

2006 LMA Forum

Date	Institution	Project Name
March 27, 2006	Dana-Farber Cancer Institute	BRA - New LMA Forum format DFCI IMP Amendment/ PNF – details of proposed Cancer Care Center
April 24, 2006	Boston Children's Hospital	'CHB 101' - CHB Mission, Master Plan context for infrastructure planning: vision, mission, strategic goals, community service, campus statistics, future requirements
May 22, 2006	Joslin Diabetes Center & Boston Properties	Up-date to BRA Approved Project (tower to become all residential, sidewalk width, traffic changes, loading dock, design) and sale to Boston Properties
October 16, 2006	Wheelock College	'WC 101' - Overview of College's Strategic Plan: campus mission, strategy, Imp, Campus Center and Student Residence, no parking
November 13, 2006	Boston Children's Hospital	BCH Letter of Intent. IMP – 10-yr plan, two story inpatient addition on Main, purchase LNRC- build LRI, demolish Enders to build inpatient
November 27, 2006	MCPHS, Dana-Farber Cancer Institute	MCPHS Overview, Phase I completed, Phase II – new academic bldg on Huntington, no parking. DFCI 3 rd presentation on proposed Center for Cancer Care project impacts (pre-DPIR materials)

LMA Forum Meeting Agenda
Monday, March 27, 2006
6:30 to 7:30 PM

NOTE NEW LOCATION:

Dana-Farber Cancer Institute
44 Binney Street
Dana Building, Room 1620
Boston, MA

Visitors should enter through the main Dana Building lobby at
44 Binney Street (see attached map and directions).
Please check-in at the Security desk,
then follow the directional arrows internal to the building.

1. Updates – BRA/BTD/MASCO (15 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.

2. Dana-Farber Cancer Institute (20 minutes presentation)
(20 minutes Q & A)

In follow-up to its September, 2005 presentation to the LMA Forum, Dana-Farber Cancer Institute (DFCI) will present its plan to construct a state-of-the-art Clinical and Clinical Research Center at 450 Brookline Avenue. A presentation on the new building and its context in the DFCI master plan will be made by Edward J. Benz, MD, President, Richard Shea, Vice President for Facilities Management, and members of the project team.

LMA Forum Meeting Agenda
Monday, April 24, 2006
6:30 to 7:30 PM

NOTE NEW LOCATION:
Children's Hospital Boston
Karp Family Research Laboratories
4th Floor conference room
One Blackfan Circle
Boston, MA

The Karp Family Research Laboratories is located at One Blackfan Circle,
across from the Main Children's Hospital Boston entrance.

It is the second building on the left on Blackfan Circle.

Visitors should enter through the main doors on Blackfan Circle,
please check-in at the Security desk,
then follow the directional arrows internal to the building.

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.

2. Children's Hospital Boston (CHB) (20 minutes presentation)
(20 minutes Q & A)

Since the recent completion of two major capital projects, the "Karp Family Research Laboratories" and the "Clinical Building Expansion", CHB has recognized that in order to continue its institutional missions in Research, Clinical Care, Education and Community, it is necessary to renew and expand its aging infrastructure within the LMA. Two years ago, CHB launched an extensive, internal analysis of how it needs to grow to meet the demands of its patients and families in this century

Charles Weinstein, V.P. for Real Estate Planning & Development, and Eileen Sporing, SVP and Chief Nursing Officer, from Children's Hospital will present an overview of the institution's research and clinical missions, and the context for its proposed master planning activities. There will be an equal amount of time for questions after the presentation.

LMA Forum Meeting Agenda
Monday, May 22, 2006
6:30 to 7:30 PM

NOTE NEW LOCATION:

Joslin Diabetes Center
One Joslin Place; 3rd Floor Atrium
One Joslin Place,
Boston, MA

Visitors should enter through the entrances at either
One Joslin Place or Pilgrim Road.
Please check-in at the Security desk,
then follow the directional arrows internal to the building.
Limited parking is available at no cost in the Joslin Lot located adjacent to the
Joslin Diabetes Center, on Longwood Avenue (first come, first served).

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.

2. Joslin Diabetes Center (JDC) (20 minutes presentation)
(20 minutes Q & A)

Joslin Diabetes Center will be presenting an up-date on their BRA approved project. Joslin senior leadership together with their developers, Boston Properties, and architects, Elkus-Manfredi and other contract consultants will be presenting and available for questions.

LMA Forum Meeting Agenda
Monday, October 16, 2006
6:30 to 7:30 PM

NOTE NEW LOCATION:

Wheelock College
Administration Building
Alumni Room, 1st floor
200 The Riverway
Boston, MA

Visitors should enter through the main doors of the Administration Building at 200 The Riverway and check-in at the Security desk.

1. Updates – BRA/BTD/MASCO (10 minutes)

- a. Sonal Gandhi will update the Forum on the status of projects being reviewed by the Boston Redevelopment Authority.
- b. Boston Transportation Department update.

2. Wheelock College (20 minute presentation)
(20 minute Q & A)

Roy Schifilliti, Vice President for Administration and Student Life, and Marjorie Hall, Associate Professor of Art History, for Wheelock College will be presenting an overview of the College, its mission and its strategic direction. The presentation will include outcomes from the College's recently completed strategic plan. An overview of the internal plan will be presented, highlighting a proposed new project for the campus.

LMA Forum Meeting Agenda
Monday, November 13, 2006
6:30 to 8:00 PM

NOTE NEW LOCATION:
Children's Hospital Boston
Karp Research Building
11th Floor Atrium
One Blackfan Circle
Boston, MA

Visitors should enter through the main doors of the Karp Research Building.
Please check-in at the Security desk,
then follow the directional arrows internal to the building.

1. Updates – BRA/BTD/MASCO (10 minutes)
 - Sonal Gandhi, will update the Forum on the status of projects being reviewed by the Boston Redevelopment Authority (BRA).
2. Children's Hospital - (35 minute presentation)
(35 minute Q & A)

Speaking on behalf of Children's Hospital, Boston, Charles Weinstein, Vice President, Real Estate, Planning & Development will present the Hospital's proposed Institutional Master Plan. Following up on last April's initial presentation at the LMA Forum, in which CHB discussed their "mission" and their growing need for additional inpatient beds, to care for the growing segment of critical care patients they serve, CHB will discuss their proposed Article 80 projects in more detail and the proposed sequencing of that construction over the ten-year period.

LMA Forum Meeting Agenda
Monday, November 27, 2006
6:30 to 7:45 PM

NOTE NEW LOCATION:
Dana-Farber Cancer Institute
Dana Building
Smith Family Room, D1620
44 Binney Street
Boston, MA

Visitors should enter through the main doors in the Dana Building.
Check in at the Security desk,
then follow the directional arrows internal to the building.

1. Updates – BRA/BTD/MASCO (15 minutes)
 - a. Sonal Gandhi will update the Forum on the status of projects being reviewed by the Boston Redevelopment Authority (BRA).
 - b. Vineet Gupta will comment on the status of projects being reviewed by the Boston Transportation Department (BTD).
 - c. George Humphrey, Massachusetts College of Pharmacy and Health Sciences Update

2. Dana-Farber Cancer Institute (30 minute presentation)
(30 minute Q & A)

Michael McGowan, Manager of Facility Planning; Tom Herring, Project Executive; and the Dana-Farber team will update the LMA Forum participants on the progress of the proposed Center for Cancer Care at 450 Brookline Avenue.

Summary of the LMA Forum Meeting March 27, 2006

1. Updates – MASCO/BRA/BTD

- Jan Henderson, MASCO, explained that the LMA Forum is co-hosted by the Boston Redevelopment Authority (BRA) and MASCO for the purposes of Article 80 development review. She welcomed participants, who introduced themselves.
- Sonal Gandhi, BRA, noted some changes to the Forum. LMA Forum meetings will be held in different locations, as a way to expose people to institutions. Questions will be limited to the agenda topics at hand, and she requested that participants only ask their top two questions to ensure that everyone has time to ask questions. There will be equal time allotted to presenters and the Q&A session. The changes in the format are due to recent past experience at the LMA Forum where the meeting went well beyond the time limit, and the agenda was not followed. These changes should lead to greater interaction with the very institutions that are discussed at the Forum and greater productivity.
- Projects in the Pipeline – Sonal Gandhi reported on projects in the pipeline: Joslin Diabetes Center received approval in April 2003; the Blackfan Research Center is under construction; the Longwood North Research Center was approved but is not under construction; the Simmons Library is under construction and nearly completed; the Simmons School of Management building was approved since the last Forum; Brigham and Women's 70 Francis Street is under construction; Dana-Farber will be filing their Project Notification Form and Institutional Master Plan Amendment this week; and Children's Hospital may come to the Forum in the near future.
- Adam Shulman, Boston Transportation Department (BTD), said that they are still reviewing Simmons' Master Plan, School of Management and garage. The traffic engineering and Construction Management plans need to be finalized. He explained that BTD is on-site, in the Longwood Medical and Academic Area (LMA), every day to monitor and minimize impacts and increase enforcement as necessary. He noted that there will be several utility projects starting in the LMA shortly. BTD is also working with the utilities to minimize their impacts to traffic.

2. Dana-Farber Cancer Institute (DFCI)

Rick Shea, Vice President for Facilities Management at Dana-Farber, started by reminding participants that DFCI had come to the Forum in the fall and presented "DFCI 101" including their strategic planning process. They will present a modified project tonight.

Dr. Benz, President of Dana-Farber, gave an overview of DFCI's mission, and explained how the Harvard multi-institutional model differs from centralized cancer care centers in other parts of the country. He noted the four-fold increase in adult solid-tumor patients that DFCI is seeing over the past ten years (including prostate, breast and other solid tumors). Now DFCI is seen as the major cancer care provider in the region. They have grown from 30,000 to 200,000 patient visits per year, partly by moving back-office and administration space off-site, and without dedicated new patient facilities in 35 years. Even with this focus on clinical care, fifty percent of DFCI resources are used for research and clinical trials. Cancer patients are four times more likely to be involved in a clinical trial or study than other diseases. Dana-Farber has recommitted itself to its mission to provide the best possible chance for the best possible outcome for patients and families. The proposed building provides space for a seamless patient care experience, allowing proximity to treatment and clinical trial areas, as well as to BWH and Children's who are Dana-

Farber's clinical service partners in pediatric and adult cancer care. Please see the presentation Boards on the MASCO FTP site <ftp://134.174.1.67/LMAforum> for more information.

