

2008 LMA Forum

Date	Institution	Project Name
January 28, 2008	Joslin Diabetes Center/National Development	Revised development proposal for the Joslin site 'Longwood Center' Project. NPC, PDA and IMP Amendment.
February 25, 2008	Boston Children's Hospital; National Development; Emmanuel College	BCH IMP/DPIR including proposed "Vertical Expansion of the Main Building"(2 floors); Joslin IMP Amendment; Longwood Center project impacts, and mitigation; EC NPC for proposed Fenway Residence Hall
September 22, 2008	Wheelock College; Boston Transportation Department	WC IMP Amendment - to renovate Riverway House Residence Hall; Fenway/ Longwood/ Kenmore Transp. plan

LMA Forum Meeting Agenda
Monday, January 28, 2008
6:30 to 8:00 PM

NOTE NEW LOCATION:
Joslin Diabetes Center Atrium
One Joslin Place
Boston, MA

Visitors should enter through the main doors at One Joslin Place.
Please check-in with Security,
then follow the directional arrows internal to the building.

1. Updates – BRA/MASCO (10 minutes)
 - Sonal Gandhi, will update the Forum on the status of projects being reviewed by the Boston Redevelopment Authority (BRA).
2. Joslin Diabetes Center/National Development - (40 minute presentation)
(40 minute Q & A)

National Development & Alexandria are the new owners of the Joslin Diabetes Center development site. Ranch Kimball, President of Joslin Diabetes Center, Sherry Clancy, Vice President of National Development, and the consultant team will introduce a revised development proposal for the Joslin site.

The proposed Longwood Center Project is a 350,000 square feet research and lab facility with ground floor retail. This Longwood Center Project will be the subject of a Notice of Project Change from the previously approved Joslin Project (2003) which contained 490,000 square feet.

LMA Forum Meeting Agenda

Monday, February 25, 2008

6:30 to 8:30 PM

NOTE NEW LOCATION:

Emmanuel College
The Jean Yawkey Center
400 The Fenway, Boston, MA

Visitors should enter through the main doors of the Jean Yawkey Center,
located in the center of campus, facing the campus green.

The meeting will be held in the Jean Yawkey Center for Community Leadership room,
which is located to the left of the lobby in the Jean Yawkey Center. Please follow the arrows.

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 Boston (15 minute presentation) (15 minute Q & A)

Charles Weinstein, Vice President of Real Estate, Development and Planning, will make a presentation about Children's Hospital Boston's IMP, which was filed along with a DPIR in late January, including the proposed "Vertical Expansion of the Main Building" (new 11th and 12th floors), project impacts and mitigation. Attendees will be able to sign up to receive CD copies of the IMP and DPIR. These documents may also be viewed or downloaded at this webaddress: <http://www.childrenshospital.org/masterplan>

3. National Development (15 minute presentation) (15 minute Q & A)

Sherry Clancy, Vice President of National Development, and the consultant team will discuss the proposed project impacts and mitigation. They will answer questions related to the Notice of Project Change that was filed on February 14, 2008.

4. Emmanuel College (20 minute presentation) (20 minute Q & A)

Sister Anne M. Donovan, SND, Treasurer of Emmanuel College, will make a presentation concerning the proposed new Fenway Residence Hall. The Fenway Residence Hall will be located at the corner of The Fenway and Brookline Ave. and is consistent with the initially proposed student residential hall of the 2000 Institutional Master Plan. The Fenway Residence Hall will have a capacity of approximately 180 to 200 students, with a height of seven (7) stories and a set-back on the 7th floor. The building is being designed by Goody Clancy, the college architect, and is in keeping with the city ordinances regulating buildings along The Fenway. The project will be subject to the BRA Article 80 review process. A rendering and handout will be available to attendees.

LMA Forum Meeting Agenda
Monday, September 22, 2008
6:30 to 7:30 PM

NOTE NEW LOCATION:

Wheelock College
Activity Building East
Room 321 – this is a classroom
180 Riverway, Boston, MA

Visitors should enter through the main doors at Activities Building East
(adjacent the Wheelock Family Theater),
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. Wheelock College - (10 minute presentation)
(10 minute Q & A)

Wheelock College proposes to renovate the interior of the existing Riverway House Residence Hall and develop two small in-fill projects on the south side of the building within the overall building footprint area, adding approximately 4,120 square feet of gross floor area, on the College's Boston Campus located at 200 The Riverway, in the Longwood Medical and Academic Area.

3. Kenmore/Fenway Transportation - (15 minute presentation)
(15 minute Q & A)

Vineet Gupta, Director of Planning, Boston Transportation Department will give a presentation on conceptual designs for Boylston Street (Sears Rotary to Ipswich Street), Audubon Circle and the Fenway-Yawkey multi-use path. These designs were developed as part of the Economic Stimulus Bill.

Summary of the LMA Forum Meeting January 28, 2008

1. Updates BRA/MASCO

- Jan Henderson, Senior Planner with MASCO, welcomed everyone. She explained that the LMA Forum is co-hosted by the Boston Redevelopment Authority (BRA) and MASCO for the purposes of the Article 80 project development review process. Participants introduced themselves. A schedule of meetings for the year was disseminated (see attached).
- Sonal Gandhi, Senior Project Manager with the BRA, explained that the monthly meeting schedule will be advertised in the local papers and through the LMA Forum email list. The LMA Forum is being held in different locations as a way to familiarize participants with the different institutions and facilities. Questions will be limited to the agenda topic at hand. There will be equal time allotted to presenters and the Q&A session.
- Ms. Gandhi reviewed the current projects in the pipeline in the Longwood Medical and Academic Area (LMA):
 - The Isabella Stewart Gardner Museum presented at the November LMA Forum. The comment period ended January 14, 2008. The BRA is reviewing the comments to see if more information is needed for the Article 80 process. The Boston Landmarks Commission anticipates receiving an application for this project. Once a complete filing is received there will be a 30-day comment period and a public hearing. For more information on the Article 85 process please contact the Boston Landmarks Commission.
 - Children's Hospital Boston is scaling back their proposal to include one project: a two-story addition to the Main Building. Children's will be filing an Institutional Master Plan (IMP) and Draft Project Impact Report (DPIR) later this week. The comment period has been extended, to a 60-day comment period on both documents. A digital copy of these filing will be on-line (the address will be sent to you via email); paper copies can also be mailed to you, if you put your address on the sign-up sheet. Paper filings will also be available to you at the Boston Public Library, Emmanuel College Library, MASCO and BRA offices. The next Children's Hospital Impact Advisory Group (IAG) meeting will be held on February 13, 2008.
 - Emmanuel College will be filing soon, regarding a proposed residence hall at the corner of Brookline Avenue and The Fenway, and they will present at the February LMA Forum.

