal can mail copies.

Q: When a project is proposed how is an Impact Advisory Group (IAG) selected? How many people are on an IAG? Are abutters included?

A: IAGs usually have 7 to 12 people on them, including abutters, residents, civic group leaders and institutions. Once a Letter of Intent has been filed with the BRA, the BRA solicits nominations from the Mayor's Office of Neighborhood Services and elected officials. The BRA Director finalizes this list. The purpose of these groups is to look at a project's environmental impacts and propose appropriate mitigation.

Q: How do you learn what goes on there? Are there reports back to the community? Are there minutes? The LMA Forum has marvelous minutes. How do we learn who sits on them and what they've discussed?

A: Most of the information the IAG hears is the same as what is presented at the LMA Forum, as is the list of people in the IAG. The meetings announced at the LMA Forum and are open to the public.

Q: Can institutions be in more than one overlay district?

A: Typically not, and they have their own Institutional Master Plan and IMP District.

Q: How do you quantify public comment and analysis of opinion? How do you gather abutters' thinking if there is no voting?

A: Everyone submits public comments in writing; these are attached to the Scoping Determinations. The community may see every letter.

Simmons will be presenting at the next meeting. The purpose of this meeting was to review Article 80 and ensure that the group is informed about its role in that process. Participants were asked to submit future agenda items, and the meeting was adjourned.

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Summary of the LMA Forum Meeting June 27, 2005

1. Updates – BRA/BTD/MASCO

- Projects in the Pipeline - Sonal Gandhi, from the Boston Redevelopment Authority (BRA), thanked participants for their agenda ideas from the last meeting. One subject that was raised in May was the Interim Design Guidelines. She disseminated information about the guidelines and directed people to the BRA website for this information: http://www.ci.boston.ma.us/bra/pdf/publications/LMA_Int_Guidelines.pdf. Since the guidelines were approved, several projects have been reviewed and the guidelines have been tested. She reported that this process has resulted in a number of achievements, including affordable housing on-site at Joslin, an on-site job training center at the Blackfan Research Center (now known as the Center for Life Science Boston), millions of dollars in jobs and housing linkage, BIDMC scholarships, Brigham & Women's locating uses at Crosstown, as well as a wide variety of transportation improvements and contributions. Simmons College is now coming forward to present a new proposal.
- Public comments on the Simmons College proposal are due July 21st, 2005. Please send them to Jay Rourke, the BRA Project Manager for this project (jay.rourke.bra@cityofboston.gov).
- BTD – Adam Shulman, with the Boston Transportation Department (BTD), reported that there is no new news since last month, as there are no other LMA projects under review.

Question (Q): How do ideas discussed at the LMA Forum get forwarded to decision makers? What is the chain of command?

Answer (A): Topic-based information is sent to the people in charge of those areas as appropriate (e.g. workforce concerns to the Mayor's Office of Jobs and Community Services (OJCS), transportation concerns to the Boston Transportation Department, etc.). The BRA Director, Mark Maloney, is updated on projects by senior staff weekly. In the example of Simmons College, Jay Rourke reports to Jay Russo who reports to Mark Maloney.

Q: Is Children's Hospital now the developer of the Joslin Project?

A: That is new news to BTD if they are.

Q: If there are new owners of the development rights of a project are the commitments and the obligations made by the proponent transferred to the new proponent?

A: If a project gets sold, then the new developer has to comply with the approvals and obligations under which approval was granted. Joslin has not completed all of the transportation agreements with BTD, including the Transportation Access Plan Agreement (TAPA). This is the legal document codifying the agreements and commitments related to transportation.

Q: Is there a list, or central registry, of all of the parking licenses in the LMA? The speaker believes that there are several lots in Mission Hill that are not licensed. What recourse do we have?

A: Parking garages are registered with the Fire Department. BTD licenses and has information on open surface lots. The Inspectional Services Department (ISD) enforces permits.