Rick Shea explained that they have 1.2 million square feet on a 3.3 acre campus, with leases for 350-400,000 square feet off-site. The project proposal includes the demolition of 40,000 square feet, and the creation of a new building that will connect to the Smith Building. When DFCI came to the Forum in the fall they estimated this building would be a 400,000 square foot, eighteen story building; the proposal now is for a 275,000 square foot, 13 story building instead. Financial issues and conversations with the BRA and the community were factors in these changes. Two hundred and twelve net new parking spaces would be combined, underground with the Smith parking garage and with parking to be removed from the Dana Building. A below-grade tunnel under Jimmy Fund Way is proposed; while pedestrian bridges connecting Brigham and Women's and Children's are critical not just for patient clinical care but also for the connection to research and clinical trials, no new bridges are proposed external to the site.

Bob Frasca, with Zimmer/Gunsul/Frasca, presented the building design. The proposal includes thirteen floors, with seven below grade, a lobby on the first floor, six levels of clinical research and three levels of clinical administration. Please see the renderings on the MASCO FTP site <ftp://134.174.1.67/LMAforum>. This glass and terra cotta building is designed to give DFCI a presence on Brookline Avenue, to be welcoming to patients and families and to be energy efficient. The proposal includes retail and a gift shop on the first floor and a healing garden on the third floor with a view of Joslin Park.

Rick Shea said that VHB will present at a future Forum about the transportation impacts. There will be a total of 455 parking spaces, with 212 of those as net new spaces. Proposals include adding a left-turn lane westbound on Jimmy Fund Way, providing a dedicated drop-off area off of Jimmy Fund Way, and adding loading/service bay capacity on Binney Street. DFCI is committed to CommuteWorks and offers generous T pass subsidies.

Discussion

Q: Has this proposal been to the Civic Design Commission? They are adverse to pedestrian bridges.

A: The project has not been filed yet. Bridges are proposed internal to the site to connect levels five through ten between 450 Brookline and the Smith Building.

Q: Will this be a superblock?

A: The connections are through the building on land that is owned by DFCI. The building could look like a one large building from the MATEP side.

Q: Who owns Jimmy Fund Way?

A: It is a public way.

Q: How many parking spaces are there per square foot?

A: .75 parking spaces/1,000 square foot of building. Two hundred spaces will move from the Dana Building, for a net new of 212 spaces per 275,000 square feet.

Q: Will the new spaces not be opened until the old spaces are decommissioned?

A: Yes.

Q: Have traffic studies been done?

A: They are underway now.

C: The Landmark Center got approval for 800 more parking spaces than proposed, and MASCO was the one opponent because of the impact to the roadways. You are now filling them with cars. How can you introduce more parking?

A: Sarah Hamilton responded that the institutions have mitigated their developments through numerous improvements to signal timing, lane changes, increases in T-Pass subsidies and a reduction in drive alone riders with Transportation Demand Management. There has been a 7% shift to transit and a 15% reduction in single occupancy vehicles (SOV) as a result. The amount of resources put forward by the private sector has helped to keep us ahead of the curve. This is the only area of the city to put these kinds of resources towards transportation improvements.

A: Dr. Benz explained that this population of patients cannot take the T or shuttle buses. They come to the building for a variety of reasons, most coming five days a week for six to eight weeks. Others come one, two or three days a week for six to twelve months. These are not one-time only outpatients. They have opened an infusion center at Faulkner to help off-load patient demand from the LMA.

C: These improvements are done at the expense of the pedestrians.

A: I would be happy to talk after the meeting about some of the planning being done to improve the pedestrian environment.

Q: The Baptist gives free T passes; what do you do?

A: DFCI has a 50% subsidy and a new shuttle program to the North and South Campuses.

Q: Commenter walks to work from Mission Hill to Children's Hospital and says that traffic is outrageous; he wondered why no one ever looks at Brigham Circle in their traffic studies.

A: Adam Shulman, BTM, said that this area was looked at by previous project filings including BWH.

A: Sarah Hamilton, MASCO, said that pedestrian countdown signals have been requested at Brigham Circle; implementation is delayed due to the final contract acceptance on the MBTA's Huntington Avenue project.

Q: What will the impacts be on groundwater?

A: A slurry wall will create no impact. A monitoring program will be put into place pre- and post-construction. There will be no impact on surface water run-off from the site.

Q: What about sustainability?

A: DFCI will try to achieve silver LEEDs certification. They may not be able to achieve certification due to chilled water purchasing.

Q: Will any measures be put into place to collect surface water on-site versus creating run-off?

A: The site has no area for surface water collection and the soils are not conducive.

C: Commenter asked how many people from the community were at the meeting (people raised their hands).

A: Sonal Gandhi, BRA, said that the meeting had been widely advertised.

Q: Can you plant trees around the new building?

A: There will be a generous setback on Brookline Avenue, allowing one or two rows of trees to be planted.

Q: What is the timeline for construction and what will you do with people during construction?

A: Construction will take until 2011, due to the need to install a vibration-dampening system underground. Up-down construction is not an option. Zebra fish and mice have been relocated from the 454 Brookline facility; the remaining occupants are scheduled to vacate the property in early summer.

Q: Will there be another meeting on this project?

A: Sonal Gandhi said that the PNF and IMP Amendment would be filed with the BRA the next day, which would begin a 30-day comment period, ending April 27, 2006. The project came

before the Forum last fall. Dana Farber will return to the Forum in the future with a DPIR filing, which will respond to comments received from city hall agencies and the community.

Q: Has the Impact Advisory Group (IAG) been formed?

A: The members of the Dana Farber Task Force have been selected and will be contacted next week. They cannot be publicly named until they accept.
The meeting was adjourned.

Prepared by:
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Summary of the LMA Forum Meeting April 24, 2006

1. Updates – MASCO/BRA/BTD

- Jan Henderson, MASCO, explained that the LMA Forum is co-hosted by the Boston Redevelopment Authority (BRA) and MASCO for the purposes of Article 80 development review. She welcomed participants, who introduced themselves.
- Sonal Gandhi, BRA, noted some housekeeping changes to the LMA Forum. The new format was presented for the first time, last month, at the LMA Forum meeting that was held at the Dana-Farber Cancer Institute. LMA Forum meetings will be held in different locations, as a way to invite the community into institutions' campuses. A community concern was raised that moving locations might lead to fewer community people attending, but there is a decent turn-out tonight. The agendas and directions to new locations will be sent out in advance. The meetings will begin and end on time. Questions will be limited to the agenda topics at hand. There will be equal time allotted to presenters and the Q&A session.
- Projects in the Pipeline – Sonal Gandhi reported on projects in the pipeline:
 - Joslin Diabetes Center has not had any movement, but may come to a future LMA Forum;
 - the Blackfan Research Center, now the 'Center for Life Sciences Boston' (or CLSB), is under construction;
 - the Longwood North Research Center was approved but is not under construction;
 - the Simmons Library is under construction; the Simmons School of Management building was approved, but is not yet under construction;
 - Brigham and Women's 70 Francis Street is under construction;
 - Dana-Farber (DFCI) filed their IMP/PNF on March 28th, 2006. Dana Farber's first Impact Advisory Group/Task Force Meeting was held on April 10th, 2006. At that meeting DFCI agreed to extend the comment period to May 11th, 2006. Please send all comments to Sonal Gandhi, the Project Manager for the BRA for this project.
- Adam Shulman, Boston Transportation Department (BTD), said that was a good summary, and did not need to add more.

Question (Q): Will DFCI be filing with MEPA (Massachusetts Environmental Policy Act Office)?

Answer (A): Yes. The deadline for public comments is May 16th, 2006.

2. Children's Hospital Boston (CHB)

Charles Weinstein, V.P. for Real Estate Planning & Development; Eileen Sporing, SVP of Patient Care Operations and Chief Nursing Officer; and Laurie Cammisa, V.P. for Child Advocacy, introduced the Children's Hospital Boston master planning effort.

The Children's vision is to be the worldwide leader in improving children's health. Few people know that Children's is the largest pediatric recipient of NIH (National Institutes of Health) funding for pediatric research in the nation, working on research that gets translated into clinical care. Half of all pediatric doctors nationally, are trained at Children's Hospital Boston. Each year 700 students (medical and nursing students and other technologists) are trained at Children's Hospital. Children's Hospital is also the single largest provider of health care to low income kids in the city and the state, with approximately one-third of their patients on Medicaid. They are the community hospital for Boston's kids. Children's Hospital invested \$45.3 million dollars in their

community mission in FY '05. This funding goes towards caring for uninsured and underinsured patients, providing public health initiatives to keep children and neighborhoods healthy, partnering with city government and community-based organizations, and advocacy in public policy debates that affect children's health.

Children's Hospital is one of Boston's largest employers, with over 7,900 employees, and a \$100 million spent annually on payroll. It is estimated that CHB spends more than \$142 million annually on goods and services within Boston, contributing to the Boston economy. When compared with other pediatric hospitals, CHB has among the oldest physical plants with two key buildings built in 1914 and 1966 and both out of date. Children's has had a seventeen percent increase in outpatient volume in five years and a seven percent increase in inpatient days.

Please see the April presentation Boards on the MASCO FTP site <ftp://134.174.1.67/LMAforum> for more information on Children's vision, mission, strategic goals, community service, campus statistics, and future requirements.

Discussion

Q: Is Children's buying One Brookline Place?

A: Children's has been in negotiations for One, Two and Four Brookline Place for over a year with no signed agreement. Since there is no signed agreement, there are no plans. Children's would like to maintain One Brookline Place as a medical office building and Two and Four may be office or research (it is zoned for this already).

Q: Does Children's own the development rights for the Joslin property?

A: No, but Children's will be a tenant of one floor (35,000 square feet).

Q: What are you proposing in the LMA?

A: Tonight is an overview of Children's vision and mission. We are working on an institutional master plan, and will come back to the LMA Forum in June to present it, including renderings and square footage.

Q: The patient growth rate in the LMA has been astounding. With the population in Boston decreasing, why do the growth figures keep going up?

A: The population in Boston is decreasing; however there has been a shift in what other care providers are capable of. Tufts New England has reduced its pediatric inpatient capacity, and many community hospitals are also reducing capacity or closing. We are losing providers, and so more community hospitals are collaborating with Children's resulting in more patients coming to Children's for care. Some of the growth is due to the need for multiple services. Patients now need two, three and four specialists (*see also question on page two about parents and space*).