Today's focus is the Joslin Diabetes Center project. Initially the BRA approved the project in April of 2003. A year and half ago a new proponent, Boston Properties, joined them, but due to market changes that proposal was withdrawn. Today a new team is here having purchased the project from Joslin, on a new proposal called the 'Longwood Center'.

National Development and Joslin will file a Notice of Project Change (NPC, Article 80B), a Planned Development Area (PDA, Article 80C) and an Institutional Master Plan Amendment (IMP Amendment, Article 80D). These three documents will be filed around the same time in mid-February. The comment period on the NPC is 30 days, which will be extended to 45 days to coincide with the comment period for the PDA. Therefore, the comment period for the NPC and the PDA is 45 days and the comment period for the IMP Amendment will be 60 days. The IAG for this project met January 22, 2008 and will meet again March 5, 2008. Everybody is welcome to attend the meeting, which will be held at Joslin, on 7th floor.

2. Joslin Diabetes Center/National Development Project

Ranch Kimball, President and CEO of Joslin Diabetes Center, thanked people for coming. He noted that most of the LMA Forum presentations are focused on development projects. He wanted to take a few minutes to discuss the important work that takes place at Joslin Diabetes Center and their mission. Twenty-one million Americans have diabetes, and the rate of increase of this disease is rising rapidly.

The Center for Disease Control projects that, based on current trends, one out of every three children born in 2003 will be diagnosed with diabetes. Joslin is the world's largest diabetes center; it is fully integrated for Type 1 and Type 2 diabetes in research and clinical care. Joslin has been actively reaching out to community over the years. Mr. Kimball illustrated this by pointing out the banners hanging from the ceiling, Dr. Enrique Caballero is reaching out to Latino communities, and Dr. George King began the Asian American diabetes initiative. Joslin is also the world's largest pediatric unit for diabetes. Insulin does not cure diabetes, which means that those with diabetes are at risk for complications, at about the rate of one out of every three patients. However, among Joslin's patients only one out of 20 do. Joslin openly publishes innovations found here, to share with the rest of the academic world. The emphasis is not on making money from these innovations, but rather on making people's lives better.

Although Joslin is the world's largest research center for diabetes, the biggest issue is not enough space. The original Joslin building in the Longwood Area was built in the 1950's. It was designed as a clinic, but now the upper floors have research in them. It is twice as dense as the National Institutes of Health recommends for research space. In the 1980's Joslin added three more floors. The buildings are full now, with no room to grow. Diabetes is growing at 8% per year and Joslin only has room to add one more bioinformatics researcher. The team of National Development, Alexandria Real Estate and Charles River Realty Investors was chosen to be the new partners on this development project because they convinced Joslin that they were the best ones to work with the community and the area institutions, and they are experts at designing and building lab space to accommodate the LMA's needs. This team has purchased the project from Joslin.

Rachel Joslin Whitehouse, Vice President of Communications at Joslin, is the great granddaughter of Joslin's founder, Dr. Elliott Joslin. Joslin traces its heritage to his vision. He was one of the first doctors to advocate for educating the patient in diabetes self-management, at a time when that was ridiculed. Joslin still believes that the best successes come from highly informed patients. Joslin is proud of its heritage and its impact on this disease. Joslin has given medals to more than 2,500 people who have been on insulin with them for over 50 years, and more than fifteen 75-year medalists. Joslin is pleased to present this proposal to the community and to involve you in its mission. Joslin wants to be the best neighbor they can, and continues to be committed to this neighborhood.

Sherry Clancy, Vice President of National Development, introduced the team. She explained that National Development is purchasing 1.02 acres of Joslin property at the corner of Longwood and Brookline Avenues. In comparing the currently proposed project to the 2003 approved project she noted a few changes: the new project is smaller at 350,000 s.f. versus 490,000 s.f. in 2003. The residential tower has been removed. There is less parking: the original project included 350 parking spaces and five levels of underground parking; this proposal includes 289 parking spaces and three levels of underground parking. The project still includes retail on the first floor. There will be fewer impacts from this new project as a result of these changes. Please see the PowerPoint presentation on the MASCO FTP site for graphics and text: <ftp://pub.masco.org>.

National Development intends to fulfill previous commitments made including area-wide transportation improvements, loading zone commitments, and sidewalk widening. In looking at a map of the parcel they'll be purchasing, the area encompasses roughly half the block. The existing conditions plan show the current site plan. The Ullian Building (with Rebecca's in it) and the vacant apartment building will be demolished to make room for project. Ms. Clancy announced that the Boston Landmarks Commission will have a demolition delay hearing on February 12, 2008. She is looking forward to hearing the community's thoughts on this project tonight.

David Manfredi, Architect, described the project in comparison with the previous proposal, and described the urban design principles that shaped the project:

- 1) The residential tower is no longer a part of this project.
- 2) There are two levels of mechanical floors with a roof screen on top of the nine-story research building. The roof screen is a visual buffer to hide the view of mechanical equipment.

- 3) The height of the building is increased about 10 feet overall. In 2003 all of the new floors lined up with the floors in the existing building. The new proposal includes standard 15-foot floor-to-floor heights (nine-foot ceiling plus mechanical equipment); the floors do not line up between buildings except for the first floor.
- 4) The width of the sidewalk on Longwood Avenue is increased substantially to reach between 15 to 17 feet. The width varies because the curb is moved to improve the right-hand turn lane radius at the corner of Longwood and Brookline Avenues. National Development is trying to make the LMA more pedestrian friendly. There is a lot of pedestrian traffic today, and it is expect to grow in future. There are currently congested corners during rush hour. With widened sidewalks, this will help to alleviate that situation. This proposal also includes street trees and street furnishings along Longwood Avenue.
- 5) Entrance canopies are added for pedestrian wind and weather protection at both the Longwood Avenue and Brookline Avenue entrances.
- 6) Improvements to the public realm also include a widening of Pilgrim Road to 26 feet, from curb-to-curb, so that it can become a two-way street. There is also an increase in the turning radius at the Pilgrim Road and Longwood Avenue intersection to reduce the traffic that drives up on the curb, and make it easier for traffic to make the turn.
- 7) One of the design goals is to create permeability in the blocks by creating pedestrian connections through the building, with entrances on Brookline Avenue, Longwood Avenue and Pilgrim Road. However, there is a significant grade change between Pilgrim Road and Brookline Avenue. Pedestrians will be able to enter on the ground floor off Pilgrim Road and come downstairs into main lobby that connects to the Longwood and Brookline entrances. This will provide a pedestrian path through building.
- 8) Configuration of loading docks: 30- to 35-foot long trucks will enter the loading dock off of Pilgrim Road, turn interior to the loading dock, and exit head first. This will help to eliminate loading zone activity from obstructing Pilgrim Road traffic.
- 9) Massing models were shown. A design objective is to make this a signature building and gateway to the LMA. The building is broken down into several massing components. The corner element rises to a full height, with horizontal elements providing shadows which give the building more depth and dimension. Mechanical floors and the penthouse are set back from the main mass. There is a background mass and foreground mass, which creates dimension in the building as viewed from Brookline Avenue.
- 10) The building mass doesn't come all the way down to the ground; it is set back slightly on the first floor with freestanding columns, creating an overhang to protect pedestrians. The amount of retail has increased to 8,400 s.f. This should help give life to the building and activate the sidewalk. The setback will give more definition to the mass and create a recognizable streetscape.

Ms. Clancy concluded the presentation with information about environmental impacts. The proposed project is 350,000 s.f. total, including 341,600 s.f. of research and medical office space. Overall there will be less density of the site with an anticipated FAR of 7.84 (Floor-to-Area-Ratio), much lower than the 10 FAR previously approved. This reduction in size will also reduce the environmental impacts: there will be less shadow, less wind, less traffic, less construction time, less impacts on groundwater and geotechnical impacts. This will be a LEED-designed building with reduced environmental impacts. National Development plans to honor previous commitments, with project benefits that include linkage payments, job retention and creation, 250-300 new construction jobs, building permit fees, and real estate taxes.

National development will be filing a Project of Notice Change and a PDA. Joslin will revise their Institutional Master Plan to remove this area from their Master Plan. There will be an Article 85 review (already filed) with the Boston Landmarks Commission, and a public hearing on February 12, 2008 related to the Ullian Building on the corner.

For project updates please go to the project website: www.longwoodcenter.com. To email National Development with questions or comments please write to: longwood@natdev.com, or call 617-559-5058. The upcoming Impact Advisory Committee meeting will be held on March 5, 2008.

Sonal Gandhi noted that the documents have not been filed yet, but the community has the opportunity to ask questions now that could be incorporated into the filing.

Discussion

Question (Q): Is this a new project? Does the project clock start at zero again?

Answer (A): Yes, this is a new project. However they can make changes to an approved project. As a part of the Article 80 process, a project can be changed with a Notice of Project Change. In this case they will be filing a PDA development plan. This means that they will describe the project, the changes and the impacts, just like a new project. They will go through the same 45-60 day review process.

Q: Why do they need to submit information to the Boston Landmarks Commission?

A: Because they plan to demolish the Ullian Building on the corner.

Q: Why are there no documents to critique?

A: We are using this Forum to introduce development team and the proposal. The filing will happen in mid-February. Documents will be available digitally or they can be mailed to you. Today is an opportunity to ask questions.

Q: I count 30 stories on the old tower and nine on new tower, how are they the same height?

A: 30-story residential tower in the old project is now gone; there is only the nine-story building left.

Q: What kind of use is planned for this building? What use does not need light? The speaker believes the building to be block-shaped with no light interior to the building.

A: There will be light; it is hard to tell from the drawing where the windows are. There are windows on all sides of the building. There will be laboratories and research space in this building and not all labs require windows.

Q: How much has the increase in lab space in the LMA actually increased employment? The speaker wanted to know numbers from 1990 to present.

A: Ms. Gandhi responded that the BRA does not have a published report on that, but offered to discuss this after the meeting.

Q: Will this building have LEED components?

A: We are shooting for silver LEED certification. It is still too early to get into the specifics, as we are still designing the building. We have a number of strategies, like heat recovery in the labs and using as much daylight as possible to light the building. The Notice of Project Change filing will include LEED strategies.

Comment (C): Ms. Gandhi noted for the record that this project will be paying taxes.

Q: The speaker said this is a check on the positive side. Who owns the building? Will Joslin lease space? This speaker expressed concern that it would be sold quickly to a non-profit and be taken off the tax rolls again.

A: To clarify, this will be owned by a private developer who will own and lease the building long-term. Joslin will be lead tenant but not the only tenant.

Q: Could you tell us more about the parking?

A: We are proposing three levels below grade, including replacement of the 28 spaces that will be lost on Longwood Avenue. We are trying to achieve the .75 spaces per thousand square feet allowed by the City, and are a little bit below that right now.

Q: This speaker was concerned there would only be one tree. Will there be tree plantings?

A: Yes, there will be several street trees and street furnishings. Carol Johnson & Associates are creating the landscaping plan, which is not done yet, but will be included in the filings.

C: This is the first time, in the history of LMA Forum meetings, that I have no objections.

Q: By how many feet will Longwood Avenue be widened?

A: Two- to four-feet.

C: This speaker is glad that they are decreasing the massing. She encouraged National Development to include a green roof and suggested that they should take advantage of the increased sidewalk width, the green planting, and landscape architecture to implement cutting edge technology related to blue city design and reclaiming groundwater.

Q: This speaker believes that the worst set back, in the past five years in the LMA, is loss of residential housing on Longwood Avenue. He said the BRA agreed that more residential space in LMA was needed, but now it will be taken away. Housing would have had very little impact compared to other uses. When Boston Properties came forward the community said clearly that if there were no residential component to the project that it would not be well received by the neighborhoods. Why go ahead without residential?

A: The 2002 tower had significant shadow impacts, but at least it was housing, so that helped to mitigate the existence of the tower. The last project proposal, brought forward 1.5 years ago, didn't work for financial reasons. The housing market has changed dramatically since this project was first brought forward. This project works financially the way it is proposed now, and there is a serious need for lab space here now.

Q: How can it be a good project if it eliminates housing?

A: I would disagree that it is eliminating housing now. Ed and Nancy used to live there, but no one is living there now.

C: A former resident said that we don't need luxury housing in this area, we need affordable housing. We need more lab space in this area. Unfortunately affordable housing will not exist here because the land is too expensive. If you can build this research building, hats off to you. The best we can do to increase the value for the people who work here.

A: Ms. Gandhi agreed that housing is needed in the City, and understands the speakers concern about the affordable housing shortage in the City.

C: This speaker believes that one person should never speak for the community. She believes tragic errors were made when Mission Main was built and 300 units were lost. She said that acres of high cost low quality housing is now a wasteland of use, next to high density use. If we'd had high density residential, then we would have been better off.

Q: Are you requesting any state or federal development funds?

A: No, it is all privately funded.

Q: The project is smaller now. Was eliminating the residential space in response to the market?

A: Changing both housing and research was in response to the development market (housing demand went down, R&D demand went up). Laboratory and research space demand is greater than before, particularly in this location, which is "ground zero" in terms of demand for research space.

Q: What building materials will be used?

A: We are still developing schematic drawings, but a good deal of it will be glass and metal. There is a desire for daylight, so there will be lots of glass.

The meeting was adjourned.

Note: For people who would like to learn more about the Article 80 Planned Development Area (PDA) review, Large Project review process and/or Institutional Master Plan review process please see the flow charts in this booklet:

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

Summary prepared by: MASCO, Area Planning & Development; U. Hester, J. Henderson

Summary of the LMA Forum Meeting February 25, 2008

1. Updates BRA/MASCO

- Jan Henderson, Senior Planner with MASCO, welcomed everyone to the LMA Forum. She explained that the LMA Forum is co-sponsored by the Boston Redevelopment Authority (BRA) and MASCO for the purposes of the Article 80 project development review process. Participants introduced themselves and signed in.
- Sonal Gandhi, Senior Project Manager with the BRA, reviewed projects in the pipeline:
 - The Isabella Stewart Gardner Museum project was presented at the November 2007 LMA Forum. The BRA has been reviewing comments. The Boston Landmarks Commission has not yet received the petition for demolition that they were anticipating. Preliminary BRA Board approval will be sought on March 13, 2008 at 2:00 pm.
 - Children's Hospital filed an Institutional Master Plan (IMP) and Draft Project Impact Report (DPIR) on January 31, 2008. The comment period ends March 31, 2008. Please send comments to sonal.gandhi.BRA@ci.boston.ma.us. Charles Weinstein and his team are here today to present the project and welcome the opportunity to hear from The LMA Forum participants again. An Institutional Master Plan Task Force (Task Force) meeting for this project was held on February 13, 2008. The next Task Force meeting will be held on March 12, 2008 on the Children's Hospital campus. All are welcome to attend.
 - Joslin Diabetes Center filed an IMP Amendment on February 20, 2008. The public comment period for the IMP Amendment ends on April 20, 2008. National Development filed a Notice of Project Change (NPC) and Planned Development Area (PDA) plan on February 15, 2008. The public comment period for these documents ends on March 31, 2008. The IAG for the National Development proposal and the Joslin IMP Amendment will be held on March 5, 2008 at Joslin on the 7th floor. All are welcome to attend.
 - Emmanuel College intends to file an IMP notification form and Notice of Project Change in the next few days. The project was approved in 2000 as part of the IMP and the filing will show a reconfigured phasing of the project. There will be a voluntary 30-day comment period (please note comments were due April 4, 2008).

2) Children's Hospital Boston – Addition to the Main Building

Charles Weinstein gave a brief overview of the property Children's Hospital Boston currently owns, and will lease shortly (including three floors at the Center for Life Sciences Boston) in the Longwood Medical and Academic Area (LMA). He then proceeded to describe the IMP, which has been filed.

The project, in the IMP, will be a vertical expansion on the Main Building, which will include two new floors and a mechanical penthouse. It will be exclusively for clinical use and is intended to add urgently needed beds to the current inventory of 386 beds. The project does not include parking. This two-story addition is a straight forward project, although it will pose an operational challenge for the people who work there. Children's Hospital Boston is exploring other proposed projects, which will be shown within the next twelve months as an amendment to the IMP.

Eileen Sporing, Senior Vice President of Patient Care Operations, spoke to the urgent need for additional beds. Children's Hospital Boston has been filling its beds as soon as it has added them. It is evaluating how it can move parts of its patient care operation out of the LMA so that it

will be accessible to more families. Ms. Sporing explained that the hospital recently opened its first off-campus inpatient care facility in Waltham with eleven beds. However, the main site for its services will continue to be on Longwood Avenue. Currently Children's Hospital is running at 85% occupancy - which is almost untenable - and in 2007 transferred 80 children to other hospitals due to a lack of beds. The Emergency Room volume continues to grow by 5% a year as Children's Hospital Boston offers a Level 1 Pediatric Trauma Center, the only emergency room in the City of Boston devoted entirely to pediatric patients. Although the pediatric population is not growing significantly, care is getting more complex and there is an increased demand for amenities and privacy for patients. Children's Hospital Boston is committed to offering private rooms, but currently still has 70 double rooms. There is also a need for more beds to accommodate the 20-year old Newborn Intensive Care Unit (NICU). The expansion will allow them to back-fill seven beds to the NICU and add 30 beds to the inpatient area, for a total of 39 beds to the hospital overall.

Kate Weldon LeBlanc, City and Community Relations Manager, spoke about the Children's Hospital Boston's commitment to workforce development and community benefits. The institution is committed to contributing to the community at all times, but the IMP offers an opportunity to reflect on its approach. Though the vertical expansion on the Main Building does not trigger linkage or other mandated benefits, Ms. LeBlanc explained that Children's Hospital Boston intends to offer mitigation as part of their IMP review and approval and that, while they are open to hearing all ideas from the community, the hospital's focus will always be on children and families. As the only independent pediatric hospital in the state, Children's has a unique ability and responsibility to contribute in those areas. Examples of current contributions include a growing commitment to summer employment: last year more students than ever had the opportunity to work at the hospital and be introduced to careers in the health care field. Children's Hospital Boston also funds summer jobs across the City for youth. Kate advised participants to include specific requests or concerns in the public comments.

Discussion

Question (Q): Will Children's use any federal, state or local funds to finance this project?

Answer (A): No federal, state or city funds will finance the project. Funding comes from surplus funds from last year's operations, the endowment or bond funds on the open market.

Q: We've been asking for information for years and have not received it. The speaker feels it is difficult to come to meetings without background information on the whole Longwood Medical Area. This speaker's opinion is that there should not be another meeting until we know the comprehensive picture, not just the incremental one, including: how many cars are parked here, and how much construction has been done in the past ten years? As an advocate for children the hospital should be aware of asthma rates. In her opinion asthma rates are increased by gridlocked cars.

Q: Are there questions specifically related presentation on Children's IMP and DPIR?
There were none.

3) National Development – Longwood Center

Sherry Clancy, Vice President for National Development, spoke about the impacts of the project. She started by summarizing the differences between the project permitted in 2003 and the current project as a quick overview for those who were not able to attend the January LMA Forum meeting.

The lot area is a bit different from 2003: the site occupies about half the block. The square footage was reduced from 488,000 sf to 355,000 sf. The research building has the same number of floors, but will be 10 feet taller because all of the floors are uniform in height. The underground parking was reduced from five to three levels (and from 350 to 280 parking spaces). They are

trying to achieve a ratio of .75 parking spaces per 1,000 sf. The residential component of project was eliminated; the proposal now includes lab and research space in addition to retail on the first floor.

Overall this building sits farther back from Longwood Avenue than the prior proposed project. This allows for a slight widening of Longwood Avenue and a widening of the sidewalk to create sidewalks that are 14-16 feet wide. This will improve the pedestrian environment.

Sherry Clancy summarized the environmental impacts that were detailed in a hand-out.

- Wind: reduced in new scenario due to height reduction
- Shadow: reduced impact by about 10% due to height reduction and impacts in different locations due to changes in massing
- Daylight: marginally more loss of daylight on Longwood Ave (building 10 ft. taller), but similar elsewhere
- Solar glare: 50% less solar glare on Longwood and Brookline Avenue due to tower elimination. The 10 feet increase in building height may add some additional solar glare close to project, but overall there will be less glare
- Air quality: same or less impact on air quality, but same mitigation as promised in 2003
- Water quality: no change, but consumption will go down by 53,000 fewer gallons per day because there is no residential component.
- Groundwater: less geotechnical impact as not excavating as deep as the prior proposed project
- Noise: less impact due to shorter construction period. Roof screen will offset potential noise from rooftop mechanical equipment
- Soil: in 2003 subsurface soil investigation had not been done, now that has been completed. They found localized soil that requires remediation due to a tank that was removed
- Traffic: 144 fewer trips on a daily basis, four trips more during am peak hour, nine trips less in pm peak due to the change in type of use. This results in minimal changes from the previously proposed project
- Mitigation: This project will increase the width of Longwood Avenue and change the corner radius of the intersections at Pilgrim, Brookline & Longwood Avenues to enable buses and trucks to turn more easily. The sidewalks will be widened and the loading docks will be moved from Longwood Avenue to Pilgrim Road, where loading activities will take place inside the building
- The previous project made a commitment to pay \$450,000 for area-wide transportation improvements, which was only a conditional commitment in 2003, and was dependent on the total number of housing units sold. National Development will continue to honor this commitment, with no conditions

Ms. Clancy described additional benefits of the proposed project:

- In addition to transportation improvements, the project supports a cure for diabetes
- It fulfills the demand for research space from local institutions
- Due to a different composition in space, there will be larger contributions to the housing and job trusts including: \$392,000 to the job trust and \$967,000 to the housing trust
- The project will pay \$3.5 million in taxes annually, and an additional \$1 million in permitting fees, etc.
- In terms of workforce development, new high quality jobs will be created, and there will be a training program commitment
- In 2003, Joslin committed to paying \$250,000 for training programs. Even though the proposed project did not move forward at that time Joslin has already paid the \$250,000

Please see the hand-out on the MASCO FTP site: <ftp://pub.masco.org>

Discussion

Q: Will the widened lane on Longwood include a bike lane? This speaker believes that roads should not be widened unless safe access for bikes is guaranteed. He disagrees with the need for additional parking.

A: National Development is discussing this issue with the Boston Transportation Department, but cannot make promises now because we do not yet know whether it is feasible. Ms. Clancy noted that Sarah Hamilton, with MASCO, had asked the same question about space for bicyclists at the IAG meeting.

Q: The speaker said that in the filing there is 'no interest in preserving' existing properties on site. Her understanding is that the Massachusetts Historic Commission did not issue a letter on the prior filing, and therefore did not take a position.

A: Our interpretation is that they had an opportunity to express their views and chose not to submit a comment letter. They confirmed in writing that they did not want to comment.

Q: Where is the funding coming from?

A: The proposed project will be privately funded through commercial banks and equity.

Q: Does the City, through the BRA, have requirements for LEED certification?

A: Yes, Article 37 requires that buildings be LEED certifiable.

Q: Are there requirements for different LEED levels?

A: The requirement is that the project be LEED certifiable. It does not specify a certain level. The BRA recognizes that it is challenging to attain certification for research facilities due to unique requirements for labs including ventilation systems and equipment.

C: The Green Guide for Health Care has been working together with LMA institutions to create sustainable options for health care facilities.

Q: Is the goal LEED bronze?

A: No, the goal for this project is silver. The City requires 26 points, but we will try for LEED Silver (33 points). The City has additional points that can be earned based on use of the site.

Q: How many employees does the Joslin Diabetes Center have, and how many live in Mission Hill?

A: 37% of Joslin employees live in City of Boston, but we are not sure how many of those live in Mission Hill. We might be able to do a zip code search to get this data.

Q: The speaker believes that high asthma levels are experienced by children adjacent to LMA due to traffic and roadway congestion. Didn't the Clean Air Act of 1976 mandate that parking could only be added for residents? How was this circumvented?

A: Sherry Clancy offered to research this and have it added to the minutes later.

(NOTE: The Clean Air Act was the basis for the 'parking freeze' which restricted parking in downtown Boston *public* parking garages and lots or within the freeze districts. Parking in the LMA is a conditional use. Projects that are built in the LMA with *private* parking do not fall under these regulations).

Ms. Gandhi informed participants that the Boston Transportation Department (BTD) is holding a meeting to talk about transportation in the Fenway/Longwood/Kenmore area on Thursday February 28th at 6:30 pm at the Boston Arts Academy.

Q: To what extent does an addition of jobs lead to an increase in drive-to-work trips? What percentage of employees will take public transit?

A: Sean Manning from VHB said the parking ratio for new projects in the LMA is .75 spaces/1,000 square feet. If this project were built in a suburban location, or even in Brookline, the ratio would be 2.5 to 3.5 spaces per 1,000 square feet. Around one-third of people will drive; most will take transit since there is not enough parking available. Sherry Clancy pointed out that most LMA

employers subsidize mass transit at 50% or more and that garage parking will be market rate, which is a good incentive to take public transit.

C: The BRA does not require a ratio of .75 parking spaces/ 1,000 square feet, that's a maximum.

A: Yes, that is correct.

C: If 70% are not driving, will they still take shuttle bus and park? This is not all in transit – correct?

A: The ability to find off-site parking has been limited for institutions, and the amount of off-site parking has remained fairly static over the years. Transit use by LMA employees has increased significantly, partially due to the limited availability of off-site parking.

Q: This speaker was enamored with the original residential tower massing and asked why it was eliminated? Where will the students live?

A: Due to market trends this residential tower is no longer financially feasible. The residents of the apartments who qualified for relocation benefits have been relocated to new accommodations. Others chose to move to other neighboring communities or out of the area. This housing was never meant for students.

Q: How many new employees did the LMA add during the last ten years?

A: Sonal Gandhi said this is a trend question, which we will attempt to answer at a later date. The number of employees has certainly increased.

4) Emmanuel College – Residence Hall

Sister Anne Donovan introduced the project and her team. The Notice of Project Change for this new residence hall will be filed in a couple of days. The proposed seven-story building will include 200 beds and be located at the corner of Brookline Avenue and The Fenway.

Sister Anne Donovan emphasized Emmanuel College's commitment to making sure that this building will be as wonderful as it can possibly be, for students as well as the City and area residents. The goal is to keep Emmanuel College's juniors and seniors on-campus, to provide leadership and training to freshmen and sophomores.

Bernard Dooley, Architect with Goody Clancy, explained that the project is under design review by the BRA right now. This site is an important entry point to the LMA, and being in such a prominent location, and serving the function of a dormitory for juniors and seniors, the building must have an identity of its own. The housing will be apartment style with single and double unit apartments, each having a bathroom and kitchenette. This will make it more attractive to the older students who want to be more independent. The units will face Brookline Avenue and there will be common spaces, such as living rooms and open study areas, on both ends of the building. The spaces that face The Fenway will have views of the City. These spaces will also present a public face to the building. The project includes an internal courtyard, so landscape design will play an important role.

Kyle Zick, Landscape Architect with Carol R Johnson & Associates, elaborated on the landscape design. As part of the landscape Master Plan in 2000, goals were set for the campus to simplify the landscape, highlight specimen trees, streamline walkways, and highlight entrances. These goals have been implemented over the past eight years and continue to be followed in the design of the new residence hall. The space between the residence halls, currently used as a service area for trash, move-in and move-out staging, will be transformed into passive open space. The Fenway edge will be designed in keeping with the Muddy River open space design, and the Brookline Avenue side will have tree plantings and improvements.

Bernard Dooley explained that there are no current proposals to complete the original 2000 Master Plan, which included new dorms in a quadrangle. This one building is the first piece, and would allow that plan to be built over time. Students will enjoy views of the City from common rooms and study spaces. Apartments will be 45% single, 55% double occupancy. This masonry curtain wall building would have the top floor set back of five feet to bring it in line with surrounding buildings. The organizing principle in the façade includes bay windows. Sustainable design is a major goal. They are aiming to reach 26 points on the LEED scale.

Please see the hand-out on the MASCO FTP site: <ftp://pub.masco.org>

Discussion

Q: This speaker expressed 'strong objections'. What is the height of buildings that now face Brookline Avenue?

A: Saint Joseph's Hall is 68 feet high; other buildings are a little lower – 4 floors.

Q: Will the existing trees be removed and open space reduced? The speaker expressed concern that the large old trees will be replaced with saplings.

A: Sister Anne Donovan quoted the College President, Sister Janet Eisner, as saying "They will not have 'toy trees' on this campus". This is important to us. We have paid to purchase large caliper trees in the past and used cranes to put them in. We understand that this is an important issue and want the streetscape to be even more wonderful than before.

C: The speaker believes that these are arboretum quality trees and in 50 years the College could not have what it has now.

Q: Will there be any changes to the parking lot under the IMP Amendment?

A: No, the parking lot is leased to Merck.

Q: Will the parking garage remain the same?

A: Yes. The garage was built by Children's Hospital Boston 20 years ago. Emmanuel leases the land to Children's Hospital Boston and BIDMC. Parking will remain there until Emmanuel College decides to develop the site.

C: This speaker believes that Emmanuel eliminates green space and maintains parking spaces at substantial public expense, and that the IMP makes it look like Emmanuel will extend the curtain of buildings to make a complete wall on Brookline Avenue.

A: Sister Anne said that they would not do that. That is in the old master plan. We used some of the square footage that was approved under the 2000 IMP and put it towards this new project. In terms of open space, the lawn on The Fenway will be improved and with decent trees planted, it should be better than it is now.

C: Bernard Dooley noted that some surface parking is turned into green space as part of the project.

Q: How many students will be added to enrollment?

A: We have capped our enrollment at 1,750 and are currently at 1,642 (the totals vary per semester). The main reason for building this dorm is to try to bring students who are currently housed on other campuses or off-campus in hotels, back on-campus.

Q: I thought you rented dorm spaces to other colleges?

A: Yes, we used to be known as 'rent-a-campus'. Boston University was the last college leasing from us, but we have grown more quickly than anticipated and now occupy all of the student housing on-campus ourselves. We grew more after we went co-ed. We also have students at Howard Johnson's, the Inn at Longwood, and Wentworth.

Q: \$36 million for 200 beds - \$180,000 per bed is expensive. Are you aware of the cost to students and parents? Do you get a subsidized loan from the state?

A: We will not be subsidized; we will finance with our own equity and the bond market.

Q: The sidewalks along Brookline Avenue and The Fenway are not wide enough and do not make for a pleasant walk. Isn't this an opportunity to put the meters back in, and widen the sidewalks, or add a green trough?

A: We're working with BRA on opportunities to make the whole traffic situation workable for pedestrians and cars. The rendering does not show details of siting. Those details are still under discussion with the BRA. The final result has to work in its environment and for the public realm.

Q: Currently there is a fence around property. Would there be access in the future to the campus from that corner?

A: We hope not, for security purposes. Parents are concerned about security as it is an urban campus. We need to keep the campus enclosed and secure.

Q: The setback is inching toward The Fenway; this is not good precedent. Can you redesign with a larger set back? This should enhance the Emerald Necklace.

A: The BRA and our architects share your concern.

C: Sonal Gandhi pointed out that the BRA continues its design review to talk about materials, massing, green space and other project details.

Q: Emmanuel College pays no taxes; will it make PILOT payments instead?

A: One of the big contributions Emmanuel College made to the City was leasing land to Merck and giving up one-third of that land for a public roadway. We have given up valuable land in order to enable this area to operate better.

C: But you keep making money on Merck. Taxes are ongoing and non-profits need to contribute to pay for police and fire protection. There were the assaults in the Park during the last four weeks, one armed. There is no police protection and this is no longer a safe neighborhood, because it is not a high priority for police department.

A: We know what you are talking about. MASCO, the Colleges of the Fenway and Harvard area Security Offices have tried to fill in those gaps.

C: The commenter's opinion is that the reason is lack of tax revenues. 501 c3's have to contribute.

A: Point taken.

Q: There is a lack of green space in the campus area, not only at Emmanuel College, but at all campuses. As a result college students end up in the Back Bay Fens, an already overused park. The City has large financial needs and no funding for the Park. Open space continues to erode due to use by students. Formal team practices take place there and that is something that needs to be looked at in terms of permitting. What contribution will be made to the park system?

A: Emmanuel College is in the early stages of doing something with the Fens Park. It is too early to talk about, but we have an interest in helping to maintain the parklands. We take this issue seriously and are trying to make improvements.

Q: Will the height of the building fall within park guidelines of 70' height limit and 20' setbacks?

A: Yes.

C: The commenter's opinion is that the sidewalk is too narrow and too close to the street exposing pedestrians to dust, grit, tail pipe exhaust and muddy water. There are opportunities for lanes to be narrowed as the cars are not using up all the lanes. More space is needed for pedestrians. Maybe a combination of a small easement into your property and narrowing lanes would work? At [the BIDMC] Shapiro Center you can get away from the street. It would be nice to have the whole street (Brookline Avenue) designed with an internal path for pedestrians.

A: We will work with the BRA on the street edge along Brookline Avenue and The Fenway. We will try to make this the best we possibly can for Emmanuel and the pedestrians.

Q: Will this dorm include a single-loaded corridor? This speaker recommends moving the building to be angled off Brookline Avenue. The new building shows 100% of the triangle site is covered. It would be better to reorient it to open it toward the park landscape and toward the Gardner Museum.

A: Architects are listening and so is the BRA.

The meeting was adjourned.

Note: For people who would like to learn more about the Article 80 Planned Development Area (PDA) review, Large Project review process and/or Institutional Master Plan review process please see the flow charts in this booklet:

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

Summary prepared by: MASCO, Area Planning & Development: U. Hester, J. Henderson

Summary of the LMA Forum Meeting September 22, 2008

1. Updates BRA/MASCO

- Jan Henderson, Senior Planner with MASCO, welcomed everyone to the LMA Forum. She explained that the LMA Forum is co-sponsored by the Boston Redevelopment Authority (BRA) and MASCO for the purposes of the Article 80 project development review process. Participants introduced themselves and signed in.
- She noted that Sister Anne, from Emmanuel College, is inviting participants to a meeting on Monday, October 6, 2008 at 6 PM at the Boston Latin School Auditorium to discuss their proposed improvements to Clemente Field. A hand-out with information on the meeting was located by the door.
- Sonal Gandhi, Senior Project Manager with the BRA, reviewed the LMA Forum rules for conduct. The LMA Forum is being held in different locations as a way to familiarize participants with the different institutions and facilities. 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 reviewed LMA Forum projects in the pipeline:
 - The Isabella Stewart Gardner Museum project was approved by the BRA Board in April. They are currently undergoing Landmark Commission review.
 - Children's Hospital's 10-year Institutional Master Plan (IMP) was approved by the BRA Board in April and the Zoning Commission in May, 2008.
 - Joslin Diabetes Center IMP Amendment was approved. The National Development "Longwood Center" is under construction. Demolition has been nearly completed; they will be working on underground utilities for the next year.
 - The Dana-Farber Cancer Institute (DFCI) 'Yawkey Center' is under construction. They are excavating down seven floors; steel work will begin in November.
 - The Emmanuel College Science Center is under construction and the new residence hall was approved but has not started construction.
 - Wheelock College will present tonight an Amendment to their Institutional Master Plan for 4,000 square feet. Katelyn Sullivan is the BRA Project Manager. Please send comments to her at City Hall (or email: Katelyn.Sullivan.bra@cityofboston.gov) by October 15, 2008.
 - Vineet Gupta, Director of Policy & Planning with the Boston Transportation Department, will present tonight on plans for the Fenway/Longwood/Kenmore area.

2) Wheelock College

Roy Schifilliti, Vice President for Campus Life & Information Services at Wheelock College, reported that the Campus Center and Student Residence (CCSR) is currently under construction, and is slated to open in January. Over the winter Wheelock is hoping to renovate the Riverway House. This is the college's second project submitted to the BRA. It is mainly a renovation, with the addition of 4,000 square feet.

Please see the handout summary (at <http://pub.masco.org>) and the Institutional Master Plan Notification Form/Small Project Review Application for more information (copies were available for participants).

Over the winter Wheelock expects to move residents from the Riverway House to the CCSR, and then renovate the Riverway House. This will increase the campus's ability to house students on-campus by 39 new beds. Wheelock is aiming to house 70% of students on-campus (62-67% are currently on campus, out of 796 students total).

Mr. Schifilliti referred people to the document 'Service to the Community', which describes the Colleges of the Fenway and their joint work to support the community (copies were available for participants). COF students and faculty provide the equivalent of 95,000 work days worth of service at over 2,000 work sites throughout Massachusetts in one year alone. Service has been a part of the Colleges' missions since they were first founded a century ago.

Randy Kreie, Principal and Architect of DiMella Shaffer Architects, presented the renovation concepts for the Riverway House. The brick building will remain essentially unchanged on the side that faces the Riverway parkway. The fenced area to the left of the building will become a new handicapped accessible courtyard entryway. It will also be accessible from the rear of the building via the walkway that runs through the center of campus. Elevators will make the interior accessible. Offices in the lower level will become bedrooms. Two infill structures are proposed for the back of the building. Instead of using brick, which is unlikely to match the rest of the building, a pre-cast stone is proposed that is compatible with the rest of the campus. One infill project will be higher than the other to hide the mechanical equipment for the building. It will be located at the back of the building, away from The Riverway, out of the sightlines from the Riverway portion of the Emerald Necklace Park.

Sonal Gandhi reminded participants that the comment period ends on October 15th, 2008. Please send comments to Katelyn Sullivan at the BRA.

Discussion

Question (Q): You have 1,100 students and 500 beds on-campus? Please review the numbers.

Answer (A): Wheelock hopes to grow to 1,100 students by 2013. Wheelock houses about 536 of its 805 undergraduates on-campus. There are about 530 beds on-campus now. With the opening of the CCRS there will be 650 beds on-campus. With the opening of the renovated Riverway House the number will be closer to 680. We will be a few years ahead of the space needs at that point.

Q: Is there a rule about cars for students; can they park on campus?

A: Only seniors and graduate students can get an on-campus parking pass between 4:40-11 PM, for the garage under the Activities Building on Pilgrim Road.

Q: What kind of rooms will the renovated residence hall have?

A: Singles, doubles and triples. The lower level (basement) will be made more attractive to students with suites and singles located there. It is a half a flight down so the windows let in light.

Sonal Gandhi introduced Brenda McKenzie, the new Director of Economic Development at the BRA, to the LMA Forum before the next speaker.

3) Fenway/Longwood/Kenmore Transportation

Vineet Gupta presented transportation plans that have been evolving for the Kenmore/Fenway area. When he last presented to the LMA Forum the concepts were more far ranging. At this point the plans include improvements for a bicycle and pedestrian path linking the Riverway to Yawkey Station, and the redesign of Audubon Circle and Boylston Street. He reviewed the \$55 million Economic Stimulus bill for transportation improvements including \$12.5 million for roadway

improvements and \$5.6 million for signal and traffic improvements. \$400,000 is being used to create the Transportation Action Plan of action items to implemented in the near future.

Vineet reviewed plans for the 'Multi-Use' path that will run along the abandoned CSX rail spur, past the Fenway MBTA Station and the Landmark Center to Maitland Street. This 12-14' wide path will be designed for pedestrians and bicyclists and has been a long-standing vision of the community. In response to a question, permissions to share or purchase the right-of-way are under discussion now with CSX and the MBTA. There are maintenance issues to be accommodated.

Boylston Street is not friendly to pedestrians and bicyclists and a lot of new development is planned for or recently constructed in this area. The goal of the plan is to accommodate traffic, parking, pedestrian and bicyclists needs. The City will ask developers for 15' building setbacks so that all modes of travel may be accommodated including 15' sidewalks with street trees, bike lanes on both sides of the street, and two travel lanes with on-street parking.

A 'New Street' is proposed in the area between Yawkey Way and Kilmarnock Street. This would be a new north/south connector that would be built as new development takes place, leading to shorter blocks and pedestrian access interior to the blocks. It will also distribute vehicles and provide parking access to garages interior to blocks which will lead to less impacts to the area. It is also proposed that the 'U-turn' in front of D'Angelo's be removed where Brookline Ave. and Boylston Street meet, and be turned into a pedestrian landing with art and landscaping.

In Audubon Circle the traffic flow through and around the circle has been very difficult for pedestrians and cars. The new proposal includes turning the circle into a square, but leaving the circle in the paving itself. A bike lane is added which continues to Kenmore Square.

Please see the September 17, 2008 Presentation of Conceptual Design: Transportation and Pedestrian Action Plan presentation at this website: www.cityofboston.gov/transportation/flk

Discussion

Q: The 'New Street' runs through some buildings on Brookline Avenue. Will this require a 'taking' by the City?

A: No, it will not require a taking. The details are being worked out with the developers who own properties in this area including Samuels. The developers who have been contacted are supportive of the idea because it gives them more retail frontage and improves access.

Q: You propose to eliminate the right-hand turn at the intersection of Boylston and Brookline, but you won't take a building?

A: That's right. This plan would eliminate the roadway turning lane, but it won't take a building. The D'Angelo's site will be redeveloped over time. Currently there are only a few cars that make this movement, and they can turn right at Kilmarnock Street.

Comment (C): The speaker is strongly opposed to the "New Street" idea. He believes this will worsen traffic problems. A new left-hand turn lane will still lead to traffic issues that are not friendly to pedestrians. He offered Blackfan Street and the future BIDMC road, in the LMA, as test-cases to see if new roads through super-blocks alleviate problems.

Q: Is the Sears Rotary included in the Economic Stimulus package?

A: That is separate. The Army Corps will be reconstructing the rotary. They have worked with State agencies on the removal of the jug-handle.

Q: How can residents learn more about that project?

A: The Corps will be finalizing 90% complete plans in the next month and then they should become more public. They will be going through Landmarks Commission and Conservation Commission review shortly.

Q: Have you looked at the Economic Stimulus package versus the City's current plan? Can you explain what projects the \$55 million will be used for?

A: Vineet Gupta reviewed the first slide. The approximate cost estimates for this part of the work includes \$1.5 million in design and \$13 million in construction for a total of \$14.7 million. We need to work out an implementation strategy. In the Economic Stimulus bill there is \$5.6 million for traffic and \$12.5 million for right-of-way. The developers will be contributing with sidewalk cafes and public/private maintenance related to landscaping, paving and street furniture to ensure that it will be maintained over the long term.

Q: Can we find this presentation on-line?

A: By the end of the week it will be on the website: www.cityofboston.gov/transportation/fik
Everything will be listed there including all hand-outs and all public information.

The meeting was adjourned.

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Summary prepared by: MASCO, Area Planning & Development: J. Henderson