2. Simmons College

Ms. Lisa Chapnick, Senior Vice President for Administration and Planning, Simmons College, and Mr. Dick Friedson, Architect/Principal-in-Charge, Cannon Design, presented an overview and preliminary design concepts for a proposed 66,000 square foot School of Management building to be located on the Simmons main academic campus, a new parking garage and green campus quadrangle. The new green campus quad would be built over the underground garage. Please

see the Simmons power point presentation and handout on the MASCO FTP site at:
<ftp://134.174.1.67/LMAforum>.

Discussion

Q: Who designed One Palace Road, and have they designed any other Simmons' Buildings?

A: Goody Clancy & Associates. No.

Q: The speaker mentioned that this design does not preclude a new Tetlow Street between the Simmons and Boston Latin campuses. The BRA assured us that this would not happen. The speaker is opposed to a new roadway there because it may increase the traffic to Palace Road, to The Fenway, and through the neighborhood. The speaker believes this would also be a land grab from these schools, affecting Boston Latin's parking and Simmons' campus and asked if this would require eminent domain?

A: Simmons College did this at the request of the BRA, but is not a big fan of the idea. The BRA will do transportation studies to determine how this would work and what impacts it would have. The City believes that this roadway will help the regional network. MassArt, the Gardner and Boston Latin are concerned.

Q: Does this plan complete Simmons' build-out?

A: There is one more buildable lot, between the Science Center and the School of Management building. There is no intention to build on it anytime soon. There is nothing on the drawing boards now, and Simmons is likely to shift its attention to the residential campus. Six of the nine dorms have been renovated. The other three are challenged and there may be a need for more beds. As the trend moves from rooms to suites, beds are lost; but Simmons does not intend to become a large university.

Q: Given the location of the project site and proximity to Boston Latin, shouldn't you create views of green space for Boston Latin and for the public?

A: This site does not have public road frontage; the creation of the green space and pedestrian pathways is an improvement. There is not that much land for many design options when adding a building to this space.

Q: The speaker felt that it was unfortunate that the old School of Management property would not become affordable housing. He asked why this building wasn't contemplated in the 1999 vision for the campus and included in the Institutional Master Plan.

A: It was included in the 1999 Institutional Master Plan.

Q: Green roofs are innovative and should be considered. Will this building have a LEEDs rating?

A: Potentially. Simmons will have to look at the finances of this. It is a part of the School of Management's values, however the point is sustainability. LEEDs is an administrative way of documenting sustainability. It costs money to apply for the certification; Simmons will strive for sustainability whether a certificate is pursued or not.

Q: When is the official BRA public review?

A: This is it. There is a 30-day comment period. Simmons will come back to the LMA Forum in September for another conversation, and to answer questions. There are internal BRA meetings, but they are not part of the public review.

Q: Simmons is asking for 715 parking spaces, yet the School of Management (SOM) had none before and was well attended. Are the college residences included in the final parking per square foot ratio?

A: SOM had 25 spaces. The presenter was not sure if the residences were included and offered to bring this information to a future presentation. 335 of the spaces would be replacement spaces. The net new spaces are 380. Zoning would allow 403 spaces. Some of the parking is proposed to be leased by Children's Hospital, which is going to lose 500 parking spaces over time including parking at the Museum of Fine Arts when they develop.

C: The roadway capacity issues will still exist. This may be existing parking at the MFA that relocates, but there is still a roadway capacity issue.

A: One issue is the financial math of building an underground garage, the other is whether this is smart, reasonable and fair planning? This proposal allows for the total capacity of the garage to be built all at once, which is financially smart and makes sense in terms of building projects.

There is a cost to construction in phases involving mobilization costs for trucks and materials, as well as the delay in being able to construct a full green quadrangle.

Q: What is the monetary rental income?

A: This is not a profit-making proposition for Simmons. Children's Hospital would rent it for the cost to pay the bond on a 15-year lease.

Q: Is 715 the cap for parking spaces?

A: Yes. There would be no more parking on the Main Campus.