Q: When was the last Children's Institutional Master Plan?

A: 1988. The Karp Family Research Laboratories and the new clinical building were approved as a part of a Planned Development Area (PDA) in the 1990s. This new plan will cover the next ten-year period.

Comment (C): Sonal Gandhi noted that this is a good time for the community to get in on the ground floor before a filing is even made.

Q: Adam Shulman thought this was a great presentation, and that the mission is impressive. He knows that we will hear about traffic issues in future presentations, but asked if they had thought about their current parking issues and what works and what doesn't work? Can Children's build on this knowledge?

A: Broadly, what has helped the situation is to get more employees to take transit. Children's employees' MBTA passes are currently subsidized by Children's hospital at forty-percent of the cost of the monthly MBTA pass. This will be raised to fifty-percent in July. The issue is that a lot of the employees work odd shifts (not 9-5). A number of these employees have been moved off-site to remote lots in Chestnut Hill and near Route 128 (I-95). Children's is keeping parking in the

LMA available to patients. We do have a valet system, which is not helpful to traffic with valets increasing the number of times a car crosses Longwood Avenue. We need to put the parking under the ground of the building that people are visiting. There is a network strategy, aimed at reducing congestion here. With the purchase of the Waltham facility a year ago, there are now 75,000 visits there per year, that won't come to the LMA location. There are also affiliations with Peabody and North Shore hospitals, keeping patients outside Boston as much as possible. The sickest of the sick come to the LMA facility.

Q: Will Children's have a new zoning article?

A: No, Children's does not have its own article; it is subject to the underlying zoning.

Q: My sister was treated at Children's and is at Boston Latin now. We are happy you are here. Do you have a program that evaluates patients and how they come here? Our whole family came to visit.

A: We do have a program to evaluate patient satisfaction. One difference between other hospitals and pediatric hospitals is that child rearing families often bring a number of people to visit a patient. Families (parents, grandparents, siblings, etc.) will also come and stay all day, or tag-team through out the day or night, with multiple visits. Parents are the interpreters of a child's world, and we encourage them to stay. This causes more spaces constraints, and concerns about how to care for the visiting siblings who lack child care and must come with the parents. We also try to limit space, with one parent allowed to stay over night. When there are two beds in a room, that's four parents plus visitors, making it more difficult for medical staff to work. We still have one four-bed room, which is the most hated in the hospital by both visitors and staff.

Q: Will the presentation boards be available to the community?

A: Yes, they will be posted on the MASCO FTP site: <ftp://134.174.1.67/LMAforum>.

C: The traffic can't be looked at by only one institution. This speaker volunteers at a nearby hospital where people still drive in. No one sends information to outpatients or volunteers to tell them about the public transportation options. There should be a campaign for the whole area – how to use the T, and where you can park. There are circumstances, like adult screenings, when people could take transit. It would be too much to expect kids and parents to navigate transit.

Q: Could you use some of that NIH money towards a transit tunnel as a part of the future Urban Ring?

A: No. Research funding is specifically targeted towards certain research.

Q: There is a neighborhood adjacent to this area. This speaker's opinion is that the increase in traffic has decreased the quality of life (due to exhaust and reduced pedestrian safety). Can Children's be part of a planning initiative for the LMA to re-think the whole traffic situation area-wide?

A: Yes, Children's is a part of MASCO, which is the leader in the LMA related to resolving area-wide traffic issues. We know there are too many shuttles and are committed to getting together on this to see if there are ways to consolidate rides. This is a problem that only MASCO can help us to solve.

Q: How many beds do you have for mental health?

A: 18 inpatient beds.

Q: If you had to move one group off Longwood Avenue, who would it be?

A: We would move any group that we could, safely. For example, the issue with moving mental health care is that most of these patients need mental health care while they are being treated for a critical illness.

Q: You think it's difficult to cross Longwood Avenue? I have done it with three kids, and think that Brookline and Huntington are much worse. Using the "U" turn around is more complex, because you don't know what to expect.

A: We are glad you found it easier to cross; this view is not universally held by other parents.

The meeting was adjourned.

Prepared by:
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Summary of the LMA Forum Meeting October 16, 2006

1. Updates – BRA/BTD/MASCO

- Jan Henderson, MASCO, explained that the LMA Forum is co-hosted by the Boston Redevelopment Authority (BRA) and MASCO for the purposes of Article 80 project development review process. Participants introduced themselves and signed-in.
- Jackie Jenkins-Scott, President of Wheelock College, warmly welcomed participants to the campus, gave an overview of the college's mission, and invited participants to comment on the new building proposal.
- Sonal Gandhi, BRA, listed the LMA Forum rules for conduct: The meetings will begin and end on time. Questions will be limited to the agenda topics at hand. There will be equal time allotted to presenters and the Q&A session.
- Sonal Gandhi presented the current Projects in the Pipeline in the Longwood Medical and Academic Area (LMA):
 - As presented at the May, 2006, LMA Forum, the approved Joslin Diabetes Center project will now be owned and developed by Boston Properties, a private entity. Because of this, Joslin has filed an Institutional Master Plan amendment to remove this property from their Institutional Master Plan; and, Boston Properties has filed a Planned Development Area (PDA) Development Plan (a technical tool the BRA uses with private entities for sites greater than one acre). The project remains unchanged from what was presented in May. *The public comment period on these filings ends on November 13th, 2006.*
 - The Center for Life Science Boston I (CLSBI), formerly known as the Blackfan Research Center (BRC), is under construction.
 - The proponents of the Longwood North Research Center (LNRC), now known as Phase II of the CLSB, filed a project amendment, which was approved by the BRA Board in July 2006, and the Boston Zoning Commission in September 2006.
 - Brigham and Women's Hospital is under construction with the 70 Francis project.
 - Dana-Farber Cancer Institute (DFCI) filed a Project Notification Form (PNF) and Institutional Master Plan Notification Form (IMP NF) in March. The BRA is awaiting the Institutional Master Plan (IMP) and the Draft Project Impact Report (DPIR), and anticipates that DFCI will present this to the LMA Forum on November 27th.
 - A second LMA Forum meeting will be held on November 13th; Children's Hospital will be presenting.
 - The December meeting listed on the LMA Forum Schedule (see attached) is December 11th, 2006. The fourth Monday of the month would have fallen on Christmas, so another date was selected. Being respectful of peoples' time, there will be no meeting held on that date if there are no agenda items ready to be discussed.
 - Wheelock College filed their Institutional Master Plan Notification Form (IMP NF) and Project Notification Form (PNF) for the Campus Center and Student Residence (CCSR) project on October 10th, 2006. *The public comment period on these reports ends on November 10th, 2006.* A Task Force has been formed and held one meeting (Task Force members identified themselves in the introductions). Gerald Autler will be the BRA Project Manager on this project. He has been at the BRA for two years, and manages academic projects around the City.

Question (Q): Will the Boston Properties PDA be presented again to the LMA Forum?

Answer (A): No, it has been presented many times.

Q: Isn't there a transfer to a non-tax-paying use, from a taxable use on that project?

A: No, it's from non-taxable to taxable. The question may be referring to the purchase of CLSB II, which was acquired by Children's Hospital. We will hear about Children's Hospital's Master Plan in November.

Q: Is the BRA subject to the Open Meeting Law, which requires that there can be no closed meetings without public notice?

A: The BRA will find out.

- Jan Henderson noted that Adam Shulman, from the Boston Transportation Department (BTD), was not present. She read a note from him to the LMA Forum Participants explaining that he has accepted a new position in Cambridge and thanked them for their dedication to improve the LMA. Vineet Gupta, Director of Planning and Policy at the BTD, will be taking over these responsibilities for Adam at future LMA Forum meetings.

2. Wheelock College - CCSR

Roy Schifilliti, Vice President for Administration and Student Life, introduced Marjorie Hall, Associate Professor of Art History, who has been at Wheelock for 14 years, to present the history and mission of the College, and information on community service that the school provides locally.

Wheelock College was founded in 1888 by Lucy Wheelock, who was a leader in the Kindergarten Movement in the U.S. She believed in early education and good teacher training as ways to improve lives, particularly those of Boston's immigrant population. Wheelock remains true to this focus, educating students to work in the human services, early childhood education, social work, and juvenile justice.

In 1914 Wheelock College moved to the Riverway. It was incorporated in 1939 and established graduate level programs in 1950. The graduate programs are now mostly housed in Brookline, at the former Hebrew College. There are 678 undergraduate students currently; the college expects to grow their undergraduate population to 1,100 by the year 2013. There are 350 graduate students, mostly part-time practitioners. Smaller growth increases anticipated in this population.

Work in the community, is very important to Wheelock. Students are required to spend time in the field learning in schools and hospitals. They learn not just theory, but practice too, in their service to the people of the City of Boston. First year students work 100,000 hours every semester. Over 60% of Wheelock students are working out in the field every semester, putting in 75-400 hours each, depending on their level and program. Please refer to the hand-out for a listing of programs in which Wheelock students work (see FTP site:<ftp://134.174.1.67/LMAforum>).

The Wheelock Family Theater is free to 5,000 community members per year through the Bank of America and Girl Scouts. Kids who would not normally have the opportunity to be exposed to a professional theatrical experience are now able to, due to this partnership.

Following on this, Roy Schifilliti explained that 11% of Wheelock employees live in Boston, and 20% of Wheelock students live in Boston and commute from home. Nine hundred Wheelock alumni currently live in the City of Boston.

He explained that Wheelock conducted a two-year strategic planning process, to create a plan to keep the College healthy, vibrant, and competitive. The driving agent to accomplish these goals is new student growth. The current student/faculty ratio is 9:1. Comparable colleges have a

student/faculty ratio between 13:1 and 17:1. In order to make their numbers work economically the College either has to increase the number of students, or decrease the number of faculty. Reducing faculty would reduce the vibrancy of the programs, and reduce the dynamic interchange of ideas with small classes of only six or seven students. There is a social component, an educational component, and an economic component. There is also a demographic shift anticipated within the next ten years, with a greater demand for kindergarten and early childhood education teachers. Wheelock needs to be prepared to produce these teachers, with a particular focus on the needs of youth in urban areas.

