

# WHEELLOCK COLLEGE

## Institutional Master Plan Notification Form Project Notification Form *Campus Center and Student Residence*



submitted to  
**Boston Redevelopment Authority**

submitted by  
**Wheelock College Board of Trustees**

**October 10, 2006**

prepared by



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October 10, 2006

Mr. Mark Maloney  
Director  
Boston Redevelopment Authority  
One City Hall Square  
Boston, MA 02201

**Re: Wheelock College Institutional Master Plan Notification Form and  
Project Notification Form – Campus Center and Student Residence (CCSR)  
Boston, Massachusetts**

Dear Mr. Maloney:

On behalf of the Wheelock College Board of Trustees, I am pleased to submit this Institutional Master Plan Notification Form (IMPINF) pursuant to Section 80D of the Boston Zoning Code. This submission also contains the Project Notification Form (PNF) for the Campus Center and Student Residence (CCSR) project, the first proposed project, pursuant to Section 80B of the Boston Zoning Code.

This is Wheelock's first Institutional Master Plan. Wheelock College has not constructed a new building on its Boston campus in approximately forty years. After a two-year campus planning effort, new campus buildings and improvements have been identified and are described in this document. The three projects described in the IMPINF, expected to be constructed within the 10-year term of the IMP upon approval, include the CCSR (65,000 SF) residential (150 beds) and student life building (subject of the PNF contained herein), and East Wing (55,000 SF) and West Wing (75,000 SF) buildings which will provide additional beds, academic space and student life facilities. As the Wheelock IMPINF describes, these three buildings are located within the existing campus boundaries.

In order to maintain the long-term health and academic viability of the institution, Wheelock College will become a larger college, with the aim of increasing its population of undergraduates from approximately 670 students today to approximately 1,100 students in ten years. This student growth, accompanied by the campus building expansion described in the IMPINF, allows Wheelock to continue to house a large percentage of its students on-campus. By addressing its economic imperatives, Wheelock will be positioned to continue to provide the City of Boston and the region leadership in the fields of education, social work, juvenile justice and child life and maintain its many initiatives and partnerships with local civic, community and cultural organizations. Wheelock has a long history as a recognized leader in public education, and we are strongly committed to continuing that role in Boston and elsewhere.

I would be happy to answer any questions you may have considering this IMPNF-PNF and look forward to working with the Boston Redevelopment Authority as the long-term planning effort for Wheelock College continues to move forward.

Sincerely,

A handwritten signature in cursive script that reads "Jackie Jenkins-Scott".

Jackie Jenkins-Scott  
President

Cc: Paul McCann, Executive Assistant to the Director, BRA  
Thomas Miller, Director of Economic Development, BRA  
Gerald Autler, Project Manager–Institutional Development, BRA  
Paul Halloway, Mayor’s Office of Neighborhood Services  
Roy Schifilliti, VP for Administration and Student Life

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## Wheelock College Today

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### Mission and Objectives

Since 1888, Wheelock College has been educating leaders who improve the lives of children and families. Through nationally and internationally recognized programs in social work, education, juvenile justice, and child life, as well as a traditional liberal arts curriculum, Wheelock students are trained as both “thinkers” and “doers.” Field placements, a critical and formalized component of the academic curriculum, have made Wheelock students an essential part of the workforce at childcare centers, hospitals, and schools in some of Boston’s neediest communities. At Wheelock, the experience of going out into the world to make a difference begins in the first semester.

The mission of Wheelock College is to improve the lives of children and families. Wheelock is an institution with many assets: the strong commitment of faculty, staff, and students to Wheelock’s service-oriented mission; the prime location of campus, which offers both the convenience of central Boston and proximity to a nationally known historic park network; and a unique, highly respected curriculum that attracts a diverse array of students.

Today, Wheelock serves a diverse student body of over 650 undergraduates and 350 graduate students. Approximately 20 percent of Wheelock’s students come from the City of Boston and according to Wheelock’s ALANA program (which supports African, Latino, Asian and Native American students) approximately 22 percent are members of minority groups. Students value the personalized attention they receive from faculty as well as the intimacy and convenience of their small-college experience. They appreciate the charm and character of their compact, early-twentieth-century campus. Most of all, however, they value the high quality education and “real world” experience they receive at Wheelock.

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### Academic Programs

Wheelock College offers its students numerous undergraduate multidisciplinary arts and science majors and excellent professional and graduate opportunities. What makes Wheelock College distinct from other colleges and universities are the

program divisions it offers including Arts and Sciences, Child and Family Studies, Education, and Social Work.

Undergraduate programs are aimed at educating students who want to make a difference for children and families as the way to create a better world. Students find a combination of intellectual, creative and practical real-world learning experiences through their education. Wheelock College offers thirteen undergraduate majors including the following: American Studies, Arts, Certificate in Human Services, Child Care Specialist, Child Life, Early Childhood Care and Education, Elementary Education, Human Development, Humanities, Juvenile Justice and Youth Advocacy, Math and Science, Social Work, and Special Education. An Arts and Science major at Wheelock College provides its students with the foundation for lifelong learning, and the understanding of underlying beauty, interconnections, and methods of inquiry that characterize the arts, humanities, social sciences, and natural sciences.

In addition, Wheelock's professional programs prepare students to become early childhood, elementary, and special education teachers; social workers; child life specialists; and juvenile justice advocates. All students at Wheelock receive a foundation in human development as an integral part of their first year experience and learn through field/clinical experiences.

Graduate students at Wheelock College are taught how to become professionals who are leaders and advocates for children and families. The College offers professional development courses, a post-baccalaureate program, a master's degree program in one of ten areas of study within Education, Child and Family Studies, and Social Work, or a post-master's certificate of advanced study. Graduate programs include the following: Human Development, Birth to Three, Child Life and Family Centered Care, Child and Family Studies, Early Childhood Education, Elementary Education, Language and Literacy, Leadership and Administration, Certificate in Parenting Education, Special Education, Social Work, and Urban Teaching. All of Wheelock's graduate students acquire a knowledge base in human development, multiculturalism, and research. Wheelock is ranked in US News & World Report as one of the Top Masters Degree Programs in North America.

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## The Future of Wheelock College

Wheelock's trustees have determined that the College must add to its undergraduate enrollment in order to maintain the long-term health and academic viability of the institution. Within the next decade Wheelock will become a larger college, with the aim of increasing its population of undergraduates from approximately 670 students today to approximately 1,100 students. It is important to note that the decision to grow the College does not involve expanding beyond its existing campus boundaries. All of the changes proposed in this IMPNF will be built on Wheelock's existing land on the Boston campus. The decision to increase the size of the College arises out of several considerations as described in the following sections.



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## Academic

Wheelock College must grow to remain competitive academically; to have the scale that allows for breadth and depth in curriculum and training and to arrive at a teacher student ratio that is academically and economically sustainable. In the ever competitive marketplace of higher education, no college can stand still. The academic mission of the College “to improve the lives of families and children” is the imperative that demands that Wheelock undertake necessary changes to its campus to underscore its foremost commitment to be a learning community with both a policy leadership role and a professional development role in important fields of study that sustain our society.



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## Financial

Wheelock’s financial health requires that it increase its revenues and maintain close attention to its expenses. The investments in Wheelock’s future that this Institutional Master Plan (IMP) describe have been arrived at after careful examination of the economic forces that affect small colleges and of the opportunities they have to build on their strengths to thrive academically.



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## Social

For decades, Wheelock students have demonstrated their commitment to improving the lives of families and children by their choice of professions, especially in education and social services—and with an emphasis on service in urban areas. Wheelock’s vision and values embrace the well documented needs for highly trained professionals in the humanities, child development, education, juvenile justice, and social work. The campus improvements proposed in this IMP are essential to achieving our mission and to maintaining our commitments to country, city and community.

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## Wheelock’s Campus Planning

The Wheelock College community engaged in an intensive year-long process to arrive at an overall facilities framework for its campus. This was the first strategic campus planning effort in the College’s history. It is designed to serve as a roadmap for the future of the campus and the projects that comprise the initial stage of this road map are the subject of this Institutional Master Plan Notification Form (IMP NF).



The framework reflects a shared understanding about what kind of place Wheelock should be in the years to come. It lays the groundwork for a college that is growing in size, influence and the quality of environment it provides for its students.

Wheelock's leadership was committed to an open, inclusive, and transparent campus visioning process. The aim was not simply to plan for the Wheelock community, but to plan with the Wheelock community; to create a vision for the campus' future that reflected not just the priorities of administrators, but of the whole campus community. The result was a truly participatory planning process that engaged students, faculty, staff, administrators, and trustees at every stage, and which marked the creation of a new "culture of planning" at the institution.



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## Plan Vision

The vision of this facilities framework is to recreate the Wheelock campus as an environment that fully supports and enhances the College's vibrant community of learning: a community where learning takes place at all hours of the day and in all areas of campus; where academic and campus life spaces flow into one another; and where informal social, study, and recreation spaces are the literal foundation on which the rest of the campus' facilities reside.



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## Goals and Objectives

The objectives for the campus which arose out of this planning process are:

1. **Strengthen Wheelock as a learning community.** Wheelock requires an abundance of bright, inviting, and inspiring spaces that support learning and community-building.
2. **Support future efforts to expand Wheelock's global reach and policy leadership role.** Wheelock requires spaces into which it can invite policy leaders, advocates and practitioners from around the world, as well as spaces that support policy research activities.
3. **Accommodate a significant increase in student population.** Wheelock requires a lively campus in which it can comfortably accommodate—and provide support services for—an undergraduate population of 1,100.
4. **Create a direction for Wheelock that "thinks big" while respecting spatial and financial resources.** Wheelock has many goals to accomplish and many activities to accommodate on its campus, but a workable capital investment plan must take into account both financial realities and the space constraints of Wheelock's urban location.

5. **Lay the foundation for filing an Institutional Master Plan with the Boston Redevelopment Authority.** Major construction and renovation projects require City approval. Before Wheelock begins to make significant capital investments, the College must provide the BRA with a comprehensive plan for campus growth.
6. **Promote sustainability as the campus expands.** Wheelock will apply appropriate environmentally protective measures, when feasible, in the construction of its new buildings and their operations as yet another aspect of the College's commitment to sustainability.

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## Wheelock's Neighborhood Context

Wheelock planning recognizes its context as part of a neighborhood rich in institutions. Just around the block is the Longwood Medical Area: a busy and growing district that includes Children's Hospital, Beth Israel Deaconess Medical Center, Brigham and Women's Hospital, Dana-Farber Cancer Institute and Harvard Medical School (see Figure 1-1). Other neighborhood institutions also help make this area a hub for higher education. Nearby colleges and fellow members of the Colleges of the Fenway consortium are Emmanuel College, Wentworth Institute of Technology, Massachusetts College of Art, Massachusetts College of Pharmacy and Allied Health Sciences, and Simmons College.

To the south of the Wheelock Campus is Simmons College Residential Campus, where five-story residence halls are arranged around a traditional college quadrangle. To the west of Wheelock lies the Winsor School, a private secondary institution for young women, and further west is Temple Israel, one of the oldest Jewish Reform Congregations in New England. A residential condominium building borders the campus on the east, and across Park Drive is the renovated and rebuilt Landmark Center, now home to a movie theatre and several upscale retail chains.

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## Existing Campus Land Use and Facilities



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### Boston Campus

Located in the historic Fenway neighborhood of Boston, Wheelock's main campus is bounded by the Riverway, Pilgrim Road and Short Street. It is situated linearly along the Riverway, part of the Frederick Law Olmsted-designed "Emerald Necklace" of urban parks and parkways. At just 2.88 acres in size, Wheelock is a modest presence



in a very busy section of the city. Most campus buildings face the Muddy River, located across the four-lane Riverway and buffered by a narrow nature park.

Wheelock's main campus is small and its character varies with distance from the Riverway. Overall, the character of the Wheelock main campus is an eclectic collection of buildings in a well maintained landscape. A series of internal open spaces create a "spine" that organizes the campus and provides a route through its center with access to nodes of activities along the way. To the north of the spine, the area along the Riverway presents the campus' public realm but unfortunately is shared with the busy and noisy portion of the Emerald Necklace—the Riverway roadway. Additionally, the well-kept buildings and attractive landscaping across the Wheelock campus demonstrate that maintenance is clearly a priority for the College.

The decision to increase the number of undergraduates will require investment on the part of the College to improve the campus and to provide the facilities necessary to meet the expectations of today's students and to serve their academic and social needs. Wheelock seeks to achieve a land and building use pattern that supports a vibrant mixed-use academic environment; an environment that is active throughout the day and that makes full use of limited space.

Over time it is Wheelock's intention to upgrade and reorganize its academic facilities, to provide classrooms that are correctly sized for the number of students in the class, are equipped with the technology needed to support pedagogy, and that can accommodate larger groups of students (30-40 people). Other facilities improvements include: upgrading math and science labs; moving faculty offices out of dorm basements; and locating all academic deans—and those faculty primarily serving undergraduates—on to the main campus.

Another organizing principle for future campus development is that the first and second floors of all Wheelock's buildings are to be used to serve the entire campus community. Locating these activities in this manner will not only make the campus "feel" bigger to everyone, it will also provide a coherence to the campus to create a stronger community of learning and living.

Wheelock also anticipates improving and reorganizing its administrative facilities, including better accommodations for student service functions (e.g., co-locating services for "one-stop shopping;" proper waiting and conference room areas for functions such as financial aid, admissions, and the Center for Career Development); and new centralized Maintenance and Facilities area so that the space facilities is currently using can revert back to the Wheelock Theatre.



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## Campus Life

A vibrant, 24-hour, 7-day a week student presence on campus is critical to strengthening Wheelock as a learning community. A mix of new and renovated housing will improve Wheelock's ability to attract the best students.

Campus life spaces are increasingly necessary on today's college campuses to provide environments that foster communities of learning. These spaces also provide an on-campus destination for students, helping to engage students in on-campus programming.

In the buildings described in this plan, Wheelock plans to incorporate bright, welcoming spaces that support community building, group learning, gathering, and relaxation.



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## Campus Buildings

Wheelock currently operates 13 buildings, totaling 352,242 net square feet (NSF), 10 of these buildings are located on the main campus in Boston (see Figure 1-2, and Table 1-1), and the remaining three are situated close to one another in the neighboring town of Brookline.

Most of Wheelock's buildings were built in the early decades of the 20<sup>th</sup> century for non-academic purposes, formerly hotel and apartments. They boast stately and attractive exteriors, but require intensive, ongoing renovation to remain serviceable for academic and student life purposes. Maintaining buildings of this vintage is also costly and a continuing challenge. The Wheelock community appreciates the unique character of these buildings, but complaints about climate control and the cost and aggravation of maintaining aging infrastructure are common. Information on Wheelock's facilities is compiled in Table 1-1 below.

**Table 1-1  
Existing Campus Buildings**

Building Name	Address	Current Use	Year Built	Floor Area (NSF)	Condition
<b>BOSTON CAMPUS</b>					
Wheelock Library	132 The Riverway	Library, Offices	1915	21,930	Fair
Classroom Building	25 Pilgrim Road	Classrooms, Student lounges, Offices	1941	22,092	Good
Pilgrim House	39-41 Pilgrim Road	Residence Hall, Offices, Student Center	1911	31,558	Needs Improvement
Activities Building	180 The Riverway	Theater, Classrooms, Offices	1967	78,232	Fair
Peabody Hall	210 The Riverway	Residence Hall, Dining	1910	60,656	Fair
Administration Building	200 The Riverway	Admissions, Offices	1900	8,712	Fair
Riverway House	160-162 The Riverway	Residence Hall, Offices	1915	36,940	Needs Improvement
Longwood House	154 The Riverway	Residence Hall, Offices	1914	18,544	Good
<b>BROOKLINE CAMPUS</b>					
Brookline Campus	43 Hawes Street (Brookline)	Classrooms, Offices, Dining,	1902	46,599	Good
Colchester House	116 Colchester Street (Brookline)	Residence Hall	1941	19,468	Good
President's House	295 Kent Street	President's Residence	1880	7,511	Good
<b>TOTAL</b>				<b>352,242</b>	



## Parking, Transportation and Circulation

Parking will be developed under new buildings when it is both physically and financially feasible. Wheelock will continue to educate its population about alternatives to driving to campus, and continue to offer strong incentives for use of these alternatives. Wheelock will also consider creating other disincentives for driving to the campus (e.g., charging a higher fee for parking). Independently as well as through collaboration with the Colleges of the Fenway and the Medical Academic and Scientific Community Organization, Inc. (MASCO), Wheelock will continue to look for opportunities to better serve the transportation needs of all segments of the campus population.

In addition, Wheelock will seek to improve its pedestrian environment by working with the City of Boston to add crosswalks at dangerous intersections, such as, across Riverway at the Wheelock Library. Wheelock will also work with others concerned



about pedestrian safety to improve lighting along the Riverway Park path to encourage use of that route to the Longwood Station on the MBTA's Green Line.



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## Urban Design

The College looks to build on the visibility and familiarity of the Wheelock Family Theatre to bring greater visibility to its small campus. Wheelock also looks forward to introducing an inviting new Welcome Center that would occupy a strategic location at the center of the Wheelock campus.

A vibrant indoor/outdoor public realm that extends all the way across the campus is also envisioned whereby the activity along the outdoor "spine" of open spaces is reinforced by active uses on the first two floors of new buildings as program allows. These active uses would be a wonderful mix of vital campus life functions, such as dining, Welcome Center, bookstore, recreation areas, and other active spaces required for the campus community.

Stronger off-campus pedestrian connections can be created by pursuing additional lighting and crosswalks that would improve the safety and clarity of pedestrian paths between main campus and the Brookline buildings, as well as between Wheelock facilities and T-stops at Longwood, Fenway and Beacon Street.



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## Campus Open Space

Out of the varied spaces between its buildings, Wheelock has carved a number of attractive, well tended, and modestly sized open spaces that are highly valued by the Wheelock community. These spaces have the potential to become the nodes on the anticipated continuous open space spine that might weave through the campus.

The linear green campus edge along the Riverway is heavily used but offers little privacy and the noise is a nuisance during college events. The College needs a magnet attractive well- designed open space, more quad-like, and framed primarily by Wheelock buildings that open on to it. Such a space would provide a more intimate place for the Wheelock community for daily encounters and also for special events. The Courtyard proposed in this IMP is intended to serve those purposes and replaces the green area along the Riverway.

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## Riverway Park

Riverway Park provides the College with a nearby attractive open space amenity. Located across a four-lane road from Wheelock's main campus, the nature park incorporates a classic stone footbridge, a gazebo, access to the Muddy River, amid a heavily planted array of trees and plants. A pedestrian path through the park serves

as the shortest route from main campus to the Longwood MBTA Station and to Wheelock's Brookline campus. Riverway Park provides the College with attractive views, a recreation resource, and an "outdoor laboratory" that has been used in some college courses and programs. However, trips across the dimly lit park at night or in inclement weather are a significant safety concern for the Wheelock community.

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## Wheelock Employment

Wheelock employs a workforce of about 319 employees, (full and part time) of which nearly 11 percent of these employees are Boston residents. In addition, approximately 700 Wheelock alumni work in Boston, many in education and social service, and nearly 900 Wheelock alumni reside in Boston.

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## Planning and Change

Planning is not an activity that occurs once every ten years, or even every five years. It is an ongoing activity in which colleges must respond to current and future needs given financial, academic, and spatial constraints. It is expected that as Wheelock continues to refine its programs and enrollment, and as time passes and the exigencies for renewed facilities evolve, the College will continue to engage with the City, its neighbors and nearby institutions about its needs and its proposed plans.



Vanasse Hangen Brustlin, Inc.

Figure 1-1  
Aerial Context Plan

Wheelock College  
Boston, Massachusetts



Vanasse Hangen Brustlin, Inc.

Figure 1-2  
Existing Campus Plan

Wheelock College  
Boston, Massachusetts



0 40 80 Feet

## Proposed IMP Projects

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### Introduction

Over the past three years Wheelock College has been guided by its new leadership team through an assessment of its strategic direction for the future. Open to all members of the Wheelock community, this dialogue examined the mission, programs, financial position and campus facilities. This Institutional Master Plan Notification Form and the campus planning framework, on which it is based, are products of that inquiry.

This is Wheelock's first Institutional Master Plan. Indeed, Wheelock has not constructed a new building on its Boston campus in about forty years. This fact alone suggests that the College is due—perhaps even overdue—for significant changes and improvements on its campus to provide modern facilities for its students and faculty.

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### Proposed IMP Projects

Wheelock College is proposing the following three projects during the term of this IMP:

- **The Campus Center and Student Residence (CCSR).** The CCSR is the initial project in the anticipated renewal program for the campus and the only one that the College is ready to proceed with at this time. It includes construction of a six-story building of approximately 65,000 gross square feet (GSF). The proposed building will contribute to the shaping of a new courtyard which will replace a portion of the existing Pilgrim Road Surface Parking Lot. An above grade walkway connector to the Library is anticipated to be part of this project as well as surface parking and loading for the building on the balance of the existing parking lot. The Project Notification Form (PNF) portion of this filing relates solely to the CCSR.

Two other projects are contemplated within the term of the IMP which address the College's compelling needs to fulfill its mission and reach its benchmarks but for

which there is neither a set timetable nor sufficient financial resources at this moment (see Figure 2-1). They include:

- The **East Wing** is sized at approximately 55,000 GSF and will provide additional dormitory, student life and academic space as well as loading and service facilities.
- The **West Wing** of approximately 75,000 GSF of housing, student life and academic space would be built on the site of the existing Riverway House which would be demolished. If feasible, the West Wing will include the construction of about 25 below-grade parking spaces and will be accessed via an existing ramp below the Wheelock Family Theater.

**Table 2-1**  
**Building Program – Proposed IMP Projects**

	Student Beds		Approx. Area
<b>Current Proposed Project</b>			
<b>CCSR (subject of PNF)</b>			
Residential	150	new beds	37,500
Student Life / Multipurpose Dining (250 seats)			27,500
<b>TOTAL</b>			<b>65,000 SF</b>
<b>Additional IMP Projects</b>			
<b>East Wing</b>			
Residential	70	new beds	17,500
Student Life / Multipurpose			23,000
Academic / Administrative			15,000
<b>TOTAL</b>			<b>55,000 SF</b>
<b>West Wing</b>			
Residential	180	new beds	50,000
Student Life / Multipurpose			16,000
Academic / Administrative			9,000
<b>TOTAL</b>			<b>75,000 SF</b>
<b>TOTAL New IMP Projects</b>			<b>195,000 SF</b>
Less Riverway House Demolition	(100)	existing beds	(37,000) SF
<b>Total Net New IMP Construction</b>	<b>300</b>	<b>net new beds</b>	<b>158,000 SF</b>

## Campus Center and Student Residence Project

The proposed CCSR will be located along the Riverway between the existing Longwood House and the Library on the northeast portion of campus (see Figure 2-2 through Figure 2-4). A major objective to be accomplished through the construction of the CCSR is to provide the campus with a prominent “face” to the College. The CCSR will add an important building edge to define the new Campus Courtyard, also a component of the CCSR project, and protect it from the intrusions of the Riverway. The Courtyard will be a significant green space on campus for students, faculty, and staff to enjoy everyday and for special occasions. Plans include a footbridge between the CCSR and the adjacent Library located on the second level. Inside the CCSR building, the first and second floors will comprise a main dining area and general entrance, a residential lobby, and spaces for student activities. The top four floors will contain rooms for approximately 150 students to reside (see Figure 2-5 through Figure 2-11).

**Table 2-2  
Building Program - CCSR**

Building Area		65,000± SF
Residential (150 new beds)	37,500 SF	
Student Life / Multipurpose	27,500 SF	
Dining (250 seats)		
Height		6 stories To match adjacent Library
Parking Spaces (57 existing spaces)		
Spaces Removed		35± spaces
Spaces Remaining		22± spaces

The transportation impacts of the CCSR are discussed in Chapter 4 Transportation while the environmental and infrastructure impacts of the CCSR are discussed in Chapter 5 Development Review Components.

## Zoning



### H-2 Zoning District

Wheelock’s campus is located entirely within an H-2 zoning subdistrict. In this subdistrict, College or University Use is a conditional use. The zoning establishes a maximum floor area of 2.0 but does not establish other dimensional requirements.



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### Groundwater Conservation Overlay District

Wheelock's campus is located within the Groundwater Conservation Overlay District. Wheelock intends to incorporate systems into its IMP projects which meet the groundwater conservation standards of Article 32.



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### Restricted Parking District

Wheelock's campus is located in the Restricted Parking Overlay District. Accordingly, no off-street parking is required for any new Wheelock projects and any parking that is provided is a conditional use.



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### Institutional Overlay District

Wheelock's campus is also located in the Institutional Overlay District. In this district, certain institutional uses that would otherwise be allowed as of right are treated as conditional. Accessory parking is also treated as a conditional use. As discussed immediately above, however, College or University Use is already a conditional use in the H-2 subdistrict and accessory parking is a conditional use within the Restricted Parking Overlay District.



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### Institutional Master Plan

Article 80D of the Code sets forth the requirements for IMP review. IMP review is designed to assess the combined aspects of an institution's overall development program and provide the public with an opportunity for comment and review. Under Section 80D-11 of the Code, any project which receives a Certification of Consistency with an applicable IMP is deemed to comply with underlying zoning. As such, the underlying zoning requirements discussed above will be superseded by Wheelock's IMP, once approved.

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## Housing Goals

Increasing on-campus student housing is essential to Wheelock's future growth and responds to a well-understood desire of the City and community to continue to provide housing for a large percentage of students in the City. As of spring 2006, Wheelock had a total enrollment of approximately 670 undergraduate students and 350 graduate students.

To date, all of Wheelock’s undergraduate housing has been located within the main campus in Boston. For the future Wheelock plans to increase on-campus student housing to serve a growing enrollment and thriving institution. As mentioned earlier, Wheelock needs to grow to sustain itself as a viable academic institution and to remain competitive.




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## Housing Demand

The demand for additional on-campus housing continues to grow as enrollment is growing so creating housing on campus is a priority for Wheelock. Currently Wheelock houses 470 of its 670 undergraduate students on-campus (70 percent).

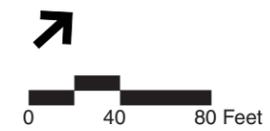
With the CCSR Project, Wheelock seeks to add approximately 150 new beds to the campus housing inventory. When the East Wing and West Wing buildings are built, all three projects will provide approximately 300 net new beds, thus increasing its on-campus undergraduate housing inventory to 770 beds. Assuming the undergraduate student population increases to approximately 1,100 students in 10 years (the length of this IMP), the goal of 770 total beds will maintain the 70 percent on-campus undergraduate student beds.

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## Project Team

<b>Proponent</b>	<p><b>Wheelock College</b>                  200 The Riverway                  Boston, MA 02215                  (617) 879-2000</p> <p>Contact:                  Roy Schifilliti                  Vice President, Administration and Student Life</p>
<b>Campus Development Consultant</b>	<p><b>CD + A</b>                  20 Copley Street,                  Brookline, MA 02446                  (617) 232-9051</p> <p>Contact:                  Catherine Donaher</p>

<b>Permitting, Infrastructure and Transportation Consultant</b>	<b>Vanasse Hangen Brustlin, Inc.</b> 101 Walnut Street Watertown, MA 02472 (617) 924-1770  Contacts: Sean M. Manning, P.E., P.T.O.E. Felipe Schwarz, AICP
<b>Architect</b>	<b>William Rawn Associates, Architects, Inc.</b> 10 Post Office Square, Suite 1010 Boston, MA 02109 (617) 423-3270  Contacts: William Rawn, AIA Erik Tellander, AIA
<b>Legal Counsel</b>	<b>Goulston &amp; Storrs, PC</b> 400 Atlantic Avenue Boston, MA 02110-3333 (617) 482-1776  Contact: Matt Kiefer, Esq. Abbe Perlman, Esq.
<b>Framework Plan Consultant</b>	<b>Goody Clancy Associates</b> 420 Boylston Street, Boston, MA 02116-3866 (617)262.2760  Contact: Dennis Swinford



**Proposed IMP Projects**

- 1 Campus Center and Student Residence (subject of PNF)
- 2 East Wing
- 3 West Wing

**Vanasse Hangen Brustlin, Inc.**

Figure 2-1  
Proposed IMP Projects

Wheelock College  
Boston, Massachusetts



**Vanasse Hangen Brustlin, Inc.**

Figure 2-2  
View of Campus from the Landmark  
Center

Source: William Rawn Associates, Architects, Inc.

Wheelock College  
Boston, Massachusetts



**Vanasse Hangen Brustlin, Inc.**

Figure 2-3  
View from Path along the Muddy  
River

**Source:** William Rawn Associates, Architects, Inc.

Wheelock College  
Boston, Massachusetts



**Vanasse Hangen Brustlin, Inc.**

Figure 2-4  
View from Path along the Muddy  
River

Source: William Rawn Associates, Architects, Inc.

Wheelock College  
Boston, Massachusetts



**Vanasse Hangen Brustlin, Inc.**

Figure 2-5  
Site Plan

Wheelock College  
Boston, Massachusetts



▲ Building Entry

**Vanasse Hangen Brustlin, Inc.**

Figure 2-6  
Ground Floor Plan

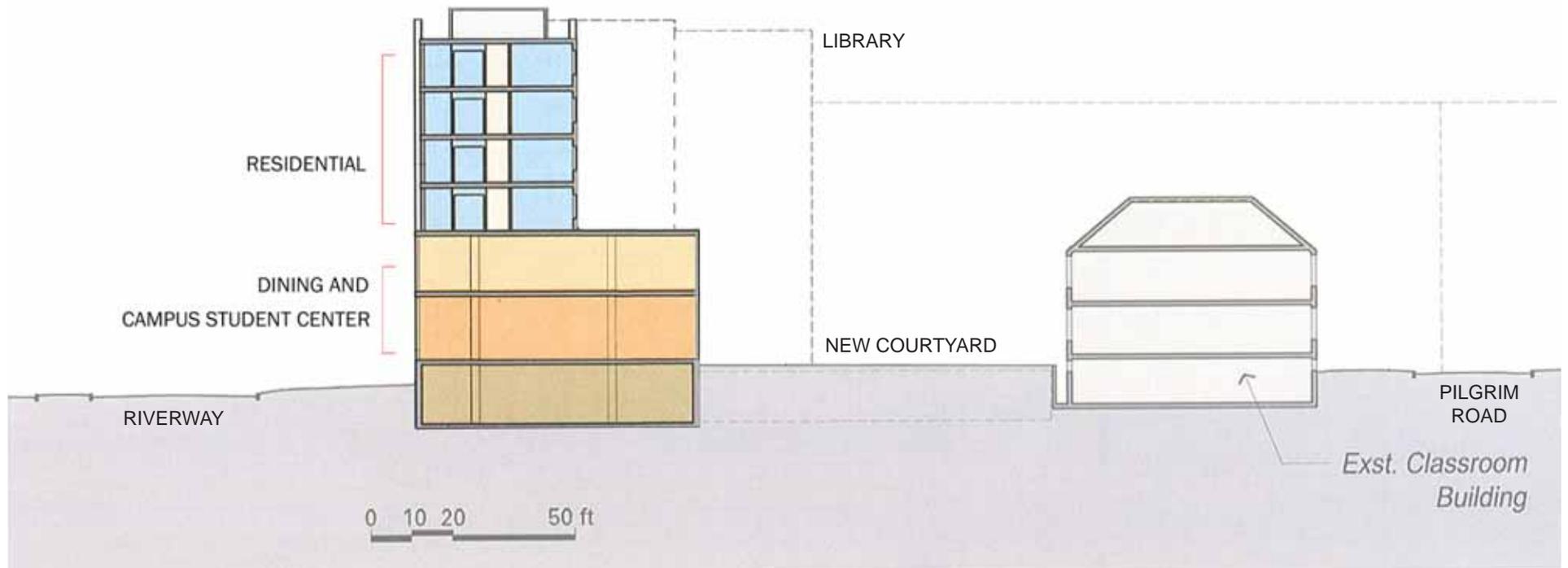
Wheelock College  
Boston, Massachusetts



**Vanasse Hangen Brustlin, Inc.**

Figure 2-7  
Typical Upper Floor Plan

Wheelock College  
Boston, Massachusetts



**Vanasse Hangen Brustlin, Inc.**

Figure 2-8  
Building Section

Wheelock College  
Boston, Massachusetts



--- Building Massing Outline of CCSR

**Vanasse Hangen Brustlin, Inc.**

Figure 2-9  
View of the CCSR from the Landmark  
Center

Source: William Rawn Associates, Architects, Inc.

Wheelock College  
Boston, Massachusetts



--- Building Massing Outline of CCSR

**Vanasse Hangen Brustlin, Inc.**

Figure 2-10  
View of the CCSR from Path along  
the Muddy River

Source: William Rawn Associates, Architects, Inc.

Wheelock College  
Boston, Massachusetts



--- Building Massing Outline of CCSR

**Vanasse Hangen Brustlin, Inc.**

Figure 2-11  
View of the CCSR from Pedestrian  
Path crossing the Riverway

Source: William Rawn Associates, Architects, Inc.

Wheelock College  
Boston, Massachusetts

## Community Benefits

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### Introduction

Throughout its entire history Wheelock College has been committed to making the community and region a better place to live and work. As Boston's leading institution preparing students for careers in education, social work, juvenile justice and the field of child life, Wheelock is committed to honoring Boston's history as an educational hub. Wheelock has a unique opportunity to support local initiatives and create partnerships with local civic, community and cultural organizations. Wheelock welcomes the challenge and knows it can achieve this only by incorporating the needs and interests of our various community partners.

Wheelock College contributes greatly to our host communities of Boston and Brookline through notable programs and events. Many students, staff and faculty are active volunteers, contributing their time to a wide range of activities including education and literacy programs, youth sports, neighborhood development initiatives and the arts. Every student (graduate and undergraduate) must fulfill community-based field work to graduate. Wheelock students contribute an estimated 100,000 hours of civic service work every academic year. More than 60 percent of Wheelock students put in between 75-300 hours of service learning work each year. Of the 270 organizations where Wheelock places its students, 50 percent are in the City of Boston.

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### School Projects

Wheelock supports many special initiatives and projects in the Boston and Brookline Public Schools.



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### Boston Higher Education Partnership

Boston Higher Education Partnership (BHEP) is a learning community that creates a culture of reflection and mutual learning and new avenues for collaboration for its members. It is the oldest partnership of its kind in the country designed to match the

strength of area institutions of higher education with the needs of public school teachers and children. Many colleges and university members have their own in-depth partnerships with individual public schools in Boston. Wheelock currently has 41.



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### **Beacon Academy**

Wheelock, Simmons and Temple Israel are supporting this new start- up privately funded school for eighth graders.



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### **Fenway High School**

Wheelock hosted and participated in the Strategic Planning Project for the Fenway High School. This pilot school is a neighbor of Wheelock.



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### **Wheelock College Teacher Bound Project**

Collaborating with the Boston Public Schools Teacher Preparation Initiative, Wheelock initiated the Teacher Bound Project beginning summer 2005. This initiative seeks to utilize the combined resources of the Boston Public Schools and Wheelock to prove a coherent career path from high school to college that is designed to help students, the vast majority of whom are students of color and English language learners, to achieve at high academic levels, graduate from college and go on to become early childhood educators. This new initiative will include a summer and After School Program for six cohorts of 20 students. Wheelock will develop curriculum to support re-collegiate and collegiate Teacher Bound Fellows, identify undergraduate and graduate student mentors, and provide supervision for re-collegiate and collegiate Teacher Bound Fellows. The program will be located at Wheelock.



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### **The Boston High School Reform Initiative**

Several years ago, Boston School Superintendent Payzant asked each higher education institution who was a member of the BHEP, irrespective of whether the institution offered a secondary teacher preparation program, to find a way to be involved in the Gates and Carnegie funded Boston High School Reform Initiative. The College has had two sites of involvement in this work – the Boston High School Student Research Project and the Community Engagement Effort of the Carnegie and Gates funded small school initiative.



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### **Wheelock College/Mason Pilot School Partnership**

When Wheelock redesigned its graduate program in teaching students with special needs in the early 1990's, it did so in collaboration with several schools, and what is now the Mason Pilot School was one. The Wheelock/Mason partnership has continued uninterrupted since then and has grown richer and deeper with time. One feature that has remained constant is the placement of year-long interns in Mason's fully inclusive classrooms. Interns work alongside mentor teachers and learn from them, and from Wheelock instructors and supervisors, the nuances of developing a supportive classroom ecology, using differentiated teaching strategies, managing behavior, collaboratively solving problems, using formal and informal assessments, and enacting a commitment to equity for all children in a multiracial, multicultural society. What has changed are the many Wheelock alumna who have become classroom teachers at the Mason, continuing the cycle of mentoring new graduate students, and alumna who have been Principal interns under the guidance the Mason's visionary leaders.



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### **Orchard Gardens Pilot School Partnership**

Wheelock College and Orchard Gardens K-8 Pilot School developed a partnership in the Fall of 2003 to advance student achievement, provide opportunities for professional development of inservice teachers, and prepare the next generation of teachers, particularly in the area of literacy. A corpus of tutors who are graduate students in Wheelock College's Master's programs preparing to become reading specialists work with fourth and fifth grade Orchard Garden students over the course of the year in an after school literacy tutorial program. The tutees are jointly identified by Orchard Gardens School and the Director of the Wheelock College Literacy Laboratory. An experienced Wheelock College faculty member teaches the Wheelock Literacy Laboratory students and the participating mentors and classroom teachers with the goal of increasing teachers' understandings of literacy development as measured by expanded practices in the classroom. Additionally the Wheelock students support improvement of first graders' reading and writing proficiency, as measured by the Clary Observation Survey Teachers from Orchard Gardens mentor the master's students as the master's students create workshops on various aspects of children's literacy that are presented to parents and school support staff. A goal of this partnership is to develop a school-wide understanding of, and commitment to a research-based, balanced literacy program, as demonstrated by the participation of all members of the community in on-going conversations about balanced literacy and as reflected in the school curriculum.

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## Community Services

This section describes the community service programs and initiatives by Wheelock groups.



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### Jumpstart

Wheelock College and Jumpstart launched a formal partnership in the fall of 2005. Jumpstart is a national non-profit organization that pairs college students with preschoolers to provide one-to-one attention in literacy, language and social skills. The formal partnership included having a full-time staff person on campus and having Wheelock students focus solely in the Roxbury area as part of the School Readiness for all Initiative. The Wheelock Jumpstart site has the largest percentage of student participation of any college or university in the Boston area. Our site continues to be cited as a national model. Our Wheelock students served at Ruggles/Gilday, Walnut Grove Head Start, and Crittenton Early Ed. Center in 2005-2006. Each Wheelock student commits to completing 300 hours of service in one academic year. 45 Wheelock students served in the Roxbury community this year. Wheelock students have dedicated more than 10,000 hours of service in the Roxbury community already.

Jumpstart's School Readiness for All Initiative, which is a community-focused initiative with the goal of providing a Jumpstart mentor to every at-risk four-year old child in Roxbury. The initiative launched in 2004, when Jumpstart served 60 children in Roxbury. With the start of the Wheelock program in 2005, Wheelock was able to serve more than 200 children last year, more than a three-fold increase in children served! Due to the strength of the growing Wheelock-Jumpstart partnership, the program is anticipated to grow again, reaching more than 300 children across Roxbury in 2006-2007.



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### Policy Interns

Wheelock College initiated a new Policy Fellows program in spring 2006. Two policy interns are placed to work at the State House with the Children's Caucus, a group of legislators interested in developing legislation for children, and the Education Committee of the Massachusetts legislature. This initiative was designed by our Government Affairs Department and Academic Affairs.



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## Massachusetts Lesbian, Gay, Bisexual, and Transgender Early Childhood Initiative

Wheelock College is one of the leaders of the groundbreaking “Making Room in the Circle” course, which focuses on how early childhood educators can create welcoming environments for all families including LGBT. The LGBT Early Childhood Initiative, which came together as an advisory group for “Making Room in the Circle,” is a consortium of early childhood professionals, including childcare providers, program administrators, college faculty, childcare resource and referral agency professionals, and others concerned with the education and care of young children and with supporting families to promote children’s healthy development. It encourages adoption of the course in Massachusetts colleges and universities, advocates for inclusive policies at the local and state level, and is a voice for inclusive practices in early childhood settings across the state. “Making Room in the Circle” was developed in California by Parent Services Project, and grew out of the work of the LGBT ECE Initiative of the San Francisco Bay Area. It was created to address the need in ECE settings to acknowledge that many children come from families with parents or other close relatives who are lesbian, gay, bisexual, and/or transgender (LGBT), and to address the bias, discrimination, and invisibility that these children and their families may encounter.

Cambridge Community Partnerships for Children (CCPC) and Wheelock College are currently piloting “Making Room in the Circle” as well as the training-of-trainers component of the course. Wheelock faculty are reviewing the course with the intention to offer it as a for-credit course for Wheelock students and community professionals. “Making Room in the Circle” is the first course of its kind in the U.S., originating in San Francisco and being replicated here in Massachusetts. It offers educators hands-on tools to create welcoming and inclusive environments for children and families from all backgrounds, including those from LGBT families; and it offers anti-bias strategies for children and adults in the ECE setting.



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## TEACHBoston

TEACHBoston is a School to Career program of the Boston Public Schools. Wheelock College has collaborated with this group since 2002. Each summer the TEACHBoston/Wheelock Summer Academy hosts approximately 15 students and serves approximately 60-100 Boston elementary school summer students. Its mission is to inspire and prepare young people to pursue a career in the field of education by partnering Boston Public School students with adults who are highly skilled and passionate about their roles as educators and eager to share their knowledge and experience. A founding goal of the program is to increase the number of Boston Public School graduates who return to the school system as educators with the skills

and passion to inspire and prepare their own students for future success. These programs are designed for high school students who are interested in becoming teachers and will provide a unique opportunity for students to explore what it means to be an educator.



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### **Puerto Rican Décima**

A daylong celebration was sponsored by Wheelock and Berklee College of Music on May 27. This was done in collaboration with the Puerto Rican Cuatro Project and El Jolgorio de Massachusetts Inc., a nonprofit organization dedicated to fostering leadership, civic engagement, and educational attainment among Latino youth. For Wheelock, sponsoring the Décima provided a good opportunity to work together to create stronger ties with the Boston's Puerto Rican community, bring Latin culture onto our campus, and open our doors, free to the public, so that many could enjoy and learn about an important part of Puerto Rico's heritage.



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### **Voices for Change in Different Languages: Issues Facing Immigrant Children and Families**

A collaboration with the Multilingual Action Council to present a cross-cultural forum with individuals and representatives from Boston community organizations, including New Bostonians, Mass. Immigrant and Refugee Advocacy Coalition, Mass INC, and Centro Presente to discuss current political and social issues facing immigrant children and families in Massachusetts.



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### **TEEN LEEP**

Wheelock is an annual sponsor of a book drive that benefits TEEN LEEP of Waltham. TEEN LEEP empowers youth in state custody to operate an online and retail book business to equip them with entrepreneurship and leadership skills.



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### **Summer Professional Development Institutes and Special Courses**

The Office of Academic Affairs developed a summer schedule that includes 17 professional development institutes. Three of these offerings were developed in collaboration with the Brookline Public Schools.



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## Winter Policy Talks

A series of four important policy discussions, open to the public, took place during the months of February and March. The topics emerged from the President's Dialogues where community leaders expressed interest in Wheelock convening policy discussions. The Talks include a panel discussion by members of the Wheelock and larger community who are experts in the given topic:

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## Policy Talks

- ▶ February 2, “The Culture of School: Health, Wellness, Fitness, and Their Impact on Learning”. Hosted by: Wheelock’s Athletic Department
- ▶ February 23, “What to do About Language—Meeting the Needs of Non-English Speakers”. Public schools and after-school programs are currently challenged with how best to support the language diversity in classrooms, especially since the Bilingual Education Law Chapter 71A was repealed in Massachusetts by the UNZ Initiative and the English Only Movement.
- ▶ March 22, “Working with Children and Families: What’s New in Policy and Practice?”. Professionals know that working with a child is difficult if not impossible without a connection to the child’s family. How can professionals develop the best possible partnership with families so that children and youth benefit most? What are the policy implications? What policies are needed to ensure a systemic approach to working effectively with families of all children in their homes and communities?
- ▶ March 23, “Measuring Academic Success—MCAS, Assessment, and Accountability”. Many states including Massachusetts have implemented mandatory tests for students in an effort to track the effectiveness of classroom learning. Results are mixed, and controversy continues to surround testing. Some schools have drawn a line in the sand against solely using a test to determine educational success. In preschool programs, the controversy was exacerbated when the No Child Left Behind Act called for testing three-year-olds.
- ▶ May 24, “A Community Dialogue on Massachusetts Early Education and Care: “A Look Back – A Look Forward”. July 2006 marks a year since significant portions of “An Act Establishing Early Education for All” were passed into law by the Massachusetts Legislature. Join field practitioners, policy makers, and community leaders in a community dialogue to discuss the impact of the Act and to assist in shaping the future governance.



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## Center for Community Service

The Center for Community Service has been established in the Student Development Division of Wheelock College. The Center’s mission is to provide Wheelock College

students, faculty and staff with the resources necessary to engage in volunteer opportunities and service experiences in and around Boston's community. Their goals are to create a center that serves as a resource about existing programs as well as an initiator of community service programs for the college campus. The Center sponsors and publicizes area events and volunteer opportunities in addition to generating a separate calendar of events.

- Rosie's Raffle; Raised more than \$300 for Rosie's Place.
- Monster Challenge; 200 Wheelock volunteers participated in the Monster Challenge, a tri-athlon to benefit the AIDS Action Committee (2004) and Children's Hospital (2005).
  
- Long Island Shelter; In 2003, we went to the Long Island Shelter in Quincy for a day-long clean up.
- Kids' Day; For area children--free event held every year by members of our student-run clubs. This carnival event is open to all area children.
- Make a Difference Organization; Student-run club which promotes volunteer activity and creates volunteer opportunities for all Wheelock community members. Awarded Organization of the Year in 2005.
- Annual clothing drives from CASW
- Toys for Tots Drive
- Thanksgiving Canned Food Drive
- Annual Make-a -Wish Talent Show; All money raised is donated to the Make-a-Wish Foundation of Massachusetts.
- Vagina Monologues Proceeds Donation; Each year an area organization is selected. Last year, we donated to Casa Myrna Vasquez, this year to Fenway Community Health.



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## MissionSAFE

Wheelock is a community partner with MissionSAFE, a highly effective youth development program working with adolescent youth from neighborhoods whose poverty and legacies of hopelessness and violence put these youth at great risk. In March, the Office of Student Activities hosted a Silent Auction for MissionSafe which raised over \$1,200 for the organization and hosted a 5K for MissionSafe (or programs to benefit MissionSafe) on April 21.



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## Athletic Department Partnerships

- City of Boston Department of Recreation - Wheelock was asked to develop a citywide sportsmanship program. A proposal was submitted in August 2006. A second meeting is planned for September.

- Boston Centers for Youth and Families – Trained all Directors and Assistant Directors of Athletics in the 49 community centers in Boston and gender sensitivity and gender specific programming.
- Governor’s Committee on Physical Fitness and Sport – Wheelock is a member of the committee and helped develop and review the Everybody Move grants which gave more than \$200,000 to local schools for physical activity programs.
- Boston Girls Youth Sports Project – Wheelock provided a meeting space and conducted a panel on campus for the 15 organizations that make up the learning clusters. These organizations all received a three -year grant from the Women's Sports Foundation to increase opportunities for girls in sports. The learning clusters provide technical assistance to the grantees in the area of volunteer recruitment, training, financial and strategic planning, and network development.



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## Wheelock Family Theatre

The Wheelock Family Theatre is an award-winning, professional Equity theatre open to the public located on the campus of Wheelock College since 1981. The Wheelock Family Theatre has received numerous awards listed below for its commitment to family theatre.

- Kennedy Center for the Performing Arts and The Christopher Reeve Foundation LEAD Award for Leadership in Accessibility (2005)
- Massachusetts Cultural Council’s Commonwealth Award (2005)
- StageSource Hero Award (2002)
- Bay State Council’s Arts and Business Excellence in the Arts Awards (2002)
- New England Theatre Conference Regional Award of Excellence (2001)
- Bay State Council of the Blind’s Access Achievement Award (2001)
- Our Place Theatre Project’s African American Theatre Festival Award (2001)
- Actors’ Equity Association’s Rosetta LeNoire Award (2000)
- President’s Committee on the Arts and Humanities & National Endowment for the Arts Coming Up Taller Award for PAH! Deaf Youth Theatre (1998)

## Transportation

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### Introduction

This chapter presents an overview of the existing Wheelock College transportation system and a summary of the traffic impacts of the IMP projects proposed by Wheelock College within this IMP/PNF, including the CCSR.

The first section briefly describes the existing transportation infrastructure at Wheelock College. This discussion includes public transportation, area roadways, parking, passenger drop-off/pick-up, loading activities, and transportation demand management (TDM) actions. The second section provides a summary discussion of the proposed project, which is described in detail previously in Chapter 3. The final section provides a preliminary discussion of transportation-related construction management actions that will be employed at Wheelock College.

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### Existing Transportation Conditions

This section provides a summary of existing transportation conditions at the Wheelock College campus. Discussions include the following:

- A discussion of available public transportation options to Wheelock College;
- A description of the existing roadways that provide access to the campus;
- Summaries of on-site and off-site parking for Wheelock College students, staff, and visitors;
- Existing loading activities and deliveries; and
- Transportation Demand Management.

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### Public Transportation

Wheelock College is well served by public transportation. The institution is located next to the Riverside Branch (D-line) of the MBTA Green Line. The Cleveland Circle Branch (C-line) is located along Beacon Street just north of the Brookline campus. The Riverside Branch runs from Downtown Boston to Riverside Station in Newton and includes stops near the main campus at Fenway and Longwood stations.



The C-line runs from North Station in Boston to Cleveland Circle in Brookline and provides service to the Brookline campus via Hawes Street. The Fenway and Longwood D-line stops are both within a five minute walk of the main campus, and both the Longwood D-line stop and the Hawes Street C-line stop offer quick access to the Brookline campus. Also nearby is the Framingham-Worcester Commuter Rail Line that stops at Yawkey Station off of Brookline Avenue (about a five minute walk from the Wheelock College campus).

The MBTA also operates eight bus routes that provide service within one-half mile of the Wheelock College campus:

- **Crosstown 2 (CT2)** bus route operates on 20-minute headways during peak hours between Sullivan Square in East Cambridge and Ruggles Station both on the Orange Line. Passengers may connect to the Needham, Franklin, Attleboro/Providence and Stoughton Commuter Rail Lines, in addition to the Orange Line and other various MBTA bus routes at Ruggles Station. CT2 makes a stop on Brookline Avenue near the BIDMC East campus where Wheelock College can be accessed via Short Street. This route operates between the hours of 5:55 AM and 7:38 PM throughout the week.
- **Crosstown 3 (CT3)** bus route provides weekday service with 20-minute peak hour headways between BIDMC and Andrew Square Station on the Red Line Station in Dorchester. The CT3 makes a stop on Brookline Avenue near the BIDMC East campus where Wheelock College can be accessed via Short Street. This route operates from 6:15 AM until 8:39 PM during the weekday.
- **Route 8** operates between Kenmore Square and Harbor Point in Dorchester, with high-frequency service between Kenmore Square and the Ruggles Street MBTA Orange Line/Commuter Rail Station during peak commuter periods. It operates on 12-minute headways during the morning peak and 20-minute headways during the evening peak. This route stops on Brookline Avenue near Short Street. Service is provided between 5:15 AM to 1:30 AM on weekdays and from 6:30 AM to 1:30 AM on weekends.
- **Route 19** operates on 12-minute headways during the morning peak and 20-minute headways during the evening peak between Fields Corner Station and Kenmore Station or Ruggles Station on the Orange Line. This route stops on Brookline Avenue near Short Street. This route operates between the hours of 6:08 AM and 6:47 PM during the weekday.
- **Route 47** provides service between Central Square Station and Broadway Station both on the Red Line via Ruggles Street Station on the Orange Line. It runs on 25-minute headways during morning peak hours and 20-minute headways during evening peak hours. This route stops on Brookline Avenue near the Wheelock College campus. Service is provided between 5:15 am and 1:31 AM during weekdays, 5:00 AM to 1:42 AM on Saturdays and 7:30 AM to 1:08 AM on Sundays.
- **Route 55** provides service between Queensberry and Copley Square or Park Street Station, and operates on 17-minute headways during the morning peak, 30-minute headways during the evening peak and 60-minute headways during



off-peak periods. This route makes stops on Queensberry Street. The route runs from 6:00 AM until 11:00 PM during the weekday, from 6:00 AM until 11:00 PM on Saturday and from 8:15 AM until 11:00 PM on Sunday.

- **Route 60** provides service between Chestnut Hill in Newton and Kenmore Square via Brookline Village Station on the Green Line D Branch, and operates on 22-minute headways during the morning peak, 24 minute headways during the evening peak and 30-minute headways during off-peak periods. This route makes stops on Brookline Avenue near the Wheelock College campus. Service is provided between the hours of 5:15 AM to 1:31 AM on weekdays, from 5:00 AM to 1:42 AM on Saturdays and from 7:30 AM to 1:08 AM on Sundays.
- **Route 65** provides service between Brighton Center and Kenmore Square via Washington Street Station on the Green Line B Branch, Washington Square Station on the Green Line C Branch, and Brookline Village Station on the Green Line D Branch. It operates on approximately 15-minute headways during the morning peak, 25 minute headways during the evening peak and 30-minute headways during off-peak periods. This route makes stops on Brookline Avenue near the Wheelock College campus. This route operates between the hours of 6:20AM to 9:01PM on weekdays and 6:45AM to 6:35PM on Saturdays. There is no Sunday service

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## MASCO-Operated Shuttle Bus Services

In addition to MBTA bus routes, the Medical and Academic Area Scientific and Community Organization (MASCO), the shared service organization of all major LMA institutions, operates eight shuttle routes that provide service within one-half mile of the Wheelock College campus:

- **Fenway Shuttle** connects the LMA with the Lansdowne Garage, Fenway Garage, Ipswich Garage and the Kenmore Lot. It operates on 10 minute or less headways during the morning and evening peak hours and 25-minute headways the rest of the day. The shuttle runs Monday through Friday from 5:30 AM to 10:00 AM (to the LMA) and from 2:30 PM to 9:30 PM (to Fenway Lots). In addition, midday service is provided both inbound (to the LMA) and outbound (to the Fenway Lots) from 10:15 AM to 2:00 PM and 10:27 AM to 2:12 PM respectively. The Fenway shuttle runs along Brookline Avenue and makes a stop at BIDMC East.
- **Wentworth Shuttle** connects the LMA with the off-site Wentworth Parking Lot. In the morning peak period, service is provided from 5:30 AM until 10:00 AM and from 2:20 PM to 8:55 PM during the evening. Inbound midday service runs from 10:15 AM until 2:00 PM while outbound service is provided between 10:27 AM and 2:12 PM. Service is provided every 10 minutes during the peak periods and every 25 minutes throughout the middle of the day. The BIDMC East stop is the closest to the Wheelock College main campus.
- **Crosstown Shuttle** provides service between the LMA and the off-site Crosstown Garage on Massachusetts Avenue. Morning service is provided from 5:30 AM until 10:20 AM from the Crosstown Garage to the LMA. Shuttles depart



from the Crosstown Garage every 10 minutes during the morning and evening peak periods. During the evening, shuttles run from 2:20 PM until 8:55 PM. Midday service is provided from 10:15 AM to 2:00 PM and 10:27 to 2:12 PM inbound and outbound respectively every 25 minutes. The Crosstown Shuttle makes a stop along Brookline Avenue at BIDMC East.

- **M2 Shuttle** connects the LMA to Harvard Square, with interim stops at Central Square and MIT. Additional variations of this route that occur few times throughout the day include the M2c via Coolidge Corner and Central Square and the M2x via Putnam Street. It is operated by MASCO for Harvard University. The shuttle operates on approximately 10-minute headways during peak hours. The service runs Monday through Friday inbound from 6:40 AM to 10:00 PM and outbound from 7:10 AM to 10:30 PM. On Saturdays, the shuttle runs from 8:00 AM to 10:00 PM and 8:30 AM to 10:30 PM inbound and outbound respectively throughout the year with the exception of the summer months. In addition to the stop at Vanderbilt Hall on Avenue Louis Pasteur, this shuttle stops at Simmons/Emmanuel upon request.
- **M6 Shuttle** connects the LMA with the Mishkan Tefila Parking Lot in Chestnut Hill (Newton), making several interim stops in the LMA including a stop at the Shapiro Building in the morning Children's Hospital in the evening. It operates on approximately 10- to 15-minute headways during peak hours. The shuttle runs Monday to Friday from 5:40 AM to 9:30 AM (to the LMA) and from 2:30 PM to 8:30 PM (to Chestnut Hill).
- **Ruggles Express** provides continuous service between the MBTA's Ruggles Station and the LMA throughout the day, on 8-minute headways during peak hours and 25-minute headways midday. At Ruggles, passengers can connect to the Orange Line subway and the Needham, Franklin, Attleboro/Providence and Stoughton Commuter Rail Lines in addition to other buses. The shuttle runs Monday through Friday from 5:30 AM to 8:45 PM. This route stops at Simmons College and BIDMC East Campus.
- **JFK/UMass Shuttle** connects the LMA and the JFK/UMass MBTA Station on the Red Line. The JFK/UMass Shuttle runs Monday through Friday from 6:00 AM to 9:30 AM and from 3:20 PM to 8:05 PM. This shuttle operates approximately every 15 minutes in the morning peak period and approximately every 15-20 minutes in the evening. This route stops along Brookline Avenue at BIDMC East Campus.
- **Landmark – Longwood Shuttle** provides service between Landmark Center and Harvard School of Public Health. The shuttle runs Monday through Friday between 9:00 AM and 5:00 PM every 20 minutes. The closest stop to the Wheelock College campus is where the route begins and ends: Landmark Center.

Despite that some of these routes may not be currently convenient or advantageous for staff or students, it is important to recognize the MASCO shuttle service as it may be a future resource for the College as on-campus parking diminishes and satellite parking becomes an option.



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## Roadway Network

The Wheelock College main campus is bounded by the Riverway to the northwest, Short Street to the southwest and Pilgrim Road to the southeast. Figure 4-1 provides an illustration of the Wheelock campus and the surrounding roadway network. The Riverway is characterized as a highly-traveled segment of the Olmsted parkway system and provides access to the Riverway portion of campus. One-way in the southwesterly direction, Pilgrim Road provides students, employees, and visitors access to loading facilities and on-campus off-street parking. Since Pilgrim Road is one-way, the only egress from the parking and loading facilities on campus is via Short Street which connects Pilgrim Road with the Riverway in a one-way northwesterly direction. Simmons College's residential campus is located directly across Pilgrim Road to the southeast and The Winsor School is located to the southwest adjacent to Short Street.

In addition to the main campus located in Boston, the College owns and maintains three buildings in Brookline. The 43 Hawes Street is situated at the corner of Monmouth Street and Hawes Street while the other two buildings are located at Colchester Street and Kent Street. The Brookline campus is situated between Beacon Street and the Riverway Park.

In addition to these roads, arterials serving the area include Brookline Avenue, the Fenway, Park Drive, and Boylston Street. Brookline Avenue carries approximately 29,900 vehicles on an average weekday<sup>1</sup>, while Pilgrim Road carries approximately 1,050 vehicles on a typical weekday.



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## Parking

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### Off-Street

Wheelock College currently controls approximately 96 off-street parking spaces on the main campus and 42 off-street parking spaces on the Brookline campus. All four main campus facilities, (25 Pilgrim Road Surface Lot, 55 Pilgrim Road Below-grade Lot, 65 Pilgrim Road Below-grade Lot, and 85 Pilgrim Road Surface Lot) are accessed via Pilgrim Road. The Brookline campus off-street parking lot is accessed via Hawes Street.

Wheelock College parking permits are required at all parking facility locations. Employees may purchase permits through the school which are priced at \$300.00 for



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<sup>1</sup> [Longwood North Research Center Draft Project Impact Report](#), filed with the Boston Redevelopment Authority, August 2003.

full-time faculty, and \$150.00 for part-time faculty members per year. Students are only permitted to park in the off-street parking facilities from 5:00 PM until 7:00 AM with the purchase of a student permit for \$75.00 per year. Table 4-1 provides a summary of the Wheelock College off-street parking facilities. These facilities are also shown graphically in Figure 4-2.

**Table 4-1  
Existing Wheelock College Off-Street Parking Space Inventory  
(June 2006)**

Parking Facility	Current Number of Parking Spaces		
	Total	Employee/Student	Visitor
<b>Main Campus</b>			
25 Pilgrim Road (Surface Lot)	57	57	0
55 Pilgrim Road (Below-grade Lot)	20	20	0
65 Pilgrim Road (Below-grade Lot)	15	15	0
85 Pilgrim Road (Surface Lot)	4	0	4
<b>Total</b>	<b>96</b>	<b>92</b>	<b>4</b>
<b>Brookline Campus</b>			
43 Hawes Street	37	34	3
Colchester Street	5	5	0
<b>Total</b>	<b>42</b>	<b>39</b>	<b>3</b>
<b>Grand Total Parking Spaces</b>	<b>138</b>	<b>131</b>	<b>7</b>

Source: Wheelock College, Parking and Security.

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## On-Street

In addition to off-street parking facilities controlled by Wheelock College, limited on-street parking is available to employees, students, and visitors on Pilgrim Road and the Riverway. Of the 54 parallel on-street parking spaces along Pilgrim Road adjacent to the campus, only nine of these spaces are available for use by the Wheelock College community lacking residential permits. The nine spaces are signed as a two-hour limit Monday-Friday with the exception of residential stickers. The remaining 45 parallel spaces along Pilgrim Road are designated for Fenway Kenmore Resident permit parking only. There are 13 parallel parking spaces along Short Street which are limited to parking for Winsor School only. In addition to the parking along Pilgrim Road and Short Street, there are approximately 56 parallel spaces along the Riverway between Longwood Avenue and the Fenway/Riverway/Brookline Avenue intersection. The majority of these spaces are unrestricted with the exception of handicapped and live parking which are designated spaces adjacent to the campus. All parking along the Riverway is

restricted during inclement weather. On-street parking surrounding the campus is listed in Table 4-2 and illustrated in Figure 4-3.

**Table 4-2  
Existing On-Street Parking Space Inventory (May 2006)**

Parking Facility		Current Number of Parking Spaces				
Street	Location	Private	Timed	Unrestricted/ Handicapped/ Live	Resident	Total
Pilgrim Road	Brookline Avenue to Short Street	0	9	0	45	54
Short Street	Pilgrim Road to Riverway	13	0	0	0	13
The Riverway	Longwood Avenue to Riverway/Park Drive	0	0	56	0	56
<b>Total Parking Spaces</b>		<b>13</b>	<b>9</b>	<b>56</b>	<b>45</b>	<b>123</b>

Source: Field observations at Wheelock College May 27, 2006




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## Loading and Service Activities

The main Wheelock College loading and service area is located at 55 Pilgrim Road. (identified previously in Figure 4-2). This is where the trash bay/compactor is located and where several loading and service activities occur. Trash is typically collected once a week on Wednesdays by the college’s waste removal vendor prior to 9:00 AM. The majority of loading and service activities occur throughout the day. Since there is no loading dock, deliveries are conducted using two-wheelers to deliver goods from the trucks parked along the street to the appropriate buildings. In some instances, loading and utility vehicles take up parking spaces along the side of Pilgrim Road and may occupy a portion of the general travel lane for short periods of time. Since Pilgrim Road ranges from 20 – 25 feet in width, these loading activities do not delay or block free-flowing traffic through the street.

On May 27, 2006 the loading and service activities were observed between the hours of 7:00 AM – 9:00 AM and 2:00 PM – 6:00 PM. Table 4-3 summarizes the loading activities observed during a typical day. All of the loading activities summarized in Table 4-3 represent vehicles observed on Pilgrim Road either on the side of the road or up on the sidewalk due to the lack of a loading dock on campus.

**Table 4-3  
Existing Loading and Service Observations**

Time of Arrival	Location	Vendor	Time of Departure
7:00 AM	Across from 85 Pilgrim Road on sidewalk	Poland Spring	7:30 AM
8:40 AM	Across from 55 Pilgrim Road on street	Frito Lay	8:58 AM
8:51 AM	85 Pilgrim Road Lot	Clean E-vent Services	8:58 AM
1:50 PM	Across from 55 Pilgrim Road on curb	FedEx	2:06 PM
4:26 PM	55 Pilgrim Road on street	USPS	4:29 PM

Source: Field observations at Wheelock College May 27, 2006.




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## Transportation Demand Management

Because of Wheelock’s limited parking supply, space constraints, and close proximity to public transit, the institution has implemented a number of Transportation Demand Management (TDM) strategies. Wheelock College actively supports efforts to reduce auto use for faculty and students traveling to the College campus. Many actions to support this goal are actively employed by Wheelock College, including the following:

- **Employee transportation advisor.** Wheelock College has a dedicated commuter services advisor who provides employees commuter services and works with MASCO’s CommuteWorks TMA to improve existing TDM measures and devise and implement new programs.
- **Subsidies for transit passes for employees.** Approximately 636 Wheelock College employees regularly purchase monthly T-passes and choose public transportation as their primary mode to work. Wheelock College offers a transit pass subsidy of 75 percent of the total cost of monthly transit passes for its faculty and a transit pass subsidy of 11 percent for its students. In 2006, Wheelock College spent nearly \$61,000 subsidizing employee transit passes. It is expected that over \$65,000 will be spent on faculty and student’s transit pass subsidies in 2007.
- **Ridematching services to employees** through MASCO’s CommuteWorks Transportation Management Association. Wheelock College faculty members and students regularly carpool to work based on parking permits and carpool space usage. Wheelock staff and faculty receive 75 percent subsidy for vanpools and assist and match perspective ride-sharers.
- **Bicycling incentives and amenities.** Provision of centrally located bicycle racks on the Wheelock College campus.

- **Guaranteed Ride Home Program.** Wheelock College provides a guaranteed ride home program through CommuteWorks. Taxi service or car rental vouchers for emergency trips home may be obtained up to five times per year for employees commuting on public transit.
- **Information dissemination.** Dissemination of a regular Commuter Bulletin to faculty members (through CommuteWorks) and bus schedule/transit schedule posting.
- **Active CommuteWorks member.** Participation in and support of MASCO's extensive transportation mitigation efforts whose focus is to encourage commuting to work via transit and other ridesharing programs.

Wheelock College will continue to promote and improve its TDM program to benefit its faculty members and students and reduce traffic impacts to roadways and parking facilities within the nearby neighborhoods.

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## The Campus Center and Student Residence

The Project Notification Form (PNF) submitted herein describes the proposed Campus Center and Student Residence ("CCSR"). The CCSR is programmed as a mixed-use campus building. The CCSR will consist of approximately 37,500 SF of residential space (150 student beds), and 27,500 of dining/student life space. The CCSR will be on a currently undeveloped site located along the Riverway between the existing Longwood House and the Library on the northeast portion of campus. A major objective of the CCSR is to provide the campus with a prominent "face" on its most visible perimeter. The project will also include the creation of a new courtyard and a reduction of the size of the 25 Pilgrim Road Surface Parking Lot. The lot currently has 57 parking spaces. The CCSR will result in the elimination of 35 spaces on the 25 Pilgrim Road lot – essentially creating a 22-space parking lot. This lot will also be constructed to include a dedicated loading/service area for the CCSR. This service area will be located off-street at the rear of the lot and will be used to ferry food, supplies, and other goods into the new CCSR. This modified surface parking lot was presented previously in Chapter 2. Transportation impacts associated with the CCSR have been analyzed in the context of all the proposed IMP projects in the next section.

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## Transportation Impacts of the IMP Projects

The transportation impacts of the IMP projects, including the CCSR, are detailed below. The proposed Wheelock College IMP projects are presented in Table 4-4. A detailed discussion of the need for these projects and the anticipated timing of their construction were presented previously in Chapter 2.

**Table 4-4  
Wheelock College IMP Projects**

	Approx. Building Size	Parking
<b>Current Proposed Project</b>		
CCSR	65,000	0
Demolish portion of 25 Pilgrim Road Surface Lot	0	(-35)
<b>Additional IMP Projects</b>		
East Wing	55,000	0
Demolish remaining 25 Pilgrim Road Surface Lot	0	(-22)
Demolish Existing Riverway House	(-37,000)	0
West Wing	75000	25
<b>Total "Net New" Construction</b>	<b>158,000</b>	<b>(-32)</b>

Source: Wheelock College, Facilities and Planning.

The following characterize future transportation at the Wheelock College campus once the additional IMP proposed projects are completed:

- The CCSR and the existing Library will be connected on the second level via a pedestrian bridge. A basement level tunnel will connect the East Wing to the CCSR.
- Pedestrian routes will be enhanced with the construction of a walkway through the center of campus running in the east to west direction. This central circulation spine located along the northern edge of the proposed greenway will connect existing and proposed buildings across the campus. A series of smaller spines running perpendicular to the central walkway will provide access in the north and south direction to Pilgrim Road and the Riverway.
- A new dedicated loading dock is proposed with the East Wing project. This loading dock will be adequately sized to handle campus' deliveries and trash activities. A freight elevator is included in the design in addition to space for deliveries, trash and recycling staging.
- Approximately 25 spaces will be constructed below-grade in the proposed West Wing project if feasible given physical and financial considerations. These proposed spaces will be accessed from the existing ramp to parking below the Wheelock Family Theater.




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## Parking

This section provides a preliminary evaluation of parking impacts related to the proposed CCSR and the additional IMP projects including a discussion of anticipated parking activities at the proposed buildings, and a brief discussion regarding construction issues. Wheelock College proposes the elimination of 35 of the 57

existing parking spaces located at 25 Pilgrim Road Surface Lot with the construction of the CCSR. Removing these spaces is necessary for the construction of the courtyard. A portion of the remaining spaces will be replaced by the proposed parking garage beneath the West Wing upon completion of the term of the IMP. That proposed garage will have capacity for about 25 vehicles. With construction of the East Wing, the remaining 22 existing parking spaces located at the 25 Pilgrim Road Surface Lot will be eliminated. When all projects contemplated within this IMPNF/PNF are completed, it is expected that the Wheelock College parking supply will decrease by 32 parking spaces.

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## Wheelock College Parking Ratio Summaries

As currently contemplated within this IMPNF/PNF, Wheelock College proposes the development of approximately 158,000 gsf of net new development with the elimination of 32 net parking spaces as shown in Table 4-5. This amount of proposed on-site parking complies with the guidelines set by the BTM and the LMA Interim Guidelines, which set the maximum amount of new on-site parking at 0.75 parking spaces per 1,000 gross square feet (GSF) of development. Upon completion of Wheelock’s planned IMP projects, its overall campus parking ratio is expected to decrease from 0.31 to 0.14.

**Table 4-5  
Wheelock College Parking Ratios**

Wheelock College IMP Actions	Building Floor Area (SF)*	On-Campus Parking Spaces*	Parking Ratio (spaces/1,000 SF)
Existing Conditions	305,643	96	0.31
Proposed IMP Actions	158,000	(-32)	-
Totals	463,643	64	0.14

Source: Wheelock College Facilities and Management, and Parking and Security.

\* Excluding Brookline Campus




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## Trip Generation

Table 4-6 presents a preliminary vehicle-trip generation estimate for the Wheelock College campus with the proposed changes. Project person trip generation was estimated using standard Institute of Transportation Engineer’s trip generation rates. Results were adjusted for local mode share, using BTM’s Area 5 guidelines, to obtain vehicle trip results.

Minimal vehicle trips are expected to be generated by the CCSR because it is primarily a dormitory and dining/student life facility for students already on campus. The CCSR project will generate minimal additional peak hour commuter

trips because of one the College’s objectives is to maintain existing staff levels to achieve a better faculty student ratio. However, as typically required, a vehicle trip generation estimate using the standard ITE rates is outlined in Table 4-6.

**Table 4-6  
Wheelock College Preliminary Vehicle Trip Generation**

Time Period	CCSR	East Wing	West Wing	Total Vehicle Trips
Morning Peak Hour				
In	7	6	4	17
<u>Out</u>	<u>6</u>	<u>3</u>	<u>3</u>	<u>12</u>
<b>Total</b>	<b>13</b>	<b>9</b>	<b>7</b>	<b>29</b>
Evening Peak Hour				
In	8	5	4	17
<u>Out</u>	<u>8</u>	<u>7</u>	<u>5</u>	<u>20</u>
<b>Total</b>	<b>16</b>	<b>12</b>	<b>9</b>	<b>37</b>
Weekday Daily				
In	93	64	49	206
<u>Out</u>	<u>93</u>	<u>64</u>	<u>49</u>	<u>206</u>
<b>Total</b>	<b>186</b>	<b>128</b>	<b>98</b>	<b>412</b>

As shown in Table 4-6, the proposed IMP projects are expected to generate approximately 29 vehicle trips (17 in, 12 out) during the weekday morning peak hour, and 37 vehicle trips (17 in, 20 out) during the weekday evening peak hour. On a daily basis, the proposed projects are expected to generate approximately 412 (206 in, 206 out) vehicle trips.

Table 4-7 provides a summary of the project’s transit and pedestrian trip estimate.

**Table 4-7  
Wheelock College IMP Projects Transit and Pedestrian Trip Generation**

	Transit Trips	Pedestrian/Bike Trips
Morning Peak Hour		
In	16	10
<u>Out</u>	<u>12</u>	<u>8</u>
<b>Total</b>	<b>28</b>	<b>18</b>
Evening Peak Hour		
In	13	12
<u>Out</u>	<u>15</u>	<u>15</u>
<b>Total</b>	<b>28</b>	<b>27</b>

Daily		
In	138	109
Out	<u>138</u>	<u>109</u>
Total	276	218

As shown in Table 4-7, the proposed projects are expected to generate approximately 28 transit-based trips (16 in, 12 out) during the weekday morning peak hour, and 28 transit-based trips (13 in, 15 out) during the weekday evening peak hour. On a daily basis, the proposed projects are expected to generate approximately 276 (138 in, 138 out) transit-based trips. The proposed projects are expected to generate approximately 18 pedestrian/bike trips (10 in, 8 out) during the weekday morning peak hour, and 27 pedestrian/bike trips (12 in, 15 out) during the weekday evening peak hour. On a daily basis, the proposed projects are expected to generate approximately 218 (109 in, 109 out) pedestrian/bike trips.

Note that the trip generation estimates presented within Tables 4-6 and 4-7 must be considered as preliminary. A more detailed, empirically-based estimate of future trip generation will be developed as part of the IMP/DPIR once a comprehensive review of existing transportation conditions has been conducted, and as space and employment planning becomes better defined and patient visitation projections are finalized.




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## Construction Management

Wheelock College will develop a detailed evaluation of potential short-term construction-related transportation impacts during the course of this project, including construction vehicle traffic, parking supply and demand, and pedestrian access to the campus. A detailed Construction Management Plan will be developed and submitted to the Boston Transportation Department (BTD) for its approval.

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## Construction Vehicle Traffic

Construction vehicles will be necessary to move construction materials to and from the project site. Wheelock College recognizes that construction traffic is a concern to area residents, other institutions, and to Wheelock College itself. Every effort will be made to reduce the noise, control fugitive dust, and minimize other disturbances associated with construction traffic. It is anticipated that Pilgrim Road and the Riverway will serve as the principal construction traffic routes to the Wheelock College campus, and that trucks will be routed to avoid nearby residential areas. Truck staging and lay-down areas for the project will be carefully planned. The need for street occupancy along roadways adjacent to the project site is not known at this time.

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## Construction Parking Issues

Contractors will be encouraged to devise access plans for their personnel that de-emphasize auto use (such as seeking off-site parking, provide transit subsidies, etc.) Construction workers will also be encouraged to use public transportation to access the project site because no new parking will be provided for them. Wheelock College will work with the BTS and the Boston Police Department to ensure that parking regulations in the area and in designated residential parking areas is enforced. It is expected, as has been the case in past construction projects, that this will be a considerable disincentive.

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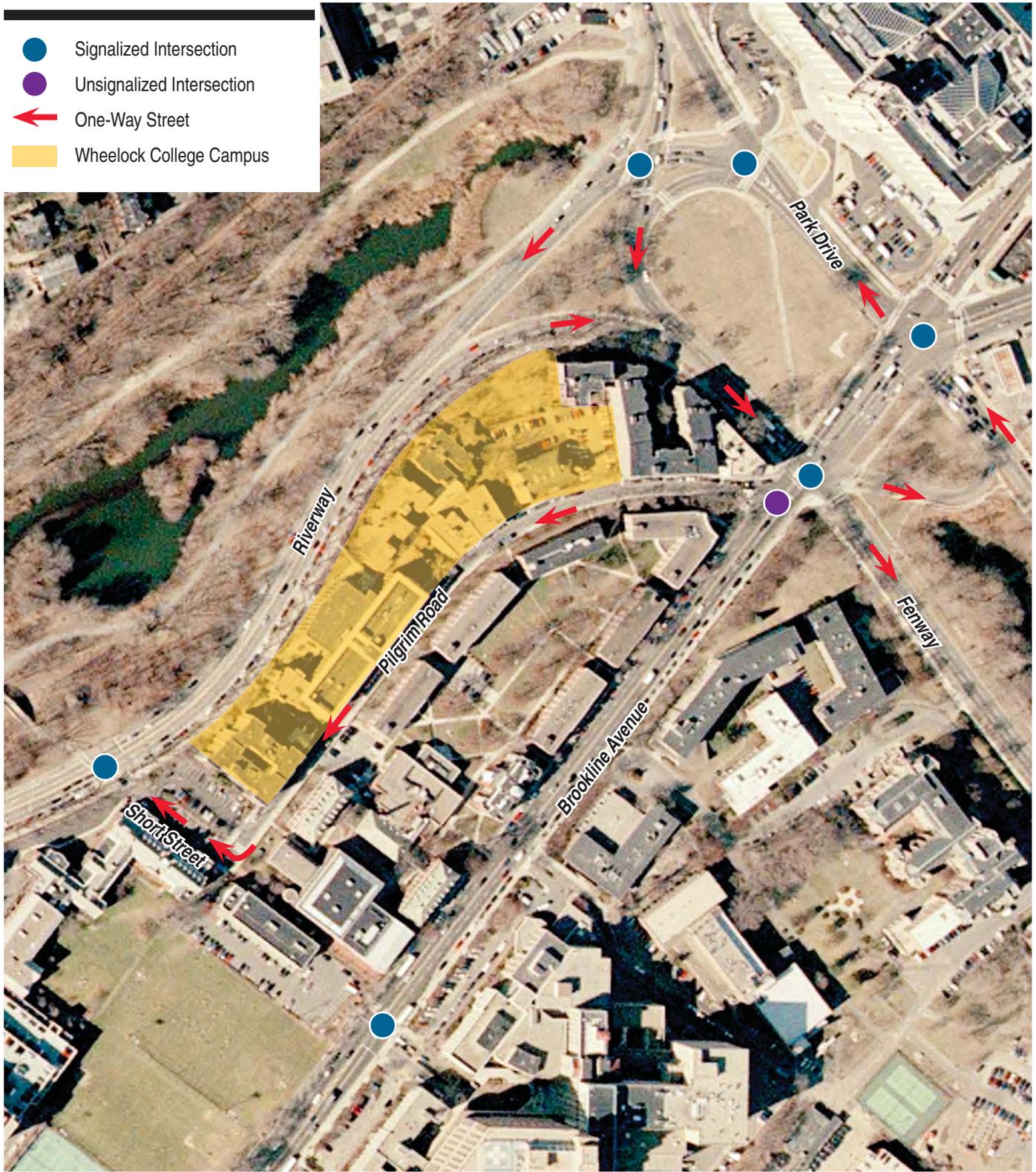
## Pedestrian Access During Construction

During the construction period, pedestrian access on Wheelock's campus may need to be re-routed around the construction sites. A variety of measures will be considered and implemented to protect the safety of pedestrians traversing those portions of the campus affected by construction. Where necessary, protective barriers around the construction sites, replacement of walkways, appropriate lighting, and new directional and informational signage to direct pedestrians around the construction sites will be provided. After construction is complete, finished pedestrian sidewalks will be permanently reconfigured around the new facilities to connect to other parts of the Wheelock College campus and the neighborhood. This reconfiguration of pedestrian paths will be carefully considered as the design of the project proceeds.

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## Construction Monitoring

As the project progresses, Wheelock College will work with representatives of the City of Boston to develop and ensure the effectiveness of the program of measures to minimize short-term, construction-related transportation impacts.



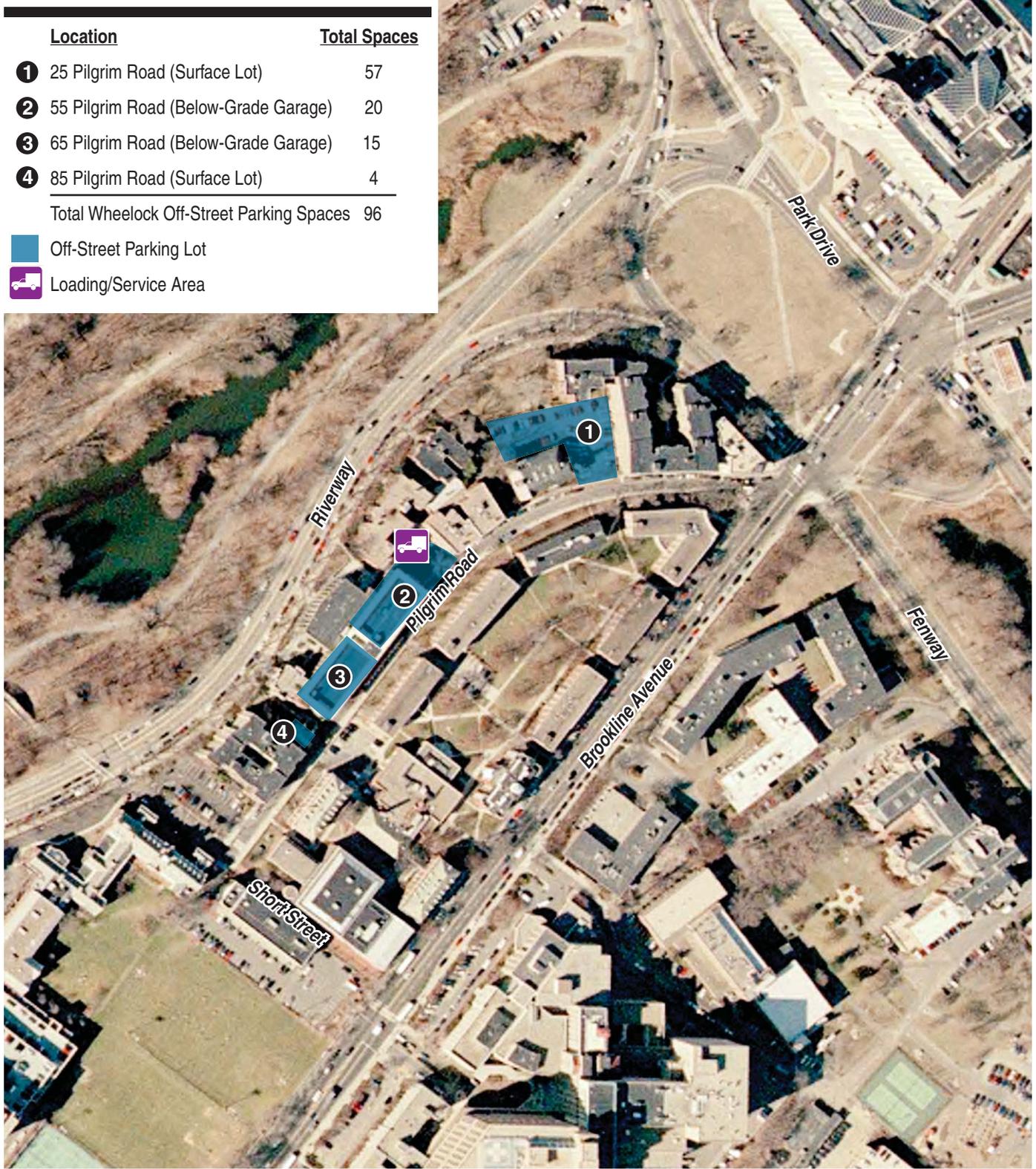
Vanasse Hangen Brustlin, Inc.

Figure 4-1  
Project Study Area Roadways  
and Intersections

Wheelock College  
Boston, Massachusetts

<b>Location</b>	<b>Total Spaces</b>
① 25 Pilgrim Road (Surface Lot)	57
② 55 Pilgrim Road (Below-Grade Garage)	20
③ 65 Pilgrim Road (Below-Grade Garage)	15
④ 85 Pilgrim Road (Surface Lot)	4
<hr/>	
Total Wheelock Off-Street Parking Spaces	96

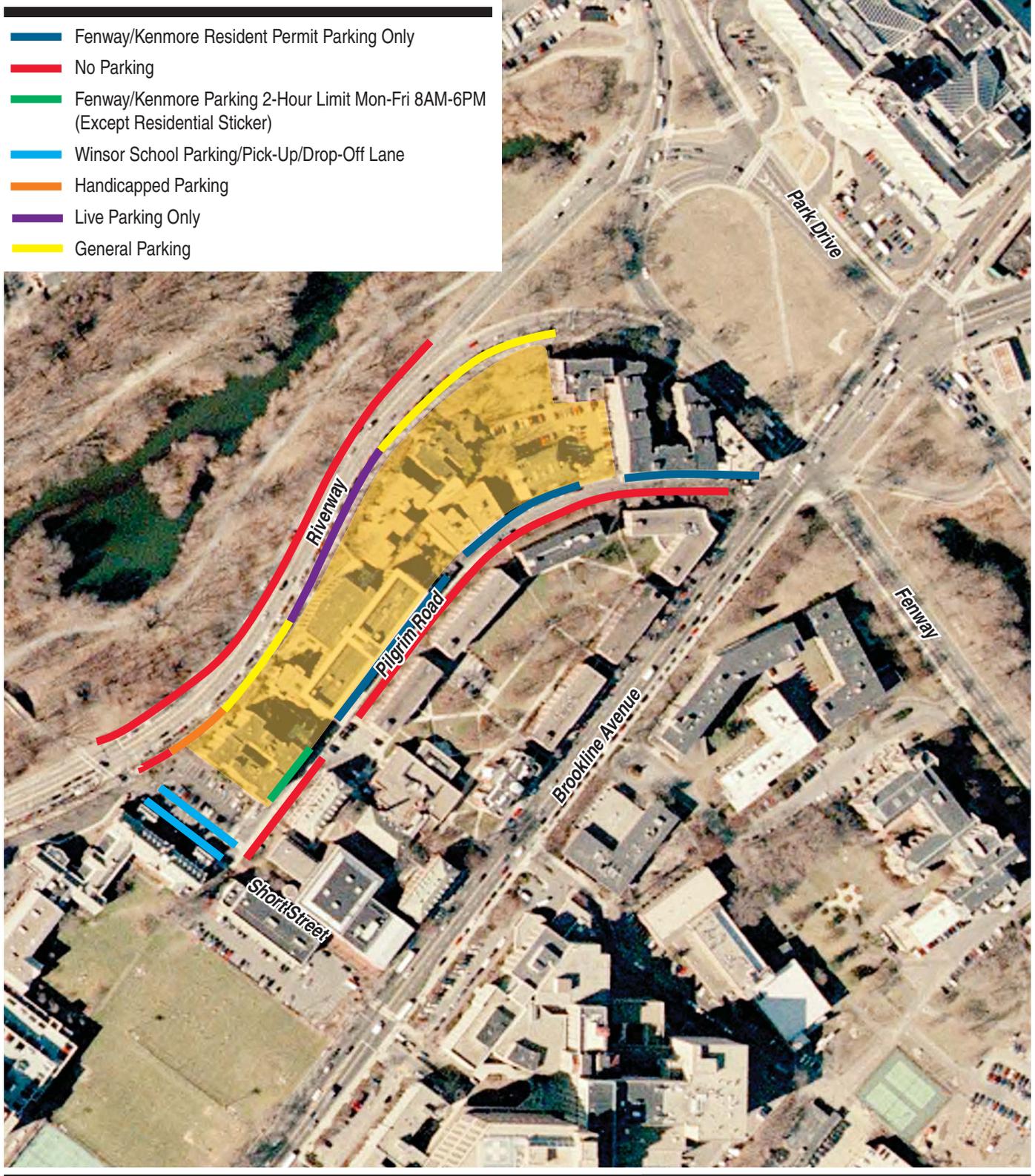
■ Off-Street Parking Lot  
■ Loading/Service Area



Vanasse Hangen Brustlin, Inc.

Figure 4-2  
Off-Street Parking and  
Loading Facilities

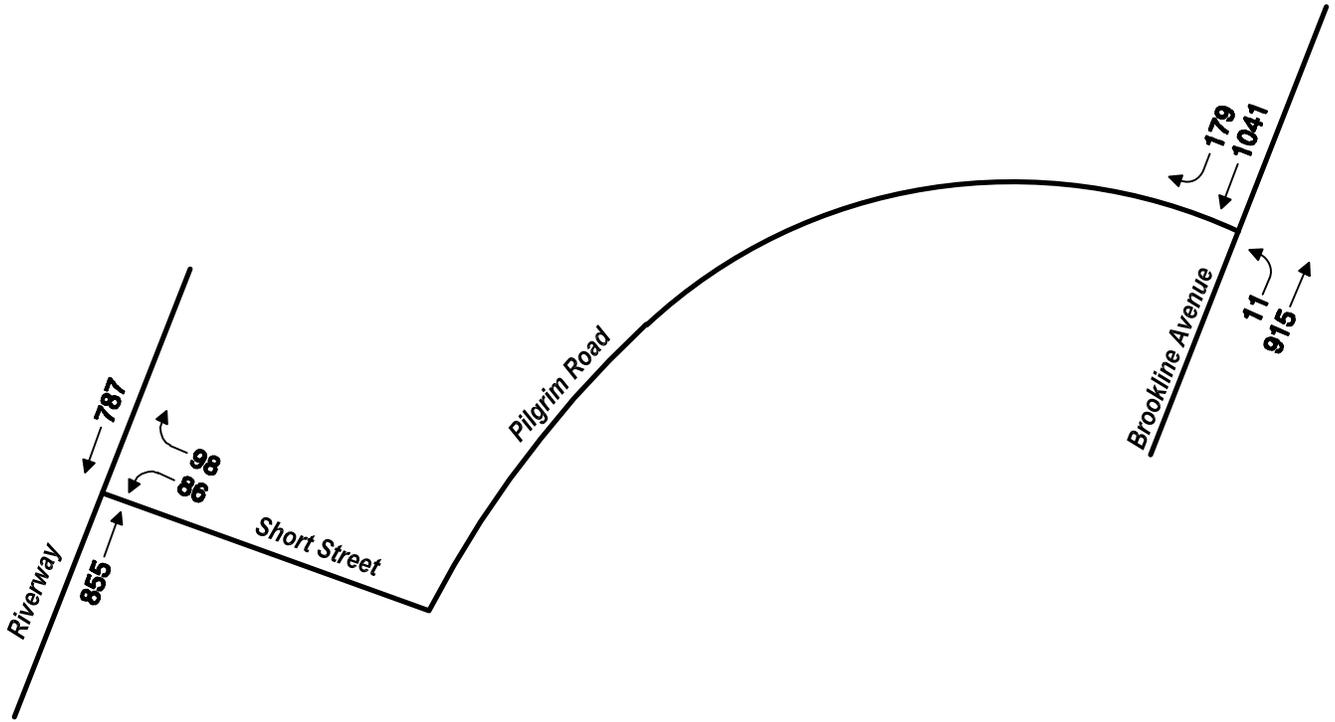
Wheelock College  
Boston, Massachusetts



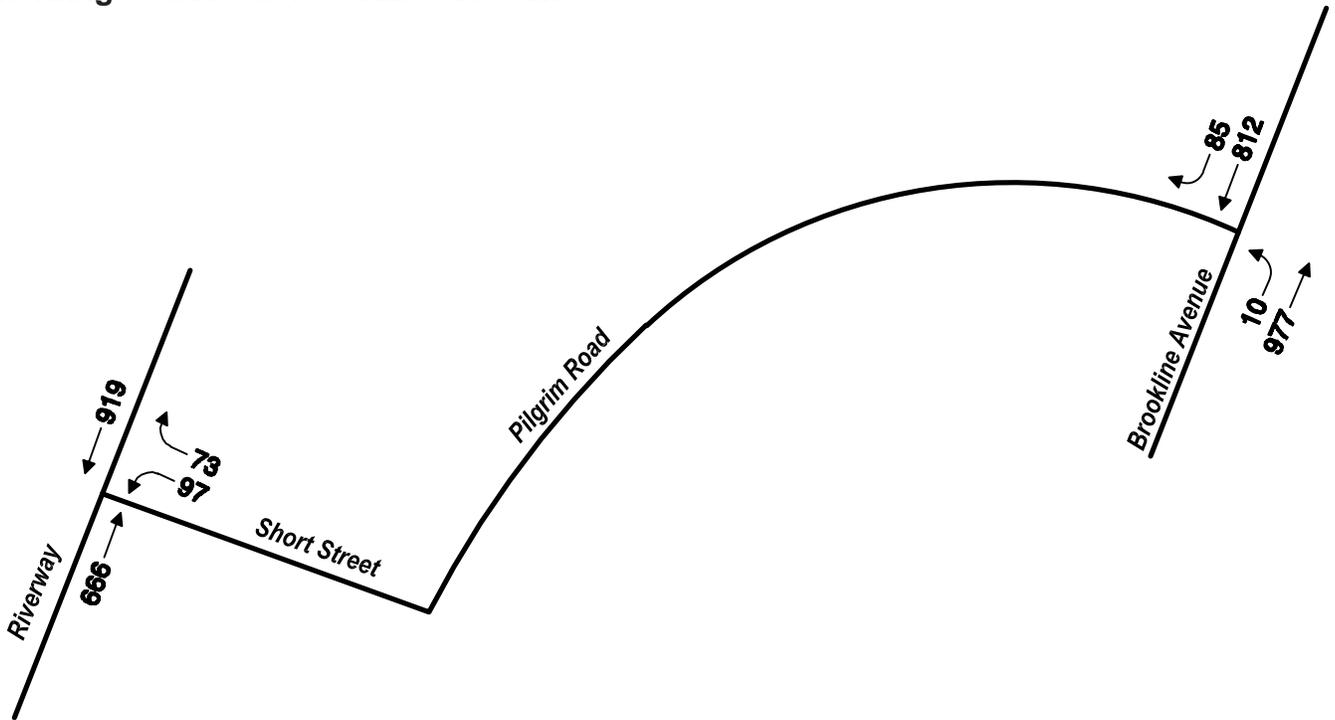
Vanasse Hangen Brustlin, Inc.

Figure 4-3  
On-Street Parking

Wheelock College  
Boston, Massachusetts



Morning Peak Hour 7:30 AM - 8:30 AM



Evening Peak Hour 5:00PM - 6:00 PM

Vanasse Hangen Brustlin, Inc.

Figure 4-4  
2006 Existing Condition  
Traffic Volumes

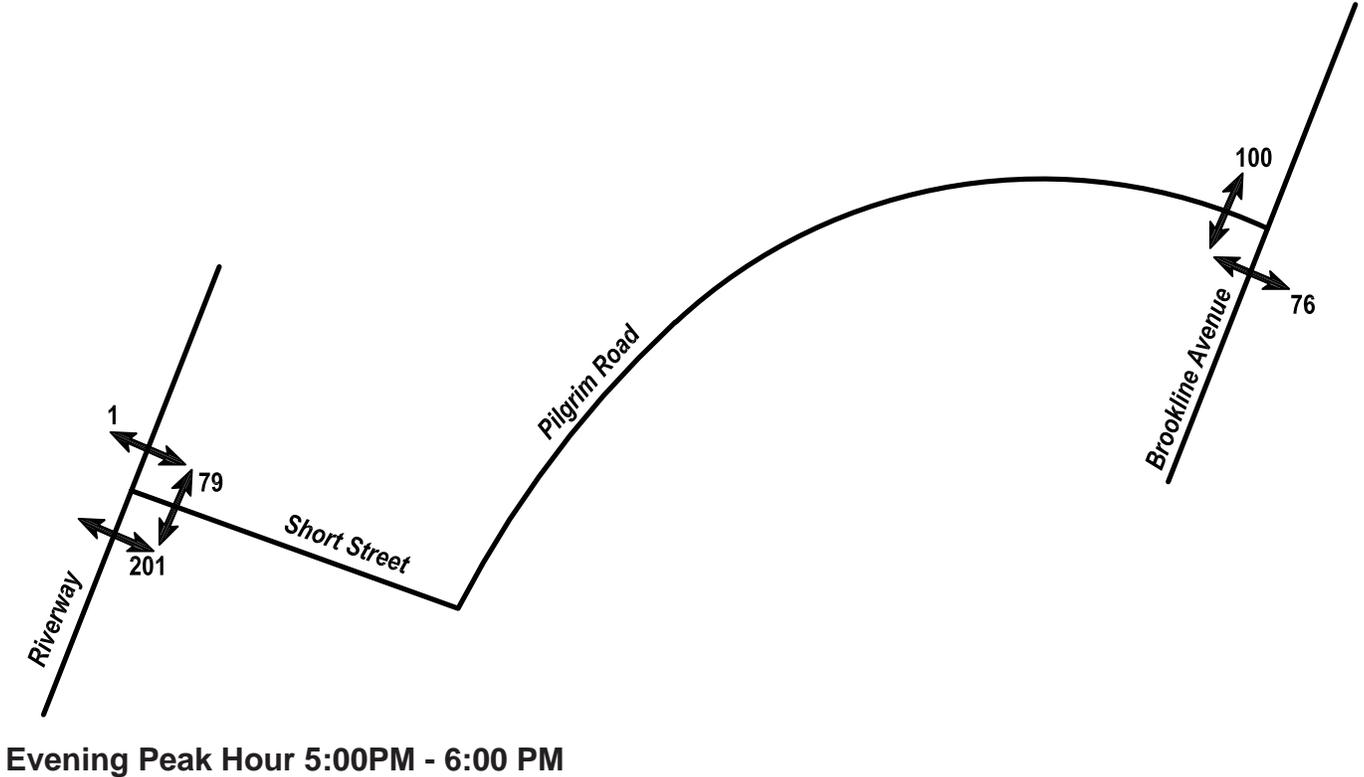
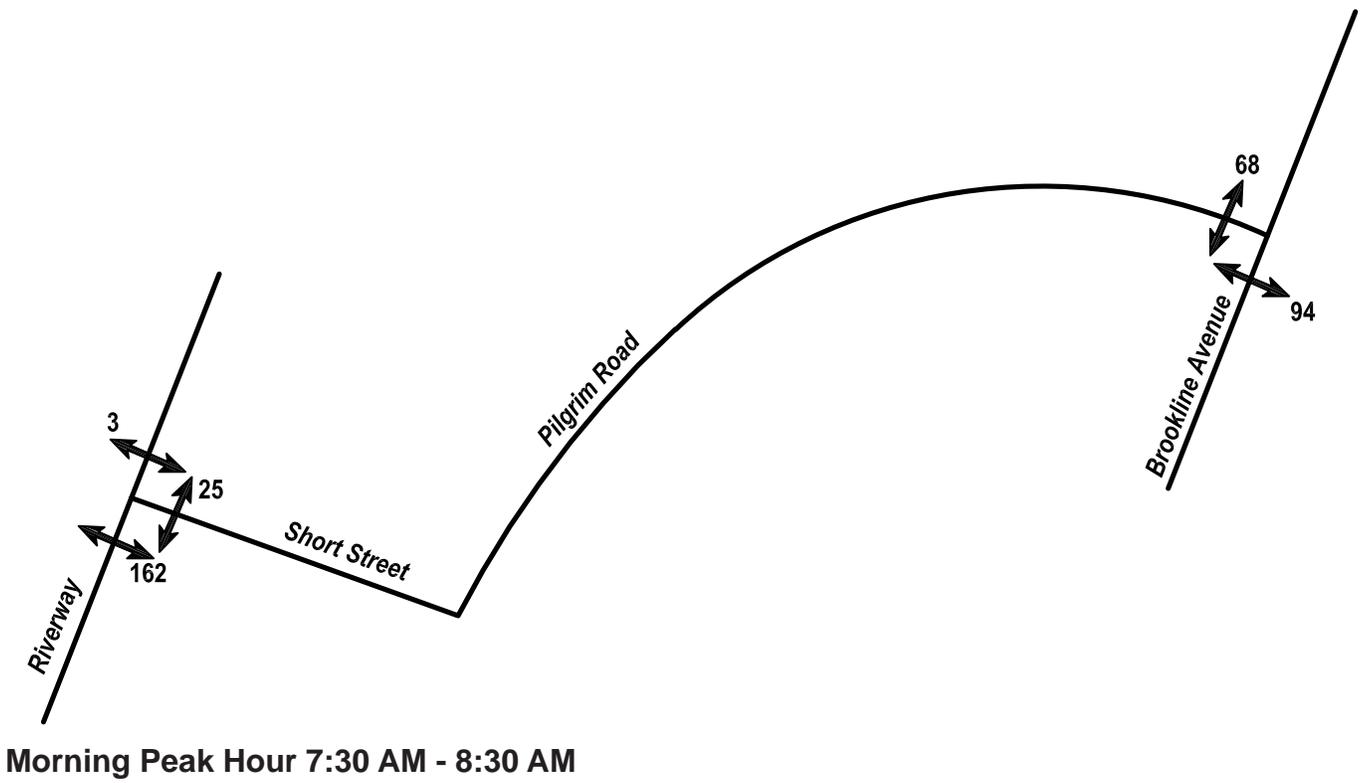
Wheelock College  
Boston, Massachusetts



Vanasse Hangen Brustlin, Inc.

Figure 4-5  
Sidewalk and Crosswalk  
Inventory

Wheelock College  
Boston, Massachusetts



**Vanasse Hangen Brustlin, Inc.**

Figure 4-6  
2006 Existing Conditions  
Pedestrian Volumes

Wheelock College  
Boston, Massachusetts

## Development Review Components

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### Introduction

This chapter outlines the development review components as required under Article 80B of the Boston Zoning Code as they apply to the CCSR. The development review components include, Urban Design, Environmental Protection, Historic Resources, and Infrastructure Systems. Transportation issues were covered previously in Chapter 4.

The Campus Center and Student Residence (CCSR) project is proposed to undergo Article 80B Large Project Review concurrent with IMP approval. Wheelock's East Wing and West Wing projects are expected to undergo Article 80B review at a later time, within the term of this IMP.

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### Urban Design

The proposed CCSR project presents an opportunity to reinforce and enhance the character of both the Wheelock College campus and the surrounding area in several ways:

- The CCSR will continue the urban edge of the Riverway. The building facade follows the adjacent building setbacks and continues the historic rhythm of facades broken with landscaped gaps that exists along the Wheelock Campus edge.
- The CCSR will provide a visual terminus and beacon at one end of the pedestrian path linking this section of the Riverway to the Fenway T station and the commercial amenities nearby.
- The CCSR will provide a primary “face” to inform the community of the Wheelock College campus location; something that is currently lacking for the campus.
- The CCSR will provide a visible 24-hour presence that will increase the sense of safety at this significant pedestrian junction. The visible facilities at the lower

floors and the residential rooms on the upper floors provide "eyes on the street" which will serve to activate this section of the Riverway.

- The CCSR will enhance the campus circulation system by providing a connection to the existing Library at the second level via a pedestrian bridge. The direct connection from the CCSR to the existing Library will provide a seamless, comfortable flow between facilities.
- The building acts as buffer from the traffic of the Riverway to create a new significant open space for the students, faculty and staff of Wheelock College. This protected and sunny space links directly to the campus center and dining to define a new center for the campus.

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## Environmental Protection

Article 80 of Boston Zoning Code specifies that the BRA may require the Proponent to conduct studies to determine the direct or indirect impact to the environment reasonably attributable to the proposed project. Where the potential for direct or indirect impacts exists, design measures may be introduced to mitigate the impacts, to the extent economically and technically feasible. The environmental impact areas for which studies and mitigation may be required are addressed below. The scope for these studies will be provided by the BRA in a Scoping Determination, which will be issued after this IMPNF/PNF is filed and has received comments from the various regulating agencies, abutters, and other concern citizens. The proponent will, in turn, fulfill these scoping requirements in connection with the future development and filing of an Institutional Master Plan (IMP) and Draft Project Impact Report (DPIR) filing.



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## Wind

The proposed six-story CCSR Project is expected to have heights and massing similar to other buildings on the Wheelock campus and along the Riverway. A qualitative pedestrian level wind analysis for the CCSR may be conducted as part of the DPIR filing.



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## Shadow

Shadows anticipated from the proposed CCSR Project may be cast within areas already in shadow from the surrounding existing buildings. Shadows from the proposed building may extend onto the Riverway and across into Olmsted Park during the mid-mornings. In accordance with the LMA Interim Guidelines adopted on February 3, 2003, hourly shadow studies will be presented for March 21st and particular attention will be paid to new shadow over Olmsted Park and other areas characterized as open space.



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## Daylight

The height and massing of the CCSR Project is intended to be consistent with those of other buildings in the area. Therefore, the building is expected to result in daylight values similar to those of the surrounding area. Potential daylight impacts from the proposed project may be assessed in the DPIR filing for the project using the BRADA software.



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## Solar Glare

It is not known at this time if any reflective glass will be incorporated into the skin of the proposed building. More detail regarding the skin of the building will be known at the time of the filing of the DPIR, which will assess and quantify the effects of solar glare impacts (if any).



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## Air Quality

If the traffic or parking triggers air quality issues at the CCSR project site, they will be analyzed and presented in the DPIR filing

Short-term air quality impacts from fugitive dust may be expected during early phases of construction from site preparation activities. Plans for controlling fugitive dust during construction will be presented in the DPIR filing.



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## Water Quality / Stormwater Impacts / Wetlands

The proposed CCSR project will not result in significant changes in drainage patterns or water quality, as the existing site surface is primarily an impervious parking lot. The proposed site drainage system and how it connects to the Boston Water and Sewer Commission (BWSC) system is presented in the Infrastructure section of this PNF and will be further addressed during the Article 80 review process.

The project is not expected to result in the introduction of pollutants, including sediments, into surface waters or local groundwater. Potential runoff during construction will be controlled by measures developed in accordance with appropriate local, state, and federal agencies.

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) indicates the FEMA Flood Zone Designations for the site area (City of Boston, Community-Panel Number 250286 0009 C, April 1, 1982). The map for the proposed project sites show the sites located in a Zone C, Area of Minimal Flooding.

The proposed project site does not contain any wetlands. The DPIR will evaluate the potential impact of the proposed development on the water quality of the nearby Muddy River, including both construction-related impacts and stormwater drainage and discharges from the proposed parking facilities at the CCSR. Stormwater management measures, including best management practices in compliance with the Commonwealth's Stormwater Management Policies, and the control of pollutant discharges from roadways and parking facilities will be described. A description of the project area's stormwater drainage system, to which the project will connect, including location of stormwater drainage facilities and points of discharge, may be included.



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## Geotechnical / Groundwater

The Project's geotechnical consultant will investigate sub-soil conditions at the Project site and additional information will be presented in the DPIR regarding foundation construction technology and the amount and method of excavation, to ensure that groundwater levels will not be lowered during or after construction. Construction methodology that ensures protection of existing surrounding buildings will be followed. Dewatering may be required for future subsurface garage construction. All applicable permits will be obtained and mitigation requirements met.

The site is currently occupied by a paved parking lot. The site is relatively flat, with a gentle downward slope from elevation 27 at the southwest corner to elevation 21 at the northeast corner, as referenced to Boston City Base datum (BCB).

Subsurface analysis was based on data obtained by soil borings taken in May 2006, as well as data from groundwater monitoring wells installed on the site.

The explorations indicate that the project site is blanketed by a 3.5 to 9.0-foot thickness of loose to dense, brown to black fill material. The fill generally ranges from a silt and sand with some gravel and organic material to a gravely sand with some to trace silt and varying amounts of brick, concrete, ash and cinders.

Underlying the fill deposit, each of the boreholes encountered a thick alluvial deposit varying from a compact to dense, light brown to orange sand with trace to some silt and gravel to a compact to a dense brown to gray clayey silt to sandy silt with occasional fine sand lenses. The alluvial deposit was not fully penetrated at depths of 52 feet below the existing ground surface in two borings and at a depth of 87 feet at another boring.

Stabilized groundwater level within the observation wells installed in completed boreholes were observed to vary from approximately 13.0 to 15.8 feet below the existing ground surface, corresponding to elevation +10.6 and elevation +9.5. It is

anticipated that future groundwater levels across the site may vary from those reported herein due to factors such as normal seasonal changes, periods of heavy precipitation, and alterations of existing drainage patterns.



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## **Solid and Hazardous Waste**

The DPIR will describe hazardous materials should any be found on the site. The construction contractor will be responsible for off-site disposal of construction debris and recycling where feasible.

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## **Operational Solid Waste**

Activities at the proposed project site will generate solid waste typical of similar projects including waste paper, cardboard, glass bottles, and similar materials. A portion of this waste will be recycled and the remainder will be compacted in accordance with all applicable laws and regulations.

Wheelock College's "Green Team" leads and coordinates the effort to increase environmental awareness and reduce waste at Wheelock College. Wheelock College currently recycles solid waste that includes paper, cardboard, wood pallets, plastic waste, batteries, styrofoam containers and electronics such as computers, monitors and cell phones. In 2005, approximately 4.6 tons of mixed paper and cardboard were recycled. Further reductions in waste and on-going educational programs to promote recycling are being planned. These strategies will continue to be implemented following construction of the CCSR.

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## **Operational Hazardous Waste**

Management of hazardous waste is highly regulated for the safety of the public, the environment and the community. Wheelock College has an existing hazardous waste collection program that will be utilized to handle and dispose of all wastes in accordance with applicable laws and regulations.



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## **Noise**

Most of the activity associated with the operation of the proposed CCSR project will occur indoors. Mechanical equipment is expected to be the only source of any operational noise related to the CCSR project. Noise impacts will be studied within the DPIR.

Intermittent increases in noise levels will occur in the short-term during construction. Construction work will comply with the requirements of the City of Boston noise

ordinance and every reasonable effort will be made to minimize the noise impact of construction activities on adjacent users and residents of the neighboring residential buildings along Pilgrim Road/Riverway.



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## Construction Impacts

A Construction Management Plan in compliance with the City's Construction Management Program will be submitted to the Boston Transportation Department.

Construction methodologies that ensure public safety and protect nearby residences will be employed. Techniques such as barricades, walkways, and signage will be used. Construction management and scheduling will minimize impacts on the surrounding environment. This will include plans for construction worker commuting and parking, routing plans for trucking and deliveries, and control of noise and dust. The proposed construction staging plan will be designed to isolate the construction while providing safe access for pedestrians and automobiles during normal day-to-day activity and emergencies.

Short-term minor air quality and noise impacts may be expected during construction and will be discussed in the DPIR.



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## Rodent Control

A rodent extermination certificate will be filed with the building permit applications for the proposed project to the City. Rodent inspection monitoring and treatment will be carried out before, during, and at the completion of all construction work for the proposed projects, in compliance with the City's requirements.



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## Wildlife Habitat

The proposed CCSR project is within a fully developed urban area and will not impact wildlife habitats.



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## Sustainable Design / Energy Conservation

Wheelock employs an active recycling program throughout its campus. Last year Wheelock recycled 4.65 tons of paper which translates to the environmental impact of the following savings: 17 trees, 60 lbs. of air pollutants, 380 gallons of water, and 10,401 kwh of energy. Last year, Wheelock also recycled glass, metal, and plastic that totaled 2,000 lbs. (about 240 lbs. short of 1 ton).

The proposed CCSR project presents opportunities for sustainable design and construction to prevent damage to the environment. The DPIR will describe appropriate environmentally protective technologies and practices that can be incorporated into the design and operations and the Proponent's commitment to include such measures.

Energy conservation measures will be an integral part of the design of the proposed project. The proposed CCSR project will employ energy and water efficient features for mechanical, electrical, architectural and structural systems, assemblies and materials where possible. The base configuration of the proposed building will meet the Massachusetts Energy Code. Mechanical and HVAC systems will be installed to the current industry standards and full cooperation with the local utility providers will be maintained during design and construction.

The DPIR will discuss the sustainable design principles that Wheelock College intends to use.

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## Historic Resources

The proposed CCSR project is located on the main campus of the Wheelock College in the historic Fenway neighborhood. Located along the Riverway, the campus is adjacent to the Frederick Law Olmsted-designed "Emerald Necklace" of urban parks and parkways. It was listed in the National Register of Historic Places on December 8, 1971 and is also listed in the State Register of Historic Places.

The CCSR project involves construction of a new building on the existing green space located adjacent to the existing Library (132 Riverway) and Longwood House (154 Riverway). The CCSR project also includes construction of a new pedestrian bridge connecting the proposed CCSR with the Library. The Library was constructed in 1915 and was renovated in 1982 and is not listed in the *Inventory of Historic and Archaeological Assets of the Commonwealth* (the "Inventory"). The Longwood House is not listed in the Inventory either. Within a quarter of a mile of the CCSR project site, there are several properties listed with the Massachusetts Historic Commission aside from the Emerald Necklace. As shown in Table 5-1, they include the following:

**Table 5-1  
MHC Inventoried Properties within 1/4-mile of CCSR**

<b>Property Name</b>	<b>Address</b>	<b>MHC Inventory No.</b>
Boston Academy of Notre Dame	400 The Fenway, Boston	BOS.7413
Hastings, Mary C. Hews House	2 Short St, Boston	BOS.7684
Massachusetts School of Art	364 Brookline Ave, Boston	BOS.7357
Pope - Hastings, Bulkley A. House	4 Short St, Boston	BOS.7685
Simmons College - North Hall	86 Pilgrim Rd, Boston	BOS.7580
Simmons College - Refectory	86R Pilgrim Rd, Boston	BOS.7581
Simmons College - South Hall	321 Brookline Ave, Boston	BOS.7358
Winsor School	103 Pilgrim Rd, Boston	BOS.7582
Residential Structure	5 Carlton Street, Brookline	BKL.423

No impacts are expected to these structures due to the construction of CCSR. A review of the MHC archaeological base maps revealed no recorded archaeological sites within one eighth of a mile of the project site.

## Infrastructure Systems

Existing domestic water, chilled water, steam, natural gas, electrical, sanitary sewer and storm water systems servicing Wheelock College’s campus will be presented and analyzed in detail in the DPIR filing.

## Wastewater Generation

Sewage generated by the proposed CCSR will discharge to the 15-inch Boston Water and Sewer Commission (BWSC) sewer in Brookline Avenue and a 10-inch sewer in Pilgrim Road. This sewer flows west to the Brookline Sewer where it is intercepted by the Massachusetts Water Resource Authority’s (MWRA) line feeding the Ward Street Headworks. From there the sewer flows to the Columbus Park Headworks via the Boston Main Drain and finally to the MWRA Deer Island Waste Water Treatment Plant for disposal.

Based upon a sewage generation rate of 65 gallons per day (GPD) per person for an Institutional College space, 75 GPD per thousand square feet of Office Space, and 35 GPD per seat for food service space, the CCSR will generate an average daily sewer flow of approximately 18,500 GPD. Table 5-2 shows the sewage generation flows for the CCSR as well as estimates for Wheelock’s other proposed IMP projects.

**Table 5-2  
Wheelock IMP Wastewater Generation**

Use	Size	Rate	Total
<b>Proposed Use</b>			
CCSR	150 rooms	65 gpd/room	
	250 seats	35 gpd/seat	18,500 GPD
East Wing	70 rooms	65 gpd/room	
	15,000 sf office	75 gpd/1,000 SF	5,675 GPD
West Wing	180 rooms	65 gpd/room	
	9,000 sf office	75 gpd/1,000 SF	12,375 GPD
<b>Existing Use (to be demolished)</b>			
Riverway House	100 rooms	65 gpd/room	(6,500 GPD)
Net New Sewage Flow			30,050 GPD



### Water Supply System

The BWSC will provide potable water to the project site. Water generation is based upon estimated sewage generation with an added factor of 10 percent for consumption, system losses, and other usage. The average daily water use is estimated to be approximately 19,855 gpd, for the CCSR project. For all Wheelock IMP projects, water consumption is estimated to total 33,055 GPD.



### Energy Systems

The following types of energy demands will likely be required in connection with the CCSR project::

- Steam
- Electricity
- Natural Gas
- Chilled Water

Either steam or natural gas is expected to provide the energy to meet the new project’s heating and hot water demand. Steam demands and availability will be coordinated with MATEP. Natural gas demands and availability will be coordinated with Keyspan. Electric demands will be reviewed and coordinated with MATEP and NSTAR. Currently, chilled water is expected to be made on-site either independently, or in connection with Wheelock’s existing, centralized facility.

## Anticipated Permits and Public Approvals



### BRA Article 80 Review

Since Wheelock has not constructed new buildings in several decades, the College has never gone through the Article 80 review process. This IMPNF represents Wheelock’s first institutional master plan pursuant to Article 80. To date, Wheelock representatives have had several meetings with staff from the Boston Redevelopment Authority to discuss the IMP process and the College’s proposals. The BRA has established the Wheelock College Community Task Force (the “Task Force”).

**Table 5-3  
Anticipated Permits and Public Approvals for the CCSR Project**

AGENCY	PERMIT/APPROVAL
<b>City of Boston</b>	
Boston Civic Design Commission	Schematic Design review
Boston Redevelopment Authority	IMP Approval; Large Project Review
Boston Water and Sewer Commission	Water and Sewer Connection Permits, Construction De-Watering Permit
Boston Zoning Commission	IMP Approval
Boston Landmarks Commission	Historic Resource Review
Boston Transportation Department	Transportation Access Plan Agreement, Construction Management Plan
Inspectional Services	Demolition Permit, Foundation Permit, Building Permit, Occupancy Permit
Boston Fire Department	Site Access Plan
Parks and Recreation Commission	Site and Landscape Design Approval
Public Works Department	Curb Cut Permit (if required)
Boston Air Pollution Control Commission	Compliance with Construction Noise Restrictions
Public Improvement Commission	Changes to/Discontinuances of Public Ways
<b>Commonwealth of Massachusetts</b>	
Massachusetts Historical Commission	Determination of No Adverse Effect
Massachusetts Environmental Policy Act	MEPA Review, Section 61 Findings
Division of Water Pollution Control	Sewer Extension/Connection permit(s) Groundwater Discharge Permit (if required)



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## Community and Stakeholder Input

As part of the Wheelock Master Plan and project planning process, Wheelock has presented and discussed future development plans with the following community leaders and nearby stakeholders:

- The Mayor's Office,
- City Councilor Michael Ross,
- Riverway Square Condominium Association,
- Simmons College,
- Winsor School,
- Massachusetts College of Art,
- Massachusetts College of Pharmacy and Health Sciences,
- Emmanuel College,
- Wentworth Institute of Technology, and
- Emerald Necklace Conservancy and others.

In addition, a Task Force for the Institutional Master Plan has been convened and had its first meeting on October 5, 2006 at Wheelock.