

Sullivan, Katelyn

From: Tom Gill [tdgill@me.com]
Sent: Saturday, May 25, 2013 10:23 AM
To: Sullivan, Katelyn
Cc: Meade, Peter
Subject: 5/30 Hearing re Fisher College expansion

Dear Ms Sullivan,

My wife, Jody, and I live at 303 Berkeley St at the corner of Beacon St., immediately adjacent to buildings now occupied by Fisher College students. We are aware of the proposed Fisher College expansion and understand that BRA has scheduled a hearing with respect to the proposal on 5/30/13.

We will not be in Boston on that date and regrettably will miss the hearing. However, we wish to express our strong opposition to any extension of an institutional use in a residential section of the Back Bay Historic District. Over 350 residents in the immediately impacted area would be adversely affected by any such expansion in their use and enjoyment of their homes and in the value of those homes.

The college use is already a hazard and a daily (and nightly) nuisance and any expansion thereof would be wholly inappropriate.

Very truly yours,

Thomas D Gill, Jr.

Sullivan, Katelyn

From: Miller, Doreen [doreenm@bu.edu]
Sent: Friday, June 14, 2013 9:45 PM
To: Mayor; Ross, Michael (City Council); Arroyo, Felix; Pressley, Ayanna; Connolly, John (City Council); Murphy, Stephen (Councilor); will@mywillbrownsberger.com; Meade, Peter; Sullivan, Katelyn; info@charlesforboston.com; danconley2013@gmail.com; cgrichie1@mac.com; rob@robconsalvo.com; will@willdorcena.com; info@billforboston.com; martinjwalsh02125@gmail.com; ccyancey@aol.com
Subject: Opposition to Fisher College Growth Plan

I am writing to express strong opposition to the Fisher College growth plan and ask the Boston Redevelopment Agency (BRA) to deny Fisher's request. The Back Bay is one of the most historic and well-preserved residential neighborhoods in America. We cannot permit Back Bay to become a student quad for 1100 Fisher students. The Neighborhood Association of Back Bay (NABB) has taken a strong stand against Fisher expansion. Fisher will violate numerous zoning laws specifically designed to keep Back Bay residential, and which have been in force for over 40 years. For years, residents have maintained the integrity of these historic buildings. If property values decrease while noise, congestion and vandalism increase, owners will sell. Who will be willing to buy property in the middle of college dorms and how will they maintain such unique and historic property? The character of this area of Boston will irreversibly change.

1. Fisher students have a poor record as neighbors: noise, litter, drunkenness, vandalism and more. The high student population will cause exponentially more noise, more trash, more smoking, more mischief, greater numbers of students coming home late from bars and just hanging out like all young people do. There are many examples: a mother pushing a stroller who couldn't pass by because a crowd of students blocked the sidewalk; my elderly neighbor who couldn't get up the stairs because a group of students hanging out on the stairs wouldn't let her through. There are four elementary schools and at least three playgrounds within a few blocks of Fisher College. Fisher expansion should not be permitted in a residential neighborhood.
2. There is already a parking shortage in Back Bay; the parking problem will be far worse if Fisher is allowed to grow. Students, teachers and staff will all require more parking, further impacting the neighborhood.
3. Fisher plans new dorms and student services on both sides of Beacon Street. Those will clearly impact traffic flow in Back Bay and into other parts of the city. Arlington and Berkeley Streets are major city arteries with entrance/exit to Storrow Drive. Double-parked delivery trucks are already a frequent problem both morning and evening since Fisher has no warehouse or loading-dock. Traffic backs up on Beacon Street to the State House and on Berkeley to Columbus. Storrow backs up in both directions. More students require more paper, books, laundry, food, trash removal, and maintenance combined with more student traffic on foot and in cars. The congestion and traffic noise will be exponentially worse in a historic, residential neighborhood.

4. A local realtor has stated and the NABB has validated that Back Bay property values and Boston tax revenues will significantly decrease unless Fisher is stopped. Further, NABB detailed an additional, large tax revenue loss if Fisher buildings become tax-exempt dorms, even while demand for city services like water, sewage, trash removal, traffic lights and police protection will increase. Boston residents should not be subsidizing Fisher growth plans.
5. Housing students in a neighborhood where they cannot feel free to be young doesn't serve students well either. An on-line search shows Fisher students already rate Fisher dorms as poor. Crowding more students into sub-standard dorms amongst angry residents is wrong for students, residents, and for Boston. Fisher has options; they could grow on Boylston Street, for example, without changing Back Bay as a residential neighborhood. Emerson, Suffolk, Simmons, and Bay State have all developed growth plans in Boston without destroying the neighborhood.

Fisher's growth plan is entirely self-serving and violates years of zoning law. It is wrong for Boston and for students, and therefore must be denied.

Sincerely,

Doreen Miller
253 Savin Hill Avenue
Dorchester, MA 02125
617-436-3890

Sullivan, Katelyn

From: Chris Antonellis [cantonel@bu.edu]
Sent: Friday, June 14, 2013 11:10 PM
To: Mayor; Ross, Michael (City Council); Arroyo, Felix; Pressley, Ayanna; Connolly, John (City Council); Murphy, Stephen (Councilor); will@mywillbrownsberger.com; Meade, Peter; Sullivan, Katelyn; info@charlesforboston.com; danconley2013@gmail.com; cgrichie1@mac.com; rob@robconsalvo.com; will@willdorcena.com; info@billforboston.com; martinjwalsh02125@gmail.com; ccyancey@aol.com
Subject: Opposition to Fisher College Growth Plan

Christel Antonellis, Sr. Lecturer
CELOP, Boston University
890 Commonwealth Ave
Boston, MA 02215

Tel: (617) 353-7836
Fax: (617) 353-6195
cantonel@bu.edu

Begin forwarded message:

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2. There is already a parking shortage in Back Bay; the parking problem will be far worse if Fisher is allowed to grow. Students, teachers and staff will all require more parking, further impacting the neighborhood.