Q: How many spaces are under One Palace Road? Would these be connected?

A: There are 213 spaces. Yes, these would be connected to the new spaces underground to improve the flow of vehicles through the space and to take advantage of the ramp that has already been constructed.

Q: Are you pursuing alternative means of transportation?

A: Yes, Simmons is aggressively advocating for alternative transportation, working hand-in-hand with MASCO on vanpooling, zip cars, and bike incentives. Simmons offers an MBTA pass subsidy of 60%, which will increase to 70%. Simmons is charging more for parking as a means to diminish demand. The School of Management won't generate a lot of peak hour traffic. The SOM parking is mainly aimed at serving the older, working, evening students.

Q: What about Children's Hospital's parking impacts on the peak hours?

A: We haven't studied this yet.

Q: We have not seen the results of all of the other projects yet (Blackfan Research Center, Joslin, etc.). Simmons College should consider these as well.

A: The vehicles produced by these projects are included in the projections.

C: Simmons will be returning to the LMA Forum in the fall to discuss the project in more detail.

Please submit written comments to Jay.Rouke.BRA@CityofBoston.gov

3. MASCO – Transportation Update

Christi Apicella, Senior Planner at MASCO, presented a one-year update on recent and anticipated short-term transportation improvements in the Longwood Medical and Academic Area (LMA).

As a result of advocacy with MASCO member institutions and the MBTA, MASCO was able to achieve several transit service improvements that did not require a capital investment. Improvements include: four new Commuter Rail stops, Green Line improvements (D & E Lines), and continued advocacy for direct service to North Station. MASCO also supported busway improvements at Ruggles Station that will reduce travel times for four LMA routes, with completion expected in Spring 2006. MASCO and its members successfully advocated for inclusion of a tunnel option through the LMA as part of the Urban Ring project. MASCO will complete signal improvements on Longwood Avenue this summer to assist with traffic flow, and will implement additional improvements along the Ruggles Street corridor next spring. MASCO's CommuteWorks program provided transportation demand management associated with the Democratic National Convention, and launched a new commuter incentive program to encourage transit use. For more information, please see this presentation on the MASCO FTP site at: <ftp://134.174.1.67/LMAforum>.

Discussion

Q: The speaker appreciates the construction truck route signs that MASCO installed, but asked if the map that David Eppstein was working on for the Fenway T stop could be installed?

A: MASCO will look into this. The map may be outdated by now, and the presenter thought that the project was put on hold while the station was redesigned, but she will look into it.

Q: This speaker inquired about market rate parking in LMA off-site locations. She requested a rate study for on-site versus off-site of employees rates. The off-site parking, in the Fenway, appears to be much less expensive. This seems counter to MASCO's efforts to get people out of their cars.

A: The City wants market rate parking, and MASCO charges market rate at all of its facilities on-and-off site.

A: The presenters were not aware of employee charges. The cost of shuttles to off-site parking is higher. (Note: MASCO is only involved in some off-site locations, does not set employee rates, and does not collect this information for other lots.)

The meeting was adjourned.

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Summary of the LMA Forum Meeting November 28, 2005

1. Updates – BTD, MCPHS

- Projects in the Pipeline – Adam Shulman, Boston Transportation Department (BTD), reported that Joslin has been approved by the Boston Redevelopment Authority (BRA) Board, but needs to finalize agreements with the City prior to construction. The Blackfan/Lyme project, now the 'Center for Life Science Boston', was approved in October 2003, and is now under construction. The Longwood North Research Center (LNRC) was also approved in October 2003 but has not begun construction. The Simmons College Library was approved in April 2004, and is under construction. The Brigham and Women's Hospital 70 Francis Street was approved in January 2005 and is under construction. Simmons College filed a Draft Project Impact Report for the proposed School of Management on November 8, 2005. Comments are due to Jay Rourke, at the BRA by January 9th, 2006.
- In response to a question raised at the last LMA Forum George Humphrey, Executive Director of College Relations and Communications at the Massachusetts College of Pharmacy and Health Sciences (MCPHS), presented information on the exhibit space in the new Academic and Student Center. He explained that the new building was designed to preserve the view of the old building, with a glass connection between the two buildings, and a lobby for exhibit space for the pharmacy and health professions. The idea behind the exhibit space was that it would bring people into the building where they could appreciate the old façade. There have been two exhibits so far, one on the history of the White Building and another on diagnostic arts in collaboration with MassArt. The building was open to the public for tours during the Fenway Alliance's Opening Our Doors event on Columbus Day. There are routine college tours, as well as school groups coming through for tours. College archival materials are being digitized and they will be exhibiting that history. The mission of the school has evolved beyond pharmacy and nursing to include disciplines such as physician assistant and dental hygiene practices, so the material exhibited will go beyond the narrow focus of the history of pharmacy.