The ten-year institutional master plan (IMP) proposes three projects to meet these goals, with a total of 158,000 net new square feet of development. This is a lot of space for Wheelock, but it is small in comparison with other developments in the area. The IMP projects aim to address campus deficiencies in housing, cafeteria and student center areas. The residential halls are approximately 100 years old and are not responsive to modern students' needs; the cafeteria is located in the basement and was carved out of ten rooms with nooks and crannies; there is no central location for social interaction. There is no 'center' to the campus; the Riverway sidewalk is an external central meeting place.

The Institutional Master Plan includes three buildings:

1. A new building on the 'East End' for classroom, residential, and social space. This would be built on the existing parking lot adjacent to the Library, and is estimated at 55,000 sf.
2. A residential building on the 'West End', which would be a replacement of the Riverway House, estimated at 75,000 sf.
3. The proposed project (the only one proposed to move forward now), is the 'Campus Center and Student Residence' (CCSR), currently estimated at 65,000 sf, including 150 beds, a cafeteria and student center.

The CCSR is proposed to include a cafeteria and student center on the first two floors, and housing (150 beds) on the upper floors. It would be located between the Library and Longwood House along the Riverway. The location of this building would allow Wheelock to create a one quarter acre quad. A connector would link this building to the Library. There would be a net loss of 37 parking spaces at this site, to be replaced in the future at the Riverway House site. Mr. Schifilliti presented several views of the campus, mainly from The Fenway and Riverway Park. Only a small section of building may be seen from these vantage points, if any at all, due to the dense canopy of trees in front of this building. William Rawn Architects was recently hired to design the building.

Please see the October presentation boards on the MASCO FTP site:
<ftp://134.174.1.67/LMAforum> for more information.

Discussion

Question (Q): What is the timeline for this project?

Answer (A): Ideally, it will begin August, 2007, and be completed in January of 2009. The plan is to increase the number of students living on-campus from 68 to 70 percent.

Q: What happens to Wheelock College parking?

A: Students are not allowed to park on-campus during the day, only employees. Employees are currently eligible for a 75% MBTA pass subsidy from the College. Wheelock has low rates of driving employees now, but needs to shift more demand to the MBTA. Some parking will be available on the Brookline campus to accommodate displaced parkers.

Q: With anticipated MBTA fare increases over the next two years, how will you manage this shift?

A: Wheelock will subsidize passes to the federal cap (\$105 now), to absorb that.

Q: Are the 150 beds equal to the total number of new students, or is there double occupancy?

A: 150 beds equals 150 students.

Q: Can we get a copy of the filing in PDF format?

A: Yes, this information is on the website noted on the handout.

Q: Many views were covered, but not the view from the Riverway Condos next door. What happens to our view? Will trees be removed?

A: Some of the trees will be impacted; most will be saved. Wheelock is also adding greenspace, and will want a sunny space for our students as well. They are looking for building transparency.

Q: In the second phase the plan shows a loading dock and recycling center. Will we be looking at this? What about shade and sunlight?

A: The way I am approaching this, is if I lived there, what would I want? The Phase One project doesn't drive the design of the second building.

Q: How many students do you have now? What is the increase?

A: 463 right now. We are hoping for 150 beds in the CCSR, maybe 70 in the East Wing and 180 in the West Wing. This would result in housing 70% of our students on campus.

Q: What is the height of the building? Will it be under the 75' parkway height limit?

A: It will be a little lower than the existing Library, which is 81 feet.

C: The commenter restated her position that all buildings on the Riverway should be subject to that limit.

A: Wheelock aims to respect the look and feel along the parkway, and make sure that this building fits in, given its location. The building has not been fully designed. They are trying to understand what the regulations stipulate.

Q: What is the parking capacity?

A: 138 spaces.

Q: A quarter acre of green space is paltry. As other campuses have filled in their green space, the neighborhood feels it. The students end up using the public parks more. The commenter stated her belief that Wheelock has an obligation to partner with the Riverway Park (Boston side) on open space.

A: Wheelock met with the Emerald Necklace Conservancy recently and will continue discussions.

Q: 2009 is the same timeframe as the MFA project and the daylighting of the Muddy River project in front of Landmark Center. The restriction of construction vehicles on the parkway is not enforced. The commenter requested a commitment for the BRA to keep construction vehicles off the Parkway.

A: Construction vehicle routing is created and agreed upon with a developer and the Boston Transportation Department through a Construction Management Plan.

C: In this case, the Riverway is a DCR road (Department of Conservation and Recreation) and discussions will need to take place with them as well.

C: The commenter asked Wheelock to choose an alternate road and adhere to the regulations, both for height limits and for construction vehicles.

Q: Is information available on the other two proposed projects? What is the estimated size and use? What is the timeframe on these projects? Will the second building begin before the first one is done?

A: These are described in the filing, and on the boards. These two buildings are proposed to be built some time in the next ten years. It is unlikely that the second one would begin before the first one is completed. Wheelock can't yet make a commitment to that, however currently, there is no intention to go beyond the first building right now.

Q: Different perspectives on the proposed building are shown on the boards, but we need additional data. The plan removes a half acre of green space and replaces it with a quarter acre

inside the campus. The perspective that would be most interesting is from the sidewalk directly in front of the building, along with a shadow study. The trade-offs need to be presented clearly.
A: Wheelock will produce these as a part of the Draft Project Impact Report (DPIR).

Q: Will it be a green building?

A: The plan is to build a LEED certified building. We would love it if it could be silver, but at this point there are no guarantees. This is a high priority for Wheelock; it would be great to use the technology as a teaching tool.

Q: What new educational community collaborations will come from this new development?

A: Wheelock has extensive partnerships now; with additional students the College will be able to extend these partnerships. The partnerships will grow as the school grows. There will also be more graduates available to work in the Boston Public Schools, trained to be successful in urban school settings.

Q: If you are building a student center, what opportunities are there for the community to share? Will there be internet access?

A: Wheelock would be interested to hear what would be beneficial to the community. The College is already sharing library and internet access.

Q: Is Wheelock committed to paying a full-value PILOT? The speaker would like to hear in the future that the total has not been negotiated down.

A: The College will be talking with the City about PILOT in the future.

Q: Will the second building respect the height and setback limits?

A: The second project is anticipated to be further back from the Riverway, and lower than the 75' limit.

Q: Why clutter up the Riverway instead of Pilgrim Road?

A: A rendering of the campus was shown illustrating that Pilgrim Road is built up already.

Q: The speaker's opinion is that Peabody Hall is a beautiful building. Is it more valuable than 121 The Riverway?

A: The building has physical problems. I am not a designer and can't speak to the architectural value of the two.

Q: Where will students go, while these facilities are under construction? Will they be located in the neighborhoods?

A: The first project does not diminish existing facilities. If necessary, for future phases of the master plan, Wheelock would seek student housing with neighboring institutions. A suitable college setting would be important. Wheelock has no intention of housing the students in the neighborhoods.

Q: How will residential parking be impacted along the Riverway? A portion of Pilgrim was given to Winsor School in the 1980s; the neighborhood can't lose more parking.

A: The BTB and DCR will look at this very carefully. VHB, a traffic engineering firm for Wheelock, will develop plans to mitigate traffic and construction vehicle impacts.

A: VHB responded that at this point in the process the proponent is supposed to present a general overview of the project. The BRA's scoping document will require parking and traffic analysis.

Q: What assurances can you give that construction workers will be legal?

A: A union representative answered from the audience, that if this is a union job, then the workers will be legal.

Q: Will there be a November meeting?

A: Yes, there will be two November meetings (please see the attached calendar).

Q: Where can we find meeting minutes that are public record? There is a lot of dialogue that doesn't get recorded.

A: The meeting minutes recorded and disseminated by MASCO are the public record. Power point presentations have been loaded on the MASCO FTP site for download, and the Q&A portion of the meetings are recorded in detail.

A: The BRA said that the LMA Forum minutes are not a part of the scoping determinations. Comment letters submitted on projects, in writing, are. The BRA needs these letters so that the consultants may address the concerns that are submitted.

C: Gerald Autler will be happy to explain the Article 80 project review process to anyone who wants more information. November 1st, 2006 is the next Task Force meeting for this project. The purpose is to hear from the different constituencies in the community and advise the BRA on the project. Please send your comments, in writing, by November 10, 2006 to:

Gerald.Autler.bra@cityofboston.gov, or Gerald Autler, Project Manager, Boston Redevelopment Authority, Once City Hall Plaza, Boston, MA 02201.

The meeting was adjourned.

For people who would like to learn more about the Article 80 Large Project review process, and Institutional Master Plan review process please see the flow charts in this booklet:

<http://www.bostonbackstreets.org/bra/PDF/Documents/A%20Citizens%20Guide%20to%20Article%2080.pdf>

Summary prepared by:

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Summary of the LMA Forum Meeting November 13, 2006

1. Updates – BRA/BTD/MASCO

- Jan Henderson, MASCO, explained that the LMA Forum is co-hosted by the Boston Redevelopment Authority (BRA) and MASCO for the purposes of Article 80 project development review process. Participants introduced themselves and signed-in.
- Sonal Gandhi, BRA, listed the LMA Forum rules for conduct: The meetings will begin and end on time. Questions will be limited to the agenda topics at hand. There will be equal time allotted to presenters and the Q&A session.
- Sonal Gandhi presented the current Projects in the Pipeline in the Longwood Medical and Academic Area (LMA):
 - Joslin filed an Institutional Master Plan amendment to their Institutional Master Plan and Boston Properties filed a PDA (Planned Development Area) application. *The public comment period ends on December 29th, 2006.*
 - The Center for Life Science Boston I (CLSBI), formerly known as the Blackfan Research Center (BRC), is under construction.
 - Brigham and Women's Hospital is under construction with the 70 Francis project. The topping-off ceremony will take place this week.
 - Dana-Farber Cancer Institute (DFCI) will present to the LMA Forum on November 27th, 2006.
 - Wheelock College filed their Institutional Master Plan Notification Form (IMPNF) and Project Notification Form (PNF) for the Campus Center and Student Residence (CCSR) project. The public comment period on these filings ended on November 10th, 2006. The Task Force met on November 11th. Gerald Autler, the BRA Project Manager on this project, reviewed the Article 80 process with the group; neighborhood concerns were raised and discussed. The next step is the Scoping Determination by the BRA. The Task Force meeting on December 6th may or may not occur.
 - The December 11th, 2005 LMA Forum meeting may not be held, it depending on the timing of project filings and scopings.
 - Children's Hospital last came before the LMA Forum in April for their introductory meeting ('101') on the hospital mission and community programs. They have not filed an Institutional Master Plan, but are presenting the elements of the plan tonight in anticipation of a filing at the end of 2006 or early 2007. Task Force nominations for this project are underway.
 - The Boston Transportation Department representative was unable to attend tonight, but he does plan to attend the next meeting.

2. Children's Hospital Boston – Master Plan

Charles Weinstein, Vice President for Real Estate Planning & Development, welcomed LMA Forum participants to the Karp Family Research Labs. In April 'Children's 101' was presented including the four missions of the hospital: health care, research, academic teaching, and improving the lives of kids in the community. Please see the 'Healthy Children. Healthy Communities' document distributed for more information.

Children's has not filed an Institutional Master Plan Notification Form yet, but did file a Letter of Intent for two projects:

- Expansion of clinical beds in the Main Building, and
- Replacement of the Enders Research Buildings (at the corner of Binney Street and Longwood Avenue)

Children's is currently focused on the need to meet critical care inpatient bed requirements. When the LMA Forum last discussed Children's plans in April, on-site outpatient needs were discussed. Since that time Children's has begun an aggressive building campaign in Waltham. Between 2000-2006 Children's outpatient visits grew by 22%, which led to investments outside the LMA (Waltham), where they are intended to grow by another 50%. In the next year Children's expects to treat 45,000 outpatient visits at that facility, perform 2,500 surgical procedures in four operating rooms, and new inpatient beds to be built. If patients do not need highly technical operations, then they can go to the Waltham facility, and stay for up to five days. That means there will be 45,000 fewer visits to the Longwood Medical and Academic Area (LMA). Children's is also expanding patient operations in Peabody (with Lahey) and the South Shore Hospital. Critical care patients will remain here in Boston.

Children's Hospital has purchased the approved Longwood North Research Center (LNRC), otherwise known as Lyme's Center for Life Sciences Boston II (CLSB II), but it will now be called the 'Longwood Research Institute'. By building this facility Children's will be able to move existing research facilities, consolidating all science facilities on one side of Longwood Avenue.

Inpatient admissions have grown by 14% in length of stay. An average child stay was 4.5 days; it is now 5 days. That is because kids are sicker and come to the hospital with multiple problems, which means that they need to stay longer. In spite of the additional beds that were built recently Children's is still short of beds because kids are staying in them longer. Due to these shortages hundreds of ICU patients have been redirected to other facilities (in Providence, RI, New Hampshire and Philadelphia). It is not good for the kids to move them. Children's has the best medical care and wants to be able to treat them in Boston.

Children's bed occupancy at midnight has increased from 77% in 2000 to 84% now. It is probably over 90% during the day. Hotels and airlines want to operate at 100%, but that is not good for the hospital industry, which operates better at the 70% range.

Children's needs a total of 440 inpatient beds by 2016 (in ten years). The total number of bed days is expected to increase to 134,000 by 2016 (up 28%). The pediatric population is declining, but the pediatric bed days are going up partly because community hospitals have closed, partly because Children's is the provider of choice, and because kids come from outside Massachusetts and the country to this hospital for care. Children's Hospital plans to build 124,000sf in Waltham, for inpatient and outpatient facilities, due to this trend.

One Enders Building was built 40+ years ago. It is antiquated with cubbyholes of labs, with four to five people per lab. In Karp, a modern facility, there are long benches in an open room, so that scientists can talk to each other. That is how science is done these days. The Longwood Research Institute will be important to Children's science.

The Master plan will include two proposed projects:

1. An 80,000 sf addition to the Main Building for 60 inpatient critical care rooms including medical surgery rooms, Intensive Care Units (ICU) and Neonatal Intensive Care Units (NICU). This would include two new floors and a mechanical penthouse.
2. Demolition and complete reconstruction of the Enders Building, to create a new patient care facility on the south side of Longwood Avenue.

Assuming Children's receives approvals from the BRA and Department of Public Health the timing of construction would be:

2008-2010: two-story addition constructed on the Main Building

2009-2010: occupy these rooms

2009-2013: demolition of the Beth Israel Deaconess Medical Center (BIDMC) Feldberg Garage and development of the Longwood Research Institute (LRI)
2013: move scientists from Enders into LRI
2013-2016: build the new patient care facility, including 60 additional beds and 350 underground parking spaces.

This new patient care building will be tied into the Main Building. MATEP doesn't have the capacity to service this building, so there will be a new central utility plant in the basement. The pedestrian bridge at Enders will come down. There will be a new sweeping glass entrance with a restaurant and conference facilities (see board images). Cars will enter the circle and go straight into a garage. When the two-story addition is complete, the front of the building will be reglazed and the lobby will be expanded. Thirteen million people go through this lobby in a year.

Why does Children's need more parking? 260,000 sf of clinical space was built and opened in 2004, and 60 new beds, with no new parking. The only parking proposed won't be built until 2016, ten years from now. Children always come to the hospital with parents, siblings and others. The parking is dedicated to patients, not employees. The length of stay is different with a pediatric facility as parents come and stay the whole day, and there is very little turnover of spaces. The proposed parking still keeps Children's within the .75/1,000sf standard encouraged by the City.

There is no easy way to transport these patients by transit. By relocating outpatient services to the suburbs, the people who come to this downtown facility really need to be here. The new parking lot will help to reduce the amount of valet activity there is back and forth across the Blackfan Street intersection. This will reduce the number of trips generated in that location.

In conclusion, Children's is proposing to add 130,000 net new square feet, and will only add parking ten years from now.

Note: Please see the November 13, 2006 presentation boards on the MASCO FTP site: <ftp://134.174.1.67/LMAforum> for more information.

Discussion

Question (Q): Where is the parking? How many levels? How many cars?

Answer (A): Five levels and 350 parking spaces are proposed under the new building on the Enders site; the last level will be double height to accommodate a central utility plant.

Q: When was Enders first built? How much did it cost? This speaker was a previous Children's employee and believes in the mission, understands that laboratories have a limited life span, but hopes that Children's did their calculations right.

A: It was built in the early 1970s, for over \$50 million. The building will be fully depreciated by the time it comes down. There is no place else to expand. Children's has to make the most efficient use of the space they have.

Q: This looks like a significant increase in the total capacity of the hospital; is Children's really only adding 40 beds?

A: We are only adding 130,000 net new square feet. We are adding 60 beds, with 30 per floor, but that is not net new because rooms that currently have two beds (doubles) will be turned into rooms with one bed (singles). Children's will add 39 net new beds, which will bring the total bed count to 440.

Q: The expansion in bed capacity makes sense given recent projections, but over the past 10-15 years has this been steady? At a certain point institutions had overbuilt beds and suffered.

A: We have studied the trends carefully. Since 2000 there has been an occupancy spike with higher demand than beds. The Department of Public Health will have to do a Determination of

Need (DON) first to approve the beds; Children's can't just build them. The new patient care building isn't proposed to be built until some time after 2013. There is time to put on the brakes if the trends turn out to be untrue.

Q: Is there an increase in research space? Will you lease it?

A: Yes, there will be 250,000sf of net new research space. This will include expansion as a part of natural progression of existing labs, and unless there is an increase in National Institutes of Health (NIH) funding, there will be tenants until Children's can move in over time.

C: This speaker strongly supports the need for more parking. There are a large number of people who drop-off and pick-up on Longwood Avenue, causing traffic tie-ups on the street. Additional parking would mean a significant decrease in hassles in that area.

A: Pedestrian safety would also be improved at the Blackfan/Longwood intersection.

Q: What about the Urban Ring underground?

A: The Urban Ring has an easement under Longwood. Children's would create a knock-out panel so there could be a station, if this location is chosen. The first leg of the Urban Ring to be built would be from Kendall Square to the LMA. Children's would respect this legally recorded easement in the LRI Building.

Q: When Children's acquired the LNRC (LRI Building), did it also acquire the tax obligations?

A: Right now the BIDMC Feldberg Garage is there and taxes are not being paid on that. BIDMC had the first right of refusal to buy it, but Children's bought it. It is a tax exempt property and will be tax exempt in the future. The City will be in conversations with Children's over the course of the year about a PILOT-like payment centering on City needs for the community, workforce development and things that fit with the Children's strategic mission including childhood obesity, reduction in violence, etc.

C: This speaker believes that institutions receive a 75% discount if the BRA begins negotiations at the 25% level.

A: The City Assessor will negotiate, the BRA does not. The City will be holding Children's responsible for what their PILOT (Payment-in-Lieu-of-Taxes) should be, in addition to other community benefits.

Q: If the PILOT is based on construction costs, then it would be a 25% discount in police and fire protection? Who negotiates the PILOT?

A: The speaker is unfamiliar with where the figures come from, but the assessment is not based on construction costs, but rather on assessed property taxes or value.

A: Another LMA Forum participant added a PILOT payment is a voluntary payment for non-profits. It has been said that the value of police and fire protection as well as snow removal is equal to 25% of the tax payment, services which are still received by non-profits.

A: The Assessors Office and Mayor's Office work on PILOTs.

Q: The LNRC site (LRI building) is now a parking garage. Where will they go?

A: They will move to the parking garage under the BRC, now Center for Life Science Boston, once the Feldberg Garage is demolished.

Q: Why the new name for the research building?

A: The Longwood Research Institute was purchased by Children's from CLSB II LLC, and so the old name was associated with that entity.

Q: Was it a tax paying entity? If Children's bought the rights, then it should have included paying 100% of taxes. The speaker asserted that the project was approved because it would add to the Boston tax base.

A: The property is now tax exempt and has been exempt as long as BIDMC owned it. Children's owns it now, and has purchased those rights.

A: The City shares the speaker's concerns that taxes or PILOT be paid as a part of the City's tax base. There is no answer tonight. This discussion will be continued.

Q: Have you filed an Institutional Master Plan (IMP)?

A: No, a Letter of Intent was filed; the IMP is expected to be filed in January.

A: The current zoning is a PDA (Planned Development Area). Institutions are being asked to produce Institutional Master Plans instead of PDAs, so Children's will be producing a ten-year master plan.

Q: Does the LNRC have approved parking? How much?

A: The LRI has parking approved for a net 330 spaces (in keeping with the .75/1,000sf ratio encouraged by the City in Longwood).

Q: Did BIDMC agree to repurchase any of them?

A: No, all of the BIDMC Feldberg parking goes to Lyme/CLSB I.

Q: What about the Beacon Street parking lot?

A: This is not in the Children's IMP, and nothing is planned there for the near future. A whole study will happen in that area. It is critical for Children's to focus on building inpatient beds now.

A: 819 Beacon Street will be studied as a part of the Fenway area plan, funded by the \$55 million infusion for transportation in that area. Planners will look at this parcel in context with all the different proposals for that area. Fenway residents will be a part of that process; however that will be a separate study and a separate process from the Children's master plan.

C: Decisions are currently being made at Minor Street that might allow for the 819 Beacon Street garage. Why is the BRA approving this Minor Street project without an awareness of plans for 819 Beacon Street?

A: The respondent was not sure that decisions were being referred to, but would be happy to discuss after the meeting.

Q: The Brookline Tab understands that Children's has agreements on parcels One and Five Brookline Place. How does this fit into the plans?

A: Children's has acquired One and Five Brookline Place. One Brookline Place will remain medical office space; Five Brookline Place is a daycare and no changes are planned. Children's is also interested in Two and Four Brookline Place, in order to decant as much non-critical space as they can from the LMA to a nearby area where employees can walk or take a shuttle to the main campus. There are environmental considerations on these parcels that need to be taken care of. Right now Children's leases from the Town, and any improvements that are made, will be made as tenants. Future development is years away on those two parcels.

Q: What about the Lahey/Peabody site?

A: Children's may expand and take a floor in the old bank building. Operating rooms may be added for more outpatient activity. Children's is currently a tenant holding 6,000 sf and may expand to 15,000 sf.

Q: With all of these buildings and expansions, what will be LEED (Leadership in Energy and Environmental Design) certified?

A: Children's is committed to be LEED certified, but can't commit to a level. It is based on a point system, and due to the existing urban environment Children's loses points. Approval of a building plan is over a year away, at that point the design details can be determined. The goal is to try for silver.

Q: Many have 'goals' but not 'achievements'. With multibillion dollar buildings going up it should not be a choice; can Children's commit to silver?

A: Once we are towards the end of the review process then we can commit to a level at that point.

Q: What about alternative energy?

A: Children's is interested in being environmentally sustainable and lowering operating costs. Renewable energy is tough to do here. Solar energy is not out of the question, but windmills on the roof might not be well received by the community.

Q: Will there be information about the project on-line?

A: Yes, go to the main page at: <http://www.childrenshospital.org> , then go to "About Us" and "Expansion Plans".

Q: Are there similar children's hospital projects happening in other cities?

A: Yes, Children's Hospital Boston is one of many children's hospitals in the country that are expanding including Philadelphia, Cincinnati, Texas Children's, and Los Angeles. Children's Boston did not overbuild, so there has been a long period where nothing has been built. At the same time capital funds for maintenance have been minimal. We are trying to renew the facilities to bring them up to modern science needs.

A: All children's hospitals have been experiencing the same trends. They have been adding intensive care units, experiencing shortages in sub-specialty areas, and experiencing volume problems with increases in levels of children's illnesses which have caused a similar pressure on tertiary and quaternary care in these hospitals. There has been an 8% increase in emergency room visits here, due to the needs of the pediatric community here in Boston. This wasn't predicted or advertised, it just happened. Children's Hospital in Philadelphia bought the old convention center site, expanding by one million square feet. Here we are only expanding by 130,000 net new square feet.

C: Thank you for coming. You will hear more once the IMP has been filed.

The meeting was adjourned.

Note: For people who would like to learn more about the Article 80 Large Project review process, and Institutional Master Plan review process please see the flow charts in this booklet:

<http://www.bostonbackstreets.org/bra/PDF/Documents/A%20Citizens%20Guide%20to%20Article%2080.pdf>

Summary prepared by:

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Summary of the LMA Forum Meeting November 27, 2006

1. Updates – BRA/BTD/MASCO

- Jan Henderson, MASCO, explained that the LMA Forum is co-hosted by the Boston Redevelopment Authority (BRA) and MASCO for the purposes of Article 80 project development review process. Participants introduced themselves and signed-in.
- Sonal Gandhi, BRA, listed the LMA Forum rules for conduct: The meetings will begin and end on time. Questions will be limited to the agenda topics at hand. There will be equal time allotted to presenters and the Q&A session. She explained that the LMA Forum is being held in different locations as a way to familiarize participants with the different institutions and facilities.
- Sonal Gandhi presented the current projects in the pipeline in the Longwood Medical and Academic Area (LMA):
 - The Joslin Diabetes Center filed an Institutional Master Plan amendment to their Institutional Master Plan (IMP) and Boston Properties filed a PDA (Planned Development Area) application. The public comment period has been extended to December 29th, 2006. *Subsequent to this meeting the amendment, application and public comment were postponed.*
 - The Center for Life Science Boston I (CLSBI), formerly known as the Blackfan Research Center (BRC) previously owned by Lyme and under construction, recently sold to the BioMed Realty Trust.
 - Children's Hospital will not be filing until after the first of the year, but will be including the Longwood Research Institute (LRI) in its Institutional Master Plan. Task Force nominations have been received.
 - Brigham and Women's Hospital is under construction with the 70 Francis project. The topping-off ceremony was a couple of weeks ago.
 - Wheelock College filed their Institutional Master Plan Notification Form (IMPNF) and Project Notification Form (PNF) for the Campus Center and Student Residence (CCSR) project. The public comment period on these filings ended on November 10th, 2006. The Task Force meeting on December 6th will probably be canceled. Please direct any questions on this project to Gerald Autler, Project Manager for the BRA.
 - Dana-Farber Cancer Institute has presented to the LMA Forum twice. The IMP and Draft Project Impact Report (DPIR) will be filed soon. The Task Force met on November 14th.

2. Massachusetts College of Pharmacy and Health Sciences (MCPHS) Update

George Humphrey, Associate Vice President for External Affairs, said that MCPHS ten-year Institutional Master Plan was approved in 2001, including Phases One and Two. Phase One has been completed and Phase Two will be proposed in the next couple of months.

The mission of MCPHS is primarily to teach and train health professionals. Seventy-five percent of MCPHS students study pharmacy, twenty-five percent study allied health sciences, the largest programs of which include nursing assistants and dental hygiene. Four years ago MCPHS assumed control of the Forsyth School of Dental Hygiene from the Forsyth Institute (but is not involved with their other projects). The dental clinic is now located in MCPHS facilities, it offers free or low-cost services to community members. There is a high demand for, and shortages of, pharmacists, nursing assistants and dental hygienists in this region. The space needs of the

college are driven by these shortages, and certain space requirements set by accrediting organizations.

MCPHS gives a million dollars a year to the citizens of Boston, through graduate scholarships and in support of 40 community benefit programs, including the Mission Hill Health Movement. They also focus on community and family health and oral hygiene through the 'MassMedLine'. This is another free or low-cost service provided to Boston residents, where trained staff assists callers in obtaining affordable prescription drugs and information about their medication.

MCPHS is the oldest institution of higher education in the City of Boston. The main campus includes three buildings, plus 670 Huntington Ave., a former gas station at the intersection of Huntington Avenue, Smith and Worthington Streets.

Phase One of the 2001 Master Plan included the development of the new Matricaria Building, a 90,000 sf classroom and residential building, as well as internal renovations to the White Building, and to the President's residence at 700 Huntington Ave.

Phase Two, approved in 2001, will include new construction (approx. 50,000 sf) including academic, classroom, laboratory and office spaces primarily for the School of Nursing and Office of Institutional Advancement at 670 Huntington Avenue. There will be no additional parking in Phase Two. They will focus on programs that will be self-contained within that building. In February MCPHS will present a full detailed description of this project to the LMA Forum. Please see the handout on the MASCO FTP site, under November 27, 2006 for more information: <ftp://134.174.1.67/LMAforum>.

Question (Q): Has the building been designed?

Answer (A): No. MCPHS is still evaluating programming of space and how many classrooms are needed versus offices.

Q: When and how was the museum removed from the Phase I building plans? Was it during an open or closed meeting? Where are the minutes of this meeting?

A: Ms. Gandhi said that this question was answered, in a written communication, to the speaker, including BRA Board meeting documentation, and in a public forum 1.5 years ago.

C: The speaker believes that there is no interactive museum and the BRA action is in violation of the open meeting law.

3. Dana-Farber Cancer Institute (DFCI)

Janet Porter, Executive Vice President and Chief Operating Officer, welcomed LMA Forum Participants to DFCI. The proposed building will be the first clinical building that DFCI will have built in 35 years. Michael McGowan, Manager for Facility Planning, introduced the DFCI team and explained that this is Dana-Farber's third presentation to the LMA Forum on this project (Sept. '05, March '06 previously). He described DFCI's collaboration with other institutions in the LMA, as well as the 12% annual increase in adult infusions and 8% annual increase in adult exams, which are fueling the need for more clinical space, and the need to consolidate research leased holdings.

Margie Debolt, architect with Zimmer Gunsul Frasca, described the proposed building design, created to improve the patient experience. This includes the use of healthy materials resulting in healthy indoor air quality, a sustainable building from an energy stand point addressing the climate and access to sunlight, as well as a green roof to reduce storm water run-off. There will be a healing garden and food service on the third floor, which is open until 8 PM to increase after-hours activity in the building.

Sean Manning, a traffic and civil engineer with VHB, explained that there will be seven levels of below grade parking (217 net new spaces), and a patient drop-off area in the first level (to reduce queuing on the street level). A new delivery system is also being proposed with the materials management department relocated to South Boston. Goods will be stored there and repackaged and delivered, off-hours to the loading docks on Binney Street (two new docks are proposed, one for ambulances and one for goods). Sidewalk widths will be substantially increased from eight feet to 20-30' on Brookline Avenue to improve the pedestrian experience. Traffic mitigation will include a new left turn lane on, and reconstruction of, Jimmy Fund Way; signal improvements and installation of a traffic camera, at Brookline Ave./Jimmy Fund Way; and continued emphasis on demand management and alternatives through T-pass subsidies of 50%.

Tom Herring, Project Executive, explained the need to begin site work now. This is a constrained site, which needs a special slurry wall and tie-backs to protect the building from the vibrations caused by the power plant next door. These techniques have been successful in the Smith Building, adjacent to the new one, but require 18 months of site work before building construction can begin. The Public Improvement Commission (PIC) approved their application to begin this site work.

Anne Levine, Vice President for External Affairs, described DFCI's outreach programs to underserved and high-risk populations, as well as DFCI's commitment to bring a living wage to all employees and contract employees, and annual donations of over \$10 million annually for community benefits, twice the recommended level by the Attorney General's Office. A comprehensive workforce development plan is being completed and will soon be brought to the IAG.

Note: Please see the November 27, 2006 presentation boards and handouts on the MASCO FTP site: <http://134.174.1.67/LMAforum> for more information.

Discussion

Q: This speaker had three questions: 1) He appreciated the presentation on Community Benefits and asked why being a good neighbor wasn't part of the mission statement and whether that could be amended; 2) He asked what LEEDs certification level DFCI would pursue for this building, and how confident they were that they could reach it; and 3) He asked about DFCI's proposal to earmark workforce development funds to the community saying that the City had been unwilling to dedicate Lyme's linkage funds to the Research Training Institute.

A: DFCI will consider the request to amend the mission statement, or at least make it a priority in the Institutional Master Plan. DFCI is pursuing a LEEDs rating of silver and is pretty confident that they can attain this. DFCI will advocate for local earmarks of workforce funds. The Office of Jobs and Community Services (OJCS) determines the ultimate disposition of funds. If the community has a better idea on how to approach it, DFCI would be interested to hear these ideas.

Q: Commenter's opinion is that it seems unusual that DFCI is getting a demolition permit to install a 70' slurry wall, without having first gone through the full environmental process. Concern was expressed about the impact of slurry walls on ground water flow.

A: DFCI will file for the demolition permit in one or two weeks. The foundation permit is separate. The proposed underground garage would be an extension of the existing wall, for the Smith Building. The slurry wall will be built with tie-backs into the bedrock. DFCI reviewed the groundwater system with the Groundwater Trust (please note: this project is not in the Groundwater Conservation Overlay District). The soils on the site are clay, and are not useful for groundwater recharge. The same construction system was used for the Smith Building next door; there has been no change in the groundwater pattern in the ten years since it was built.

Q: Is DFCI bypassing the approvals process? How can you get a demolition permit and dig a foundation?

A: This is not bypassing the process. The long timeframe needed to put in the slurry wall and tie-

back system, and the other special site considerations requiring that the building foundation be connected to bedrock, will add eighteen months to the project construction time. This construction method will have to be used, in this small footprint, regardless of the final approved building height. DFCI is approaching the project this way because they believe they have to, given how much time this process will add to the development schedule.

Q: What are the dimensions of the excavated area? How far will it be set back from Brookline Avenue? Will the upper stories of the building overhang the sidewalk?

A: The whole building will be set back 20 feet from the road. In some places it will be 30 feet, like a street park. The building will not overhang the sidewalk. Trees will be planted.

Q: Will there be on-street parking? What will happen to the bus stop?

A: There will be City metered parking on Brookline Ave (like there is now). The bus stop at Jimmy Fund Way and Brookline Ave will be moved towards the power plant.

Q: This speaker was encouraged that this building will be sustainable, using renewable materials and will have a green roof. This will be a real benefit. He asked if Dana-Farber would commit to a Payment-in-Lieu-of-Tax (PILOT) on this project.

A: Yes, Dana-Farber already has a PILOT agreement now, and will participate again in the future.

Q: The Charles River Watershed Associate (CRWA) submitted a comment letter on the PNF stating some concerns about storm water and wastewater. Have there been design changes to address these issues?

A: We did receive the letter. There will be a section in the DPIR describing the project's consistency with the Muddy River Improvement Plan. The consultants have looked at water collecting systems including cisterns, green roof technology to reduce peak flows, reuse of water, etc.

Q: There are ways to infiltrate storm water through the streetscape as well, by using permeable pavers, bio-swales and other technology. Will these techniques and strategies be used as a part of the design?

A: DFCI will be studying that.

Q: What will be the impact on surrounding buildings? If there are 275,000 new sf above grade, and the current arrangements with Brigham and Children's remain the same, then a lot of space should be freed in the existing buildings for consolidation of research functions.

A: Dana-Farber hopes to consolidate the off-site leases it holds; several expire in 2012. The idea is to upgrade the old buildings, and expand diagnostic imaging and radiation therapy perhaps in the Dana Building.

Q: Weren't there plans for Dana-Farber to build an energy conservation plant to supplement MATEP (the power plant)?

A: A chiller plant was built in the Smith Building several years ago. That may need to be expanded with the new building, or an agreement will be negotiated with MATEP for centralized utilities.

Q: Will there be impacts to Jimmy Fund Way, MATEP, or Beth Israel Deaconess Medical Center (BIDMC)?

A: There will not be impacts to these areas. The tiebacks are designed so that they do not go beyond Brookline Ave. They will be drilling under the street and using special techniques to install the tiebacks, including testing the cables to twice their required strength. Some of these will be tied under MATEP (this is the same approach used for the Smith Building). The plant will be able to maintain normal plant operations.

Q: Will the building impact the BIDMC heliport?

A: BIDMC is aware of the building plans, the size of which has been downsized. DFCI will coordinate cranes with the Federal Aviation Administration (FAA).

Q: Has DFCI done an assessment of changes to the traffic flow? The drop-off may reduce the tangle on Binney Street, but will it transfer the tie-ups to Brookline Avenue?

A: There will be a traffic increase, but it will not be peak-flow oriented. It will happen over the course of the day. Dana-Farber is extending its hours of operations into the evening. There is no parking on-site for employees who generate the peak impacts.

Q: Will Jimmy Fund Way become two-way?

A: It will be one-way during construction (this was done before when the Smith Building was under construction). Then it will become three lanes near the Brookline Ave. intersection (two towards Brookline Avenue). This should help to shorten the queue, as the left and right turns will not be impeded.

Q: Will there be shuttles to serve families and patients?

A: There are shuttles for staff. DFCI could explore patient shuttles, although they could be a problem for patients (it wouldn't be door to door service).

Q: There has been discussion about linkage for housing. What about linkage for open space maintenance?

A: Ms. Gandhi said would be impossible to dip into the housing linkage funds. Institutions in the past have donated funding to open space. DFCI can be asked to consider this. Another option is to work with the Parks Department to see if their budget could provide funding

Q: This speaker said that he had no idea that workforce funds from Lyme were held up and were sent elsewhere in the City. How much money has been tied up?

A: The Office of Jobs and Community Service (OJCS) manages the linkage funds, determine what the grants are, and who the recipients will be. Sonal Gandhi will be happy to talk with Ken Barnes about this issue and have him report back to the speaker.

Q: Could the Research Training Institute get other federal, state or city funding?

A: Not at this point. They may be able to file for a grant.

Q: Is the Institute under Partners?

A: It is an independent community-based 501C3 with funding from LMA health care institutions as well as others in the City.

C: The speaker provided information on the Mission Hill Health Movement, and said they are very interested in developing new partnerships.

Q: What are the DFCI facilities in Watertown?

A: They are for warehousing materials and dead storage. The Harbor Campus Dry Dock facility only supports active materials management. Supplies and consumables will be delivered from there to the LMA four times per day.

Q: Will there be job opportunities in materials handling and delivery in South Boston for Mission Hill residents?

A: Yes

Q: What percentage of the new building will be devoted to adult care versus research?

A: All of the clinical care in the proposed building is adult care; 100% of the Smith Building is research. The adjacency of these building will allow bench-to-bedside research to take place. There will be public space in the first three floors of the proposed building; the fourth floor is mechanical space; the fifth floor and up is adult patient care.

Q: Will you add loading docks?

A: There will be two more bays added to the Smith Building. One will be used for ambulances, and one for deliveries. Large trucks will deliver goods to the dry dock in South Boston; there they will break down the materials into smaller delivery packs to deliver to the new building.

Q: Huntington Avenue thoroughfare is an entrance to the LMA. It's the pits. Can the City, MFA and MASCO beautify the street?

A: Ms. Gandhi said the City will work with the Mission Hill neighborhood on a clean-up.

Q: Will DFCI lease space?

A: Only a small retail space (2,000 sf or less) will be leased.

Q: The original building proposal was larger. What will DFCI do to satisfy those space needs?

A: Administrative space will now be located off-site at the dry dock in South Boston, in Brookline Village and The Fenway. What will stay in the LMA is space that is critical to patient care. DFCI will lease wet lab space from Lyme (now BioMed Realty) instead.

Q: Was there a five-year Institutional Master Plan in 2001? Is that expiring?

A: The DFCI IMP has expired. This new plan will be a ten-year plan.

Q: Will the new streetscape be publicly owned?

A: The sidewalk will be City-owned; the open space setback area is owned by DFCI. The streetscape design will be coordinated with the City.

The meeting was adjourned.

Note: Please see the November 27, 2006 presentation boards and handouts on the MASCO FTP site: <ftp://134.174.1.67/LMAforum> for more information.

Note: For people who would like to learn more about the Article 80 Large Project review process, and Institutional Master Plan review process please see the flow charts in this booklet:

<http://www.bostonbackstreets.org/bra/PDF/Documents/A%20Citizens%20Guide%20to%20Article%2080.pdf>

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Summary of the LMA Forum Meeting May 22, 2006

1. Updates – MASCO/BRA/BTD

- Jan Henderson, MASCO, explained that the LMA Forum is co-hosted by the Boston Redevelopment Authority (BRA) and MASCO for the purposes of Article 80 development review. She welcomed participants, who introduced themselves.
- Sonal Gandhi, BRA, listed the LMA Forum conduct rules: The meetings will begin and end on time. Questions will be limited to the agenda topics at hand. There will be equal time allotted to presenters and the Q&A session. LMA Forum meetings will be held in different locations, as a way to invite the community into institutions' campuses. There have been mixed reviews about this, however on the whole comments have been positive. It allows all of us to see the challenges that the institutions face first-hand. Several institutions have offered to give tours following the LMA Forum meeting and attendees are encouraged to take advantage of that offer.
- Projects in the Pipeline will be deferred to the end of the meeting, as Dr. Kahn, President of Joslin, is available only for a limited time. The Joslin Diabetes Center (JDC) project was approved in 2003, contingent upon additional urban design review, a Transportation Access Plan Agreement (TAPA) and Cooperation Agreement. Joslin promised to come back to the LMA Forum when plans were further advanced, so they are here now to share these with us.

2. Joslin Diabetes Center (JDC)

Dr. Ronald Kahn, welcomed the LMA Forum participants and invited them to “visit and get a sense of who we are and what we do.” Joslin is unique not just in Boston, or the United States, but there is nothing else like it in the world. There are no other institutions that have diabetes as a focus. Here, Juvenile Type I, Adult Type II, and complications from diabetes including eye, vascular and kidney diseases, are studied and treated. The U.S. is in the midst of a diabetes epidemic. In 2002, when Joslin first came forward with development plans, there were 17 million people in the United States living with diabetes. This has now increased to 21 million people, an addition of one million people per year. In eastern Massachusetts, there are more than 300,000 people with diabetes which cross every age and ethnic group. These numbers are increasing by 7-8% each year. Joslin sees 50% of all children in Eastern Massachusetts who have juvenile diabetes.

JDC has three components: a Research division and Clinical divisions located in the main building complex; and a Strategic Initiatives Group located in the 20 Overland Street facility. Dr. Kahn described the history and evolution of the facility from a single physician practice, by Eliot B. Joslin, on Bay State Road in 1898, to a 715-employee institution, caring for over 20,000 individual patients per year, focused on research and clinical care. Children's Hospital Boston and Beth Israel Deaconess Medical Center are clinical partners. Both of these, plus Brigham and Women's Hospital, Harvard Medical School and the Harvard School of Public Health are research partners. The Strategic Initiatives Group works with clinics in 25 cities in the United States, in Joslin-affiliated projects including educational and clinical programs. Joslin education programs are offered at more than 200 locations across the world, to more than 35,000 providers annually.

Joslin's mission is: To improve the lives of people with diabetes and its complications through innovative care, education, and research that will lead to prevention and cure of the disease. With the growth in clinical demand, the growth in research demand, and the growth in demands to serve the needs of patients outside of Boston, the Joslin needs room for expansion. They need growth space for research and decompression space to renovate clinical facilities.

Bob Calway, Chief Project and Planning Officer, responded to a question that was raised at the April LMA Forum: Is Children's building the new building? No. Significant time and effort was put into considering a joint venture to finance the project, but in the end it was mutually determined that it was not in their interest to move forward. Instead Joslin has an agreement in principle with Boston Properties to finance and own the property. He turned the presentation over to Mark Sardegna, Architect, with Elkus/Manfredi Architects.

Mr. Sardegna used boards to show the development project as it was agreed upon in 2003, compared with the building that is currently being design in 2006. Please see the May presentation boards on the MASCO FTP site <ftp://134.174.1.67/LMAforum> for more information. The massing and programming are essentially identical going from 490,000 square feet to 485,000 square feet, and a tower that is still 305 feet tall. One change is to redesign the tower so that it is no longer a residential tower sitting on a research building. Instead the whole tower will be residential, with a dedicated entrance off of Brookline Avenue. The research building will have a separate entrance off of Longwood Avenue. The width of the sidewalk on Longwood Avenue will increase by five feet, to 20 feet wide at its narrowest dimension, with the addition of an open façade at street level. There are several traffic changes including a widening of Longwood Avenue to allow for a dedicated left-hand turn lane and improved turning radii for large vehicles. The loading dock will be reconfigured so that trucks can enter head-in and not have to back in. The facility will have 350 parking spaces. Joslin and Boston Properties are currently going through design review with the BRA to address their concerns about making the Longwood façade more open.

Discussion

Question (Q): What is the white material on the rendering?

Answer (A): painted metal aluminum panels, but these are still conceptual, and a choice has not been finalized.

Q: What is the total projected cost of the project, including design and construction?

A: Approximately \$300 million for the research building, and another \$100 million for the residential tower (\$400 million total).

Q: Will you commit to paying Payment In Lieu of Taxes (PILOT) at 75% of the project value?

A: Boston Properties is a for-profit and will pay taxes on 100% of the valuation of the property.

Q: How many residential units are there and will they be rental or condo?

A: There will be 150-170 units, and the proponents are still working on a market analysis to determine if they will be rental or condos.

Q: What documents will you be filing? Do you need to start over with MEPA?

A: The project was approved in 2003. Joslin promised the LMA to return when they had better designs and give an update. No further review is required. There will be on-going design review by the BRA. The Boston Transportation Department is also reviewing the project.

Q: So there is no further public review?

A: No.

Q: If the developer is to be for-profit, what is in it for Joslin?

A: Joslin will be a primary, long-term tenant. This gives Joslin added space and the opportunity to fortify their endowment for their clinical and research mission.

Q: What is the length of the lease?

A: It has not been finalized, but it will be at least fifty years.

Q: In this market it is less expensive to pay rent than to build and pay for a 50-year lease. Why would you enter into this when rents are low? This is an expensive project.

A: Joslin does not have the resources to build this project. Leasing allows Joslin to take advantage of cost recovery from federal grants, which allow institutions to recover some rent, but will not reimburse for land costs.

Q: Are you following "Smart Growth" principles and getting funding?

A: There is no Smart Growth funding for this project.

Q: Will this building be LEED certified? Will it use green building technology?

A: This has not yet been determined. We have been analyzing the systems from the very first day to ensure that the mechanical systems and building envelope are as efficient as possible. We will be using heat recovery in the labs. According to the new Massachusetts energy code this building will pretty much in compliance with LEED recommendations.

Q: Has there been an attempt to meet storm water retention on-site? Have you considered a green roof?

A: There will be 30,000 gallons of retention in the basement plus what's on the roof (which is designed to retain water). We have talked about a green roof on the lower building, but have not made a final determination.

Q: What will Boston Properties do for the existing residents, particularly lower or middle income?

A: Joslin made promises related to re-location of residents from the apartment building in their draft Cooperation Agreement, and Boston Properties will also honor this agreement. They agreed to relocate the 28 tenants who met the criteria. Now there are only one or two tenants remaining in the building who meet the criteria. There is a lot of turn-over in these apartments. People come for two or three years to work as residents or researchers in the institutions and then move on. Currently the majority of people who live there are month-to-month tenants at will; they do not qualify for assistance.

Q: Does Joslin still own the building? How many occupants are there?

A: Yes. There are 28 tenants now.

Q: When will the building be vacated?

A: There will be a minimum of three months advanced notice. This is likely to begin early this summer. The tenants are aware that this is coming.

Q: One speaker expressed concern about her residential situation.

A: Joslin will uphold its commitments to her. Sonal Gandhi offered to talk with her after the meeting and set her up with City assistance related to affordable rental units throughout Boston, if that was of interest to her.

Q: Will this project meet the new guidelines for affordable housing?

A: It will fall under the old guidelines.

Q: When is the groundbreaking?

A: January of 2007

Q: Will there be construction mitigation?

A: Jeff Lowenberg from Boston Properties reported that there have been discussions with the neighboring institutions: MASCO, Temple Israel, Beth Israel Deaconess Medical Center. This is a tight site and construction will be difficult. The building area will mainly be inside the site with the possible exception of a lane on Pilgrim Road. We understand that at least one lane is required for MASCO buses and for emergency vehicles to access the BIDMC emergency room.

Q: Temple Israel has a concern about Nessel Way, with their own construction planned for 2007. How will Joslin enforce regulations to keep the trucks off Nessel Way?

A: There will be dedicated truck routes and signage too keep the trucks on the major streets. There will also be police officers at the site to enforce these routes.

Q: Are you selling the land, or is this a ground lease? Will the project be amended as a part of the Institutional Master Plan (IMP)? Does the IMP need to be modified?

A: The land will be sold. The new buyer can acquire the project and proceed as long as they stay within the dimensions previously approved. Any additional changes are discussed with the BRA.

Q: Commenter expressed concern about the cost of this development (approximately \$500,000/s.f. to build) and whether it would be marketed as luxury units. It also appears that Joslin will be paying a lot of rent per square foot. What makes this do-able?

A: We wouldn't build the units at that cost. The estimate cost of \$500,000 per s.f. to build is incorrect. The units are expensive to build, but they do not want to build luxury condos – they won't sell in this market. They have not yet decided if these will be condos or rental apartments. The lease commitments on research, makes that feasible; and there is an obligation to build residential.

C: Commenter expressed his opinion that it would be nice to have some condos that the original residents could buy.

Q: The wind study was done over three years ago. Now there are anticipated to be buildings across the street (DFCI). Will this make a wind tunnel?

A: Boston Properties will take the DFCI project into account. They are currently working on a model to use for a new wind tunnel test, although the massing for the building has not changed.

Q: How much federal funding is going into the project in the form of loans or grants? Is there state or other public funding?

A: None. The development will be privately funded.

Q: Is there an obligation, by the BRA, that this project be LEEDs certified?

A: We encourage proponents to pursue this to the highest degree possible, but it is very difficult for medical facilities and lab facilities in particular, to achieve this due to other air circulation requirements that they must fulfill for the Occupational Safety and Health Administration (OSHA) regulations. In addition, LEED has very little experience defining building standards for complex medical research buildings, though these standards are in development.

Q: Will there be a separate certificate for the exterior of the building?

A: We are not sure yet.

Q: I remember there was an issue with height of the tower and helicopter flight patterns. Has that been resolved?

A: Yes, we are talking with BIDMC. The residential tower will not affect flight patterns. There will also be two cranes on-site. This has been communicated. We will be working on this issue during and after construction.

Q: What happened to the original tenants?

A: They moved elsewhere.

Q: If the construction begins in January 2007, then demolition will begin this fall?

A: Yes.

2. Updates Continued

- Projects in the Pipeline – Sonal Gandhi reported on projects in the pipeline:
 - The Blackfan Research Center, now the 'Center for Life Sciences Boston I' (or CLSB I), is under construction;
 - Brigham and Women's 70 Francis Street is under construction;

- Dana Farber's first Impact Advisory Group/Task Force Meeting was held on April 10th, 2006. At that meeting DFCl agreed to extend the comment period to May 11th, 2006. Sonal reported that she has received quite a few comments. The scoping document for this project will be issued by the end of May.
- The Longwood North Research Center, now 'Center for Life Sciences Boston II (or CLSB II); filed a Planned Development Area (PDA) amendment. They are going ahead with their project. The comment period ends June 14th, 2006.

The meeting was adjourned.

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