Chris Antonellis
1960 Commonwealth Avenue, #28
Brighton, MA 02135

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Fisher's growth plan is entirely self-serving and violates years of zoning law. It is wrong for Boston and for students, and therefore must be denied.

Sullivan, Katelyn

From: Saltz, Adrienne [asaltz@bu.edu]
Sent: Saturday, June 15, 2013 12:50 AM
To: Mayor; Ross, Michael (City Council); Arroyo, Felix; Pressley, Ayanna; Connolly, John (City Council); Murphy, Stephen (Councilor); will@mywillbrownsberger.com; Meade, Peter; Sullivan, Katelyn; info@charlesforboston.com; danconley2013@gmail.com; cgrichie1@mac.com; rob@robconsalvo.com; will@willdorcen.com; info@billforboston.com; martinjwalsh02125@gmail.com; ccyancey@aol.com
Subject: Opposition to Fisher College Growth Plan

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as a residential neighborhood. Emerson, Suffolk, Simmons, and Bay State have all developed growth plans in Boston without destroying the neighborhood.

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Adrienne Saltz

150 Saint Paul ST.

Brookline, MA

Sullivan, Katelyn

From: Nicola Marzari [marzari@MIT.EDU]
Sent: Saturday, June 15, 2013 4:42 AM
To: Mayor; Ross, Michael (City Council); Arroyo, Felix; Pressley, Ayanna; Connolly, John (City Council); Murphy, Stephen (Councilor); will@mywillbrownsberger.com; Meade, Peter; Sullivan, Katelyn; info@charlesforboston.com; danconley2013@gmail.com; cgrichie1@mac.com; rob@robconsalvo.com; will@willdorcena.com; info@billforboston.com; martinjwalsh02125@gmail.com; ccyancey@aol.com
Subject: opposition to Fisher expansion in the Back Bay

Dear Administrators,

I am writing to express strong opposition to the Fisher College growth plan and ask the Boston Redevelopment Agency (BRA) to deny Fisher's request. The Back Bay is one of the most historic and well-preserved residential neighborhoods in America. We cannot permit Back Bay to become a student quad for 1100 Fisher students. The Neighborhood Association of Back Bay (NABB) has taken a strong stand against Fisher expansion. Fisher will violate numerous zoning laws specifically designed to keep Back Bay residential, and which have been in force for over 40 years. For years, residents have maintained the integrity of these historic buildings. If property values decrease while noise, congestion and vandalism increase, owners will sell. Who will be willing to buy property in the middle of college dorms and how will they maintain such unique and historic property? The character of this area of Boston will irreversibly change.

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There are four elementary schools and at least three playgrounds within a few blocks of Fisher College. Fisher expansion should not be permitted in a residential neighborhood.

2. There is already a parking shortage in Back Bay; the parking problem will be far worse if Fisher is allowed to grow. Students, teachers and staff will all require more parking, further impacting the neighborhood.

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nicola marzari

Prof Nicola Marzari Department of Materials Science and Engineering
13-5066 MIT 77 Massachusetts Avenue Cambridge MA 02139-4307 USA
tel 617.4522758 fax 2586534 marzari@mit.edu <http://quasiamore.mit.edu>

Sullivan, Katelyn

From: Sam Plimpton [sp@baupost.com]
Sent: Saturday, June 15, 2013 9:25 AM
To: Sullivan, Katelyn
Cc: Meade, Peter
Attachments: Fisher 6-13-13 v SMW-2_xlsx - Microsoft Excel Web App_xlsx.xlsx

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms. Sullivan:

I look forward to seeing you on the 18th concerning Fisher College's expansion plans. Please confirm that the meeting will be held at 6PM at 116 Beacon St.

These plans would have a devastating impact on our quality of life and property values. The block on Beacon Street is already a disastrous traffic and service problem, without ANY Fisher expansion. I share other citizen's views on the current student impacts of loitering, double parking, rubbish, noise, etc., but my biggest concern is about the massive student, faculty, and staff population density increase that would drive further impacts, and costs to service that density.

Attached is an exhibit which shows the density and tax impact of Fisher's plans. The assessment data is updated to reflect public record. The impact of their relative headcount presence versus residential use is incredibly troubling, and remains so even if the density assumptions in the exhibit are tweaked, the message is the same:

-Approximately 260 tax paying residents, were the facilities to instead be used solely as market housing
-1100 students plus an unknown number of faculty and admin headcount, if used as Fisher proposes -few taxes paid currently, versus \$690,000. due, if taxed as assessed -no taxes proposed versus \$1,024,000. due if assessed and taxed as only \$600/sf housing going forward

The Fisher plan results in excess of 4 times the headcount density load as from a residential use, with the resultant traffic, service, water and sewer, rubbish, and other impacts. One cannot quadruple the human density without increasing the impacts! The City is currently using real estate tax exemptions to subsidize this use (with its negative impacts on property values and quality of life), by foregoing many hundreds of thousands of tax dollars (from even a low value assessment), so the result is roughly 4x the impact for residents and virtually none of the potential taxes for the City to deal with those impacts. Why is this good planning or policy, or remotely fair to the City or to the citizens who live here to increase the service requirement and lower the tax base?

In addition, please note the public record that Fisher's default rates on student loans was around 19% in 2009 (versus 1.5% for Harvard) and 13.1% in 2010 (vs 1% for Harvard). Fisher student retention rates are low at a 30% yr 1 drop out rate, and graduation rates are also low by any metric, with a published 4 yr graduation rate of 32%. However you measure it, Fisher is receiving substantial subsidies from both Boston real estate taxpayers and from income tax payers (who unlike Fisher, bear the brunt of defaulted loan costs) for running one of the least selective fully private academic operations. What benefit to the City or to local residents do these massive subsidies to a private school provide? Why increase them?

I urge you to encourage Fisher to go to sites where density is needed, to encourage life and vitality in areas that are not already clogged with traffic, and are already difficult to access and to service. Please reject expansion, and further subsidy...

Sincerely Yours,

Sam Plimpton

Registered voter on Beacon St in 02116

Sullivan, Katelyn

From: Peter Ruggiero [ruggieropm@gmail.com]
Sent: Saturday, June 15, 2013 10:57 AM
To: Mayor; Ross, Michael (City Council); Arroyo, Felix; Pressley, Ayanna; Connolly, John (City Council); Murphy, Stephen (Councilor); will@mywillbrownsberger.com; Meade, Peter; Sullivan, Katelyn; info@charlesforboston.com; danconley2013@gmail.com; cgrichie1@mac.com; rob@robconsalvo.com; will@willdorcena.com; info@billforboston.com; martinjwalsh02125@gmail.com; ccyancey@aol.com
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--
Peter M Ruggiero, M.S., M.I.I.M.
241 School St, Apt 3
Somerville MA 02145

Senior Lecturer
Boston University CELOP

Adjunct Instructor of English
MCPHS University

Sullivan, Katelyn

From: Kathy Brenner [kathy_brenner@hotmail.com]
Sent: Saturday, June 15, 2013 3:15 PM
To: Mayor; Ross, Michael (City Council); Arroyo, Felix; Pressley, Ayanna; Connolly, John (City Council); Murphy, Stephen (Councilor); will@mywillbrownsberger.com; Meade, Peter; Sullivan, Katelyn; info@charlesforboston.com; danconley2013@gmail.com; cgrichie1@mac.com; rob@robconsalvo.com; will@willdorcena.com; info@billforboston.com; martinjwalsh02125@gmail.com; ccyancey@aol.com
Subject: Opposition to Fisher College Growth Plan

Kathy L. Brenner
Senior Lecturer
Boston University/CELOP
Writing Consultant
Harvard School of Public Health
Writing for Publication in Biomedical Sciences

From: sawbona2@gmail.com
Subject: Fwd: Opposition to Fisher College Growth Plan
Date: Fri, 14 Jun 2013 20:01:12 -0400
To: kathy_brenner@hotmail.com

Kathy,

Could you do a favour for a colleague?

Just follow the yellow directions and thanks! And if you can think of anyone else who might be willing to do this, forward it to them too!

Kim

Fisher College has applied to the Boston Redevelopment Agency (B.R.A) for a massive zoning change to expand in the Back Bay. Please read the letter below and if you share our opposition, send the email to mayoral candidates and city officials listed below.

- 1100 students, most in dorms on Beacon Street between Arlington and Berkeley
- 4500 square feet of new student services (café, etc.) on both sides of Beacon Street with no truck loading dock
- Fisher knows their expansion will degrade the residential and historic Back Bay neighborhood yet

- While other colleges moved out of Back Bay, Fisher has been quietly buying up buildings over several years.
- Fisher hired legal staff, professional PR staff, and a former B.R.A. manager (insider contacts) before filing their re-zoning request.
- Fisher kept this from the public, then tried to limit public discussion hoping to push it through the B.R.A.

The only way to stop Fisher expansion in is for residents to speak out to local officials!

Copy the distribution list below to the "TO:" header above

mayor@cityofboston.gov, Michael.Ross@cityofboston.gov, Felix.Arroyo@cityofboston.gov, Avanna.Pressley@cityofboston.gov, John.R.Connolly@cityofboston.gov, Stephen.Murphy@cityofboston.gov, will@mywillbrownsberger.com, Peter.Meade.bra@cityofboston.gov, Katelyn.Sullivan.bra@cityofboston.gov, info@chariesforboston.com, danconley2013@gmail.com, cgrichie1@mac.com, rob@robconsalvo.com, will@willdorcena.com, info@billforboston.com, martinjwalsh02125@gmail.com, ccyancey@aol.com

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Kathy L. Brenner

Begin forwarded message:

From: Kim & Charles Perkins <kymchuck@gmail.com>
Subject: **Opposition to Fisher College Growth Plan**
Date: June 13, 2013 9:31:12 PM EDT
To: Sawbona2 Perkins <sawbona2@gmail.com>

Fisher College has applied to the Boston Redevelopment Agency (B.R.A) for a massive zoning change to expand in the Back Bay. Please read the letter below and if you share our opposition, send the email to mayoral candidates and city officials listed below.

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Katelyn.Sullivan.bra@cityofboston.gov, info@charlesforboston.com, danconley2013@gmail.com,
cgrichie1@mac.com, rob@robconsalvo.com, will@willdorcena.com, info@billforboston.com,
martinjwalsh02125@gmail.com, ccyancey@aol.com

Remove the term "Fwd:" from the "Subject;" header above

Enter your name and address at the bottom of the letter

Last step is to delete everything above and including this line of text before you click send.

I am writing to express strong opposition to the Fisher College growth plan and ask the Boston Redevelopment Agency (BRA) to deny Fisher's request. The Back Bay is one of the most historic and well-preserved residential neighborhoods in America. We cannot permit Back Bay to become a student quad for 1100 Fisher students. The Neighborhood Association of Back Bay (NABB) has taken a strong stand against Fisher expansion. NABB has detailed numerous zoning laws Fisher will violate that have been in force for over 40 years specifically to keep Back Bay residential. The residents have maintained the integrity of these historic buildings very well. If property values decrease while noise, congestion and vandalism increase, owners will sell. Who will be willing to buy property in the middle of college dorms and how will they maintain that historic property? The character of this area of Boston will irreversibly change.

1. Fisher students have a poor record as neighbors: noise, litter, drunkenness, vandalism and more. The high student population will cause exponentially more noise, more trash, more smoking, more mischief, greater numbers of students coming home late from bars and just hanging out like all young people do. There are many examples: a mother pushing a stroller who couldn't pass by because a crowd of students blocked the sidewalk; my elderly neighbor couldn't get up our stairs because a group of students hanging out on the stairs wouldn't let her through. There are four elementary schools and at least three playgrounds within a few blocks of Fisher College. Fisher expansion should not be permitted in a residential neighborhood.
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3. Fisher plans new dorms and student services on both sides of Beacon Street. Those will clearly impact traffic flow in Back Bay and into other parts of the city. Arlington and Berkeley Streets are major city arteries with entrance/exit to Storrow Drive. Double-parked Fisher delivery trucks are already a frequent problem both morning and evening since Fisher has no warehouse or loading-dock. Traffic backs up on Beacon Street to the State House and on Berkeley to Columbus. Storrow backs up in both directions. More students require more paper, books, laundry, food, trash removal, and maintenance combined with more student traffic on foot and in cars. The congestion and traffic noise will be exponentially worse in a historic, residential neighborhood.
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5. Housing students in a neighborhood where they cannot feel free to be young doesn't serve students well either. An on-line search shows Fisher students already rate Fisher dorms as poor. Crowding more students into sub-standard dorms amongst angry residents is wrong for students, residents, and for Boston. Fisher has options; they could grow on Boylston Street, for example, without changing Back Bay as a residential neighborhood. Emerson, Suffolk, Simmons, and Bay State have all developed growth plans in Boston without destroying the neighborhood.

Fisher's growth plan is entirely self-serving and violates years of zoning law. It is wrong for Boston and for students, and therefore must be denied.

Sullivan, Katelyn

From: Jennifer Scotland [jlangley39@gmail.com]
Sent: Sunday, June 16, 2013 8:27 PM
To: Mayor; Ross, Michael (City Council); Arroyo, Felix; Pressley, Ayanna; Connolly, John (City Council); Murphy, Stephen (Councilor); will@mywillbrownsberger.com; Meade, Peter; Sullivan, Katelyn; info@charlesforboston.com; danconley2013@gmail.com; cgrichie1@mac.com; rob@robconsalvo.com; will@willdorcen.com; info@billforboston.com; martinjwalsh02125@gmail.com; ccyancey@aol.com
Subject: Fisher Expansion in the Back Bay

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Jen Scotland

Sullivan, Katelyn

From: Maureen E. Rooney [mrooney@capitalassocinc.com]
Sent: Monday, June 17, 2013 8:54 AM
To: Sullivan, Katelyn
Cc: 'Steve Rich'
Subject: Fisher College

Ms. Sullivan,

I live around the corner from Fisher College on Berkeley Street, so while not in immediate proximity I am certainly in the neighborhood

Having lived on Newbury Street for years, I bring a different perspective to the Fisher College expansion debate.

My Newbury St. unit in a residential building had a bay window from which I saw an urban snapshot that evolved tremendously over the years. It changed from a rather elegant street with galleries, independent shops and restaurants to a more mainstream thoroughfare with the restaurants and stores one would see in a suburban mall.

With the change came an increase in the number of bars on Boylston St. With the increase in the Boylston St. bars came droves of bar patrons. It was a year-round magnet, not just September through May. It was very evident that many if not most of the people came in from the suburbs and other parts of the city. This was apparent through parking patterns, the occasional police reports and the visual obviousness that so many were in their late twenties and early thirties....descending on Back Bay to party.

Newbury St. was/is very much an adjunct of the Boylston St. bar scene because it has so many parking meters [as opposed to residential spaces] as do the perpendicular streets and some spots on other Back Bay streets, Beacon Street included. Believe me, the bar crowd knows where the metered spaces are! There were other residual effects on Newbury St., especially upper Newbury St. with its tempting doorways and vest-pocket yards...

My opinion is that students in Back Bay while not completely innocent are bit players in a much larger panorama. The institutions do a relatively good job at reminding them of their surroundings. There will always be missteps but the colleges act quickly [as do the police] when they're informed.

We've tried for years to get the restaurant and bar patrons to respect and enjoy Back Bay. It's not a playground for bored suburbanites (and a smattering of rowdy students). It is a delightful city neighborhood!

Best Regards,
Maureen Rooney

Maureen E. Rooney
Capital Associates, Inc.
44 School Street # 250
Boston, MA 02108

Ph: 617-367-3113
Fx: 617-367-3773
Cell: 617-780-9188

Sullivan, Katelyn

From: Katherine Dietz [kwdietz@gmail.com]
Sent: Monday, June 17, 2013 9:24 AM
To: Sullivan, Katelyn
Subject: Fisher College

Dear Ms. Sullivan,

I'm writing as a Back Bay resident and strong opponent of the Fisher College expansion. It is clear that the Back Bay is already very crowded and that increasing the amount of collegiate dormitory, social, academic, and administrative space will only worsen the situation.

Students and families crowded together do not make very good neighbors; their ideas of what is acceptable behavior, noise levels, etc. are too different.

My main opposition, however, is that I question why (and how) a small institution with a lackluster reputation thinks it is justified in spending 12 million dollars for a portion of one building to be used for administration.

The Fisher website does not list the names of trustees. Nor does it list the costs of attending Fisher, nor information about its endowment (if any exists).

Many questions about the institution deserve answers before Fisher should be allowed to proceed with any plans to expand into a residential neighborhood.

Sincerely,

Katherine Dietz
3 Marlborough St. Apt 2
Boston MA 02116
kwdietz@gmail.com
617-872-0076

June 17, 2013

Katelyn Sullivan
Boston Redevelopment Authority
City of Boston
One City Hall Square
Boston, MA 02201

RE: FISHER COLLEGE IMP
Opposition to 118 Beacon Street 'Carriage House'

Dear Ms. Sullivan.

This is a tough letter to write since my wife and I are positively disposed toward Fisher College. As it happens, my wife has known some of the Fisher family for more than ten years since she works in the school system in Concord where they reside. In fact, until Christian Fisher left as president of Fisher College in 2001, we considered the school a wonderful neighbor on Beacon Street. That has all changed since his departure. Like my wife, I also teach - in my case international finance at Bentley University, so both my wife and I are also comfortable working and living amongst young people.

Yet, as Fisher has grown since 2001, the problems of having an expanding residential college with full collegiate activities in a residential neighborhood have grown dramatically. I understand that many others from the Beacon Street neighborhood in other correspondence will highlight numerous issues such as noise, smoking, parking, drug use in cars on the street, and of course traffic.

The principal traffic problem is that our street has an entrance ramp to Storrow Drive on one side and an exit ramp from Storrow on the other. There is probably not a single worse street for a college in the Back Bay. Since Fisher does not have loading docks, that means all truck deliveries and buses block a lane of traffic for up to an hour at a time - for unloading food, refilling the numerous soda and snack machines in multiple buildings, or making other deliveries.

As Fisher has no parking themselves for students, students often double-park as they run into classrooms, the library, the bookstore, or to visit friends. Most importantly, since Fisher has no athletic facilities of their own that means Fisher buses, which double-park on Beacon Street, are needed not only for every game, but for every practice. Since athletic busing occurs after the regular school day, which coincides with rush hour, the result is that traffic often backs up all the way to the State House.

The concept of having dorms and classrooms across the street from each other is also a dangerous condition, as Fisher students naturally jaywalk back and forth across Beacon Street from their dorm rooms, to their classrooms, to the bookstore, to the cafeteria, and to social spaces at all times of the day and night, including during rush hour. It is just a matter of time before the danger of having Beacon Street as a 'quad' will result in an entirely unnecessary tragedy.

But while for these and other reasons I will join with my neighbors in registering my opposition to the IMP in its entirety, I want to particularly go on record against the so-called 'carriage house' addition that Fisher would like to build at the back of their historic mansion at 118 Beacon Street, for the following reasons.

1. Loss of light / view

My wife and I own Unit 1B at 120 Beacon Street (since 1986) and are thus abutters to 118 Beacon Street. Our ground floor unit faces northward toward Back Street, and since our building is bound by brick walls on both the Fisher side and the other side, we do not get direct sunlight into our unit. However we do get light as we have a view of the sky over those brick walls. While we would of course prefer direct light, we are happy with the indirect light we get from our view of the sky.

Fisher's proposed expansion will darken our unit substantially and just as substantially change our view. The new two-story building is listed in the IMP as having a height of up to 25 feet. The current wall between 118 Beacon and 120 Beacon stands at (an already substantial) 13 feet. An additional 12 feet would cause the loss of almost 30-40% of our view and thus light. But even an additional 6 feet would have a great impact. Losing 15-20% of your light and view is very substantial when you have so little to begin with.

But the practical impact is even more dramatic. For example, from the living room area of our unit we can see through the glass in our back door to a view of the Fisher wall and the sky above it. If an 18 foot addition were to be built, (5 feet higher than the current wall) the view from our living room area changes to only being able to see the Fisher wall and new addition, with no sky visible at all.

2. Privacy

The new Fisher addition would dramatically reduce the privacy of our unit and other units of our building. Living in a city obviously has trade-offs, and privacy is one of them. Yet, our building faces Back Street and the Charles River, so there is a reasonable sense of privacy from those windows. The new Fisher addition, as pictured in their IMP, has a roof garden atop the addition. While the roof garden may be decorative and may not be currently envisioned for student or staff use, it is hard to imagine such a lovely roof garden going unused, particularly since the building will be a center for student activities, as Fisher administration plans to abandon 118 Beacon in favor of a new building at Arlington.

But even in the remarkably unlikely event that Fisher somehow keeps students away from an attractive roof garden, even Fisher gardeners tending the garden and maintenance staff maintaining the rooftop equipment pictured in the IMP would be more than occasional users. As these staff walk atop the addition, they would have straight line views across and down into many of our units, where no such views currently exist. This loss of privacy would be dramatic for the first few floors of 120 Beacon Street.

3. Fisher College's Misleading IMP

Fisher claims in the IMP that *"The sight line to the terrace from the 120 Beacon Street building will be obscured by the Carriage Area addition proposed at 118 Beacon Street."* This is an outright falsehood. That entire area is already obscured. The existing Fisher building at 118 Beacon Street already extends 20 feet deeper than our building. 118 Beacon is the deepest brownstone on the block by far and one of the deepest in all of Back Bay. There is absolutely no way one can see from any part of our building to that proposed terrace. One would have to walk twenty feet behind our building and climb a thirteen foot ladder to see the proposed College Terrace. To make Fisher's apparent insincerity even more clear, if Fisher is concerned about 'obscuring' 120 Beacon Street from the noise, smoke, and lack of privacy from the College Terrace, why are they proposing that the Carriage House addition next to us has its own outdoor terrace and a roof garden?

The current administration of Fisher College is either not being honest or they have done a very shoddy job of preparing the IMP. Further indications of this 'confusion' can be found in the May 30th community presentation that Fisher prepared which specifically mentions the 118 Beacon Street addition as *"Proposed use: – Consolidation of Student Center & Library with terrace."* In fact, the speaker from Fisher at the May 30th presentation specifically talked about Fisher's need for outdoor space while the slide of the 118 Beacon Street addition was being shown.

4. Noise

The IMP says explicitly that the 118 Beacon Street addition will have *"an outdoor terrace at the first floor level."* This is very strange since Fisher specifically mentions concern in the IMP for 120 Beacon regarding the 104-114 'college terrace.' Yet Fisher is oblivious to concerns about a terrace and roof garden at 118 Beacon, which is right next door to us. The addition also appears to have equipment on its roof, which may relate to heating, air conditioning, or ventilation. If any of these functions add noise, this will impact 120 Beacon Street as well.

5. Historical Integrity

This point will undoubtedly be brought up with in more detail and with more perspective by others more expert in historical matters, but it seems shocking that Fisher is proposing to put a modern addition onto such a historic building – a building that has come to symbolize Fisher College, including in their marketing materials, on their web site, and even on the cover of their IMP. The carriage repair area is a wonderful and historic feature of this impressive building. To put a modern addition into such a space demonstrates that the Fisher College is not a concerned steward of their historic property. Fisher College appears interested in marketing the historic nature of Back Bay, but not in preserving it.

6. Parking

The construction of the addition causes the loss of at least four parking places. With Fisher College already in serious need of a loading/unloading area for trucks and buses, even before considering any expansion, the loss of that many parking spaces is a questionable decision.

7. Zoning

I also note that Howard Kassler, Chairman of the Neighborhood Association of Back Bay, in his June 7th letter to the Boston Redevelopment Authority argues against the 118 Beacon addition as follows.

"The proposed two story rear yard addition to 118 Beacon Street would be directly in conflict with the density limit of the Zoning Code defined by the applicable 3.0 FAR (Floor area ratio). Strict adherence to the FAR density limit of the Zoning Code is considered to be one of the most important dimensional zoning provisions necessary for the protection of the Back Bay Historic District. The Board of Appeal has, in fact, denied every petition in the residential section of the Back Bay Historic District seeking other than nominal relief from the 3.0 FAR limit of the Zoning Code since its introduction over thirty-five years ago. It is particularly inappropriate that such a fundamental exception to the established zoning be sought to effect an extension of a forbidden use. The proposal is also counter to the Residential Guidelines of the Back Bay Architectural Commission, adopted in 1990, which clearly state that "additions more than one story in height" are inappropriate."

I have no objection in principle to Fisher College expanding by buying or converting the use of existing buildings, as long as Fisher first addresses the dramatic problems they currently cause, particularly traffic, parking, smoking, and noise. But to build an addition in an historic neighborhood that changes the views, privacy, noise level, and light of their neighbors is not reasonable. Fisher College should withdraw the 'carriage house' addition from their IMP.

I would thus respectfully ask for the following.

1. That the BRA direct Fisher College to remove the carriage house addition from their plans and suggest Fisher to look at the possibility of re-locating the facilities that would otherwise be located in the 2500sf addition somewhere else in their 175,000–190,000sf of space.
2. That the BRA otherwise ask Fisher to conduct studies on light, view, privacy, and noise from the carriage house addition, its terrace, and roof garden spaces, as to how they affect 120 Beacon, 122 Beacon, 124 Beacon, and 128-132 Beacon.
3. That the BRA otherwise ask Fisher what they will do with the cars that have been displaced from the 4-5 deeded parking spaces that they plan to remove.

The Master Plan that Fisher has proposed has clearly galvanized the neighborhood on Beacon Street in opposition. It might be suggested to Fisher College that they first act to mitigate current neighborhood and Boston-wide concerns about parking, noise, and particularly traffic before they propose any type of expansion.

Respectfully submitted,



Claude Cicchetti
120 Beacon Street, Unit 1B
Boston, MA 02116
claude.cicchetti@gmail.com

cc:

Christian Fisher, former President of Fisher College, Concord, MA

Mayor Thomas M. Menino; Boston City Hall Mayor's Office; mayor@cityofboston.gov

City Councilor President Michael P. Ross; Boston City Hall, 5th Floor; Michael.Ross@cityofboston.gov
City Councilor Felix Arroyo; Boston City Hall, 5th Floor; Felix.Arroyo@cityofboston.gov
City Councilor Ayanna Pressley; Boston City Hall, 5th Floor; Ayanna.Pressley@cityofboston.gov
City Councilor John R. Connolly; Boston City Hall, 5th Floor; John.R.Connolly@cityofboston.gov
City Councilor Stephen J. Murphy; Boston City Hall, 5th Floor; Stephen.Murphy@cityofboston.gov

Boston Redevelopment Authority: One City Hall Square, Boston, MA 02201
Peter Meade, Director 617-918-4201; Peter.Meade.bra@cityofboston.gov

Neighborhood Association of the Back Bay
160 Commonwealth Avenue #L-8 Boston, Massachusetts 02116-2749 info@nabbonline.com

John Barros; 48 Virginia Street #1, Dorchester, MA 02125; 617-936-7180; johnfbarros@gmail.com
Robert Cappucci; 159 Cottage Street #9 East Boston, MA 02128
Charles Clemons Jr; 60 Rosseter Street, Dorchester, MA 02121; info@charlesforboston.com
Daniel F Conley; 265 Corey Street, West Roxbury, MA 02132; 617-619-4204; danconley2013@gmail.com
John R Connolly; 12 Shaw Street #2 West Roxbury, MA 02132; john@connollyforboston.com
Rob Consalvo; 18 A Chittick Road, Hyde Park, MA 02136; rob@robconsalvo.com
William Dorcena; 63 Gordon Avenue, Hyde Park, MA 02136 ; 617-899-4076; will@willdorcena.com
Althea Garrison; 617-407-7661; PO Box 191395, Roxbury, MA 02119
John G C Laing; 71 Greenwood Avenue, Hyde Park, MA 02136 ; johnlaing@laingenterprises.com
David S Portnoy; 1245 Adams Street #309, Dorchester, MA 02124; portnoy@barstoolsports.com
Charlotte Golar Richie; 29 Percival Street, Dorchester, MA 02122; cgrichie1@mac.com
Michael Ross; 214 Parker Hill Avenue, Mission Hill, MA 02120; mikerossboston@yahoo.com
Bill Walczak; 20 Rockmere Street, Dorchester, MA 02125; info@billforboston.com
Martin J Walsh; 12 Tuttle Street #1, Dorchester, MA 02125; martinjwalsh02125@gmail.com
David James Wyatt; 62 Weaver Court Roxbury, MA 02119;
Charles Calvin Yancey; 3 Hooper Street Dorchester, Ma 02124; 617-436-4444; ccyancey@aol.com

Sullivan, Katelyn

From: Gwen Hewett [gwenhewett@gmail.com]
Sent: Monday, June 17, 2013 5:07 PM
To: Mayor; Ross, Michael (City Council); Arroyo, Felix; Pressley, Ayanna; Connolly, John (City Council); Murphy, Stephen (Councilor); will@mywillbrownsberger.com; Meade, Peter; Sullivan, Katelyn; info@charlesforboston.com; danconley2013@gmail.com; cgrichie1@mac.com; rob@robconsalvo.com; will@willdorcen.com; info@billforboston.com; martinjwalsh02125@gmail.com; ccyancey@aol.com
Subject: Opposition to Fisher College Growth Plan
Follow Up Flag: Follow up
Flag Status: Flagged

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Yours sincerely

Gwen Hewett



PRESERVING
the SPIRIT of
HISTORIC
BACK BAY

Samuel H Duncan
137 Beacon Street
Boston, MA 02116
18 June 2013

Ms. Katelyn Sullivan
Project Manager
Boston Redevelopment Authority
Boston City Hall, Ninth floor
One City Hall Place,
Boston, MA 02201

Dear Ms. Katelyn Sullivan:

Representing the Gibson Society and the Gibson House Museum, we thank you for including us on the Fisher College Institutional Master Plan Task Force.

The Gibson House Museum has had a good relationship with Fisher College for the time I have been on the board of directors. The facilities crew from the college shovel the front walk in the winter when it snows and mow the lawn in warm weather when it is needed. Students from the college have sometimes volunteered to help with programs at the museum, and the college has provided space for programs when the number of people attending exceeds the capacity of the museum.

While our relationship with the college is generally good, we do not support the proposed expansion. Detailed comments will be provided before the end of the 60 day review period but our general concern is how this plan changes the residential character of the neighborhood.

My particular and immediate concern is about the long standing problem of commercial deliveries and student transport to off-campus sporting events. These are well understood concerns from the neighbors. An attentive neighbor who actually seeks accommodation would have included details on how these issues will be remediated in a plan of this scale. The Master Plan only makes the problem worse. Recent well publicized real estate transactions clearly indicate the value of off-street parking – which is reduced in this plan. Citing the fact that this neighborhood is a Restricted Parking District so the local zoning regulations to not require adding parking as density increases misses the point. This institution does not provide a loading dock for deliveries and is eliminating very valuable off-street parking that could be used by staff without consideration for how increased commercial traffic and staff parking affects the neighborhood.

The initial response from the Neighborhood Association of the Back Bay includes additional data which I fully agree with.

Respectfully submitted,

Samuel H. Duncan
Board of Directors President
The Gibson Society

cc: BRA Fisher College Task Force
Gibson Society Board of Directors
Gibson House Museum Staff

Sullivan, Katelyn

From: Melanie T. Greitzer [melanie_t_m@hotmail.com]
Sent: Tuesday, June 18, 2013 8:59 AM
To: Mayor; Ross, Michael (City Council); Arroyo, Felix; Pressley, Ayanna; Connolly, John (City Council); Murphy, Stephen (Councilor); will@mywillbrownsberger.com; Meade, Peter; Sullivan, Katelyn; info@charlesforboston.com; danconley2013@gmail.com; cgrichie1@mac.com; rob@robconsalvo.com; will@willdorcena.com; info@billforboston.com; martinjwalsh02125@gmail.com; ccyancey@aol.com
Subject: Opposition to Fisher College Growth Plan
Follow Up Flag: Follow up
Flag Status: Flagged

To Whom it may Concern:

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3. Fisher plans new dorms and student services on both sides of Beacon Street. Those will clearly impact traffic flow in Back Bay and into other parts of the city. Arlington and Berkeley Streets are major city arteries with entrance/exit to Storrow Drive. Double-parked delivery trucks are already a frequent problem both morning and evening since Fisher has no warehouse or loading-dock. Traffic backs up on Beacon Street to the State House and on Berkeley to Columbus. Storrow backs up in both directions. More students require more paper, books, laundry, food, trash removal, and maintenance combined with more student traffic on foot and in cars. The congestion and traffic noise will be exponentially worse in a historic, residential neighborhood.

4. A local realtor has stated and the NABB has validated that Back Bay property values and Boston tax revenues will significantly decrease unless Fisher is stopped. Further, NABB detailed an additional, large tax revenue loss if Fisher buildings become tax-exempt dorms, even while demand for city services like water, sewage, trash removal, traffic lights and police protection will increase. Boston residents should not be subsidizing Fisher growth plans.
5. Housing students in a neighborhood where they cannot feel free to be young doesn't serve students well either. An on-line search shows Fisher students already rate Fisher dorms as poor. Crowding more students into sub-standard dorms amongst angry residents is wrong for students, residents, and for Boston. Fisher has options; they could grow on Boylston Street, for example, without changing Back Bay as a residential neighborhood. Emerson, Suffolk, Simmons, and Bay State have all developed growth plans in Boston without destroying the neighborhood.

Fisher's growth plan is entirely self-serving and violates years of zoning law. It is wrong for Boston and for students, and therefore must be denied.

Sincerely,

Melanie Greitzer

Sullivan, Katelyn

From: Marcia Kamentsky [marcia.kamentsky@comcast.net]
Sent: Tuesday, June 18, 2013 3:10 PM
To: Sullivan, Katelyn
Subject: fisher College

Dear Ms. Sullivan,

I have been a resident of 180 Beacon St. for 30 years, and I am a member of Naab.

I strongly oppose the proposed expansion of Fisher College. This is a residential neighborhood. The sidewalks and gardens that make this such a special place to stroll and get around will become congested with the additional students. I am a senior citizen in my eighties, and the students outside of the present Fisher college don't even have the courtesy to allow a resident such as myself to pass them as they congregate in front of the college.

I appreciate the work of the BRA to keep this project from going forward.

Marcia Kamentsky

Sullivan, Katelyn

From: Sharon Ryan [stravels2@yahoo.com]
Sent: Tuesday, June 18, 2013 3:15 PM
To: Sullivan, Katelyn
Subject: Fisher College Expansion

I live at 109 Beacon St and have for the past 22 years. I did attend the last meeting and felt that it was simply a PR meeting to inform the neighborhood of the expansion that Fisher College has every intention of completing with or without the approval of any of us who live here. Noise is an issue, along with the students lack of common sense when it comes to where they should be throwing their trash, which is most often, wherever they feel like leaving it. Daily, when I leave or return to my condo, I am picking up cigarette butts and trash which is just left on our front stairs. The kids who went to Butera's school at 111 Beacon, were very nice! If they were playing hacky-sack, they moved out of the way when my neighbors or myself come or left our building. If they were sitting on our steps, they would move immediately and even asked if they could help us with packages or groceries. Fisher College kids, who are always on our stairs, wouldn't move it we were carrying a grand piano and I have to work my way around them to get to my front door! They also enjoy opening their dorm windows and shouting to their friends in other buildings or those standing on the sidewalk below.

There is also the issue of parking or lack thereof. Fisher has told us that their students don't drive to school which is not true as I see kids getting in and out of their cars for school every day. They use the alley behind my building as their playground and I can't even imagine how much worse that will be if there are more students living here. I fully understand college kids, I had 2 of my own, but they lived on a college campus, not an historic residential area of The Back Bay in Boston! If Fisher College wants to expand, they should do what Emerson did and move to an area which is less residential and more conducive to their expansion plans. The first block of Beacon isn't it!!! If their problem is that they need more revenue, charge the current student body more per year or, if Fisher college's administration office is run like most colleges, they could probably cut their staff in half and save themselves a boatload of money! I love this neighborhood and while I'm not happy with the current size of Fisher, I can live with that if they can police their students better and leave the college just as it is now...no new dorms or increase in enrollment! Many of my neighbors have spent a great deal of money on their condos and like me, we don't want to see our property values go down while Fisher College takes over.

Sharon Ryan

Sent from my iPad

Larry M. Post
142 Marlborough Street
Boston, MA 02116
June 14, 2013

Katelyn Sullivan, Project Manager
Boston Redevelopment Authority
9th Floor, Boston City Hall
Boston, MA 02201

Dear Katelyn:

I own and live at 142 Marlborough Street. I also own 46 Gloucester Street. I am writing in support of the proposed Fisher College expansion. I have always found what makes Boston a great city to live and work in is its diversity. I feel college students not only add to the diversity, but also provide a youthful perspective that helps make Back Bay such an open and diverse community.

I welcome the college student to our neighborhood. My fear is if we do not let Fisher expand, they will leave and we will lose part of the youth that helps make Back Bay such a wonderful neighborhood to live in.

Thank you



Larry Post
142 Marlborough Street
Boston, MA 02116

Sullivan, Katelyn

From: istoffre@aol.com
Sent: Thursday, June 20, 2013 6:49 AM
To: Mayor; Ross, Michael (City Council); Arroyo, Felix; Pressley, Ayanna; Connolly, John (City Council); Murphy, Stephen (Councilor); will@mywillbrownsberger.com; Meade, Peter; Sullivan, Katelyn; info@charlesforboston.com; danconley2013@gmail.com; cgrichie1@mac.com; rob@robconsalvo.com; will@willdorcena.com; info@billforboston.com; martinjwalsh02125@gmail.com; ccyancey@aol.com; Mayor; Ross, Michael (City Council); Arroyo, Felix; Pressley, Ayanna; Connolly, John (City Council); Murphy, Stephen (Councilor); will@mywillbrownsberger.com; Meade, Peter; Sullivan, Katelyn; info@charlesforboston.com; danconley2013@gmail.com; cgrichie1@mac.com; rob@robconsalvo.com; will@willdorcena.com; info@billforboston.com; martinjwalsh02125@gmail.com; ccyancey@aol.com
Subject: Fisher Expansion in the Back Bay

I am writing to express strong opposition to the Fisher College growth plan and ask the Boston Redevelopment Agency (BRA) to deny Fisher's request. The Back Bay is one of the most historic and well-preserved residential neighborhoods in America. We cannot permit Back Bay to become a student quad for 1100 Fisher students. The Neighborhood Association of Back Bay (NABB) has taken a