Comment: This speaker felt that a few photos in the entryway did not constitute a "museum for the history of pharmacy". He requested copies of LMA Forum and BRA minutes to identify where the word 'museum' was used and asked that meetings be taped and transcribed. He would like an independent mediator to investigate the College's agreements. He perceived this to be an unfulfilled community benefit. He felt that digitized reproduced images were unacceptable. He expressed frustration that projects do not end up being built the way they are presented at the Forum.

C: This speaker asked about the Tiffany bronze lamps that used to be in front of the college and was supposed to be preserved and located where the public could enjoy them.

A: They have been preserved and are located on the sidewalk in front of the new building on Longwood Avenue.

A: Sarah Hamilton, MASCO, pointed out that the City's design review process is not complete once projects are brought to the Forum. The public comment periods are part of a larger process. After community comment, projects are approved subject to BRA design review, cooperation agreements, and the permitting and project construction process. The LMA Forum is one of the many ways to gather public comment on projects which may change between the time they are presented at the LMA Forum and when they are built. Institutions spend significant time and resources to respond to community concerns raised throughout the BRA review process.

A: George Humphrey respectfully disagreed with the first speaker. The College believes they have lived up to their agreements. The College's archivist won't allow the originals to be on the wall; therefore they will be creating high quality digitized reproductions.

Q: Did Mass. Pharmacy acquire the dental program at Forsyth? How many square feet did they occupy at the Forsyth center?

A: The Forsyth Dental Hygiene program became part of the MCPHS School of Health Sciences. Mass Pharmacy did not buy Forsyth. The dental hygiene clinic is now located at MCPHS and is open to the public. George Humphrey was unsure how much space they used to occupy in their old space at the Forsyth Institute, but estimated their current space at MCPHS to be approximately 4,000 SF.

2. Simmons College

Lisa Chapnick, Senior Vice President for Administration and Planning at Simmons College, and Marcus Springer, Architect with Cannon Design, presented an overview and preliminary design concepts for the proposed 66,000 square foot building on the main academic campus. Please see the MASCO FTP site for the details presented, including the Simmons power point presentation and handout, at: <ftp://134.174.1.67/LMAforum>.

Mr. Springer called the proposed School of Management (SOM) a transformative project for the campus. This project puts all of the parking underground in a five-level garage, allowing the creation of a new green quadrangle. There will be new pedestrian walkways through the new quad connecting to Palace Road. The proposed building will be five stories tall. The building will have a slurry wall to mitigate the uprising of ground water and will use up/down construction techniques to mitigate odor issues. They are aiming for a Silver LEED rating (Leadership in Energy and Environmental Design). This means that the building will be 40% more efficient than similar buildings. A green roof is proposed to mitigate the heat island effect. They will use recycled materials including concrete, steel and carpets. Massachusetts has the most rigorous energy code in the nation, and Simmons intends to go beyond those requirements. Silver requirements are listed on the handout.

The college is proposing to begin construction of the parking garage in spring 2006, with the first two levels available in August 2007. The building construction would begin in spring 2007, and the building would be occupied in spring 2009.

Discussion

Q: Harvard put a garage under their quad. It is the speaker's opinion that this adds to the maintenance cost and impacts the landscaping including the need for additional grass watering, and the trees, which are in pots, do not get very tall or produce much shade.

A: We will provide deeper areas for trees so that they will be able to grow higher, although some will be in pots in the plaza area.

Q: Why do institutions continue to build garages? Parking generates cars. A 715-car garage in the LMA seems like poor planning. Does this reflect on the size of the next building you are planning? Given the small footprint, will it be a tower?

A: It will not be a tower. Simmons has presented four options for a future building to the BRA, with each approximately six to seven stories tall (the height of the Parks Science Center adjacent to it).

Q: Why do you need such a large garage to help finance the project? You mentioned leasing to Children's Hospital. The institutions should not be building commercial lots for others.

A: The garage will include all of the existing spaces (put underground), plus spaces for the School of Management. There will be 380 net new spaces. The College will not make money on the garage. Simmons would lease to one tenant for fifteen years to help cover the bond on the

garage project. It would be more affordable for the college, and less disruptive to the campus and the neighborhoods to construct spaces now to serve their future development.

Q: This speaker feels that slurry walls can stop groundwater from flowing, and be dangerous in low lying areas. How will this project impact ground water?

A: The slurry walls will extend down to the clay level, not below into the sands where the groundwater flows.

Q: This project looks like it is exempted from the Groundwater Overlay District. The BRA should justify this exemption, and for the MFA and Forsyth as well. Councilor Ross has requested that all of the Fenway be included in this district. What is the status of Ross's request? The Gardner Museum is on cedar pilings and is Simmons' neighbor.

A: Nikko Mendoza noted that today was the last day of the comment period on the Groundwater Overlay District ordinance. There is no finalized district yet, and the final plan will depend, in part, on the comments received. All Article 80 projects already include groundwater review; they are held to a higher standard.

Q: The entire historic area should be in the Groundwater Overlay District. A petition may need to be filed to get this. Is there a hydrologist on staff at the BRA?

A: There is an Environmental Review Specialist on staff at the BRA.

Q: How many parking spaces will there be on campus, per 1,000 square feet of buildings?

A: .81 spaces/1,000 sf

C: This speaker offered several comments. Adding all of these parking spaces seems counterproductive to the LEEDs silver certification for conservation. The speaker recently read an article that Children's Hospital is planning to build a garage by Yawkey Way. Simmons claims that relocated Children's parking from MFA to Simmons will not create 'new' vehicle trips since Children's parkers are already driving to the area, but creating new parking for Children's while others park at MFA, over time, will create new trips. The speaker does not agree with Simmons' argument. She invited the audience to a Fenway Civic meeting on December 6th in the Red Sox Royale Room to discuss transportation. The speaker questioned the placement of the building so as not to preclude the creation of a new public road. If a new road were installed in this location, it would be a taking of Boston Latin School's land, and is undesirable from her point of view. This road would displace traffic, but would not solve the core cause of the traffic. Palace Road is fragile, and she is not sure that the idea of cars exiting onto Palace is a good idea. It will be hard on the Gardner Museum. She recommends the reversal of Palace Road to exit onto Longwood Avenue. She raised concerns about the removal of the huge old beech trees on Simmons' campus, and the size of trees that would replace them. The parking meters were removed on Brookline Avenue, so now cars, buses and dirt impact pedestrians. She wants to keep cars from cutting through the Fenway. When Simmons reduces the capacity of the garage, they should also reduce the footprint of the building so that there will be more of an opportunity for 'real trees'. Does the parking/sf ratio include dorm space? Dorms are not allowed to have parking so spaces to serve dorms should not be included.

A: The consultant did not think that this calculation included dorm space.

Q: This speaker asked the architect to be mindful of the quality of the materials used. She felt that the color of the new Library building is unattractive.

A: Yes. There will be a rich range of colors. The yellow on the Library will age.

Q: Will there be bicycle parking? This speaker would advocate for putting it in the garage.

A: Yes, there will be bicycle parking.

C: The project is too big, has too much parking, is too close to the Latin School, and someone needs to take responsibility for the color.

C: This speaker's opinion is that there is too much traffic. Intersections should be studied. There is one formula for how much parking you can get per square footage of building, so parking can go as high as the building allows. The speaker asked Simmons to be reasonable and reduce the number of spaces. It is the speaker's opinion that taking the parking off the street causes health problems. When cars are parked along the curb they form a buffer for the pedestrians and help to slow down the traffic. There is gridlock and the ambulances can't get through. Exhaust and gridlock are transportation issues that need to be addressed at some point.

Q: Does Simmons participate in the Payment in Lieu of Taxes (PILOT) program? Will Simmons commit to a PILOT for the Library Building and the School of Management?

A: Simmons pays linkage and does have an existing PILOT. Simmons can not commit to this.

Q: MFA does not pay PILOT; Forsyth took public land. Who initiates PILOT requests? Who negotiates PILOTs? How much are LMA institutions paying in PILOT? The institutions do nothing to support the community.

A: Nikko Mendoza explained that the City initiates discussion in response to voluntary offers. The Commissioner of the Assessing Department and the appropriate institution and/or developer discuss PILOTs.

A: Jan Henderson, MASCO, said that the institutions do support the community, they pay millions of dollars in jobs and housing linkage and PILOT payments, as well as contribute to voluntary community benefits programs.

C: The institutions should pay taxes, linkage and more.

Q: The speaker believes the additional parking spaces are too many. Are there any LEEDs buildings in Boston?

A: Simmons will be removing asphalt and replacing it with green open space. Genzyme reached Platinum LEED status.

C: Commenter confirmed to voice his dissatisfaction about taxpayer's indirect subsidy of private construction through incentives for energy conservation.

Q: The LMA is supposed to be an economic engine, where new buildings generate jobs. Mrs. Hamilton, how many new jobs were created in the past 12 months? We keep hearing there are 37,000 employees, but the number stays the same. The LMA doesn't appear to be generating jobs.

A: Sarah Hamilton replied that the institutions do generate jobs. MASCO has some information on historical trends. In response to earlier comments tonight, people are implying that non-profits, because they are not required to pay taxes, are somehow not giving back to the community. She asked how many people in the room had been treated by, educated by, or employed by these institutions, or had friends or family members that were, and suggested that almost everyone in the room had benefited in some way by the existence of these institutions. Their missions and their work are what allows them non-profit status. They also contribute with in-kind services, volunteering and community benefit contributions, not only to this community, but to Boston and the State as well.

C: This speaker's opinion is that it costs twice as much to get care here as at the Mayo Clinic. We can question the quality of care received here and the management of our resources which compromise a livable city.

A: The institutions are trying very hard to grow in a responsible manner. They are on the cutting edge of LEEDs. The regulations are not even in place and the institutions are being proactive in adhering to new conservation efforts.

C: This speaker agreed that ninety percent of the people in the room work for, or are benefited by LMA institutions; he has benefited by working with LMA students in his practice. However, all of that is "frosting on a burnt cake. When you cut into it, it still crumbles". His opinion is that many

of these students are paid to have these experiences by taxpayer's dollars and that institutions get a 75% discount on taxes, so citizens have to pay the rest.

Q: The speaker asked Jay Rourke and Adam Shulman, how they propose to reduce the number of parking spaces in this project? The speaker, when asked, suggested that the project should be reduced by 330 spaces. If dorm space has been included in the square footage calculation, then it should be less than that.

A: BTDC will ask Simmons to justify their demand given Transit Oriented Development (TOD).

Q: The speaker asked other community members why they are picking on the three smallest institutions? When Merck located to the Emmanuel campus, that was wonderful, because it helped the College to survive financially and maintain themselves. It is the same for Simmons. Simmons alumnae have given money to support the development of the campus, but they need parking as a source of income to improve their campus.

The meeting was adjourned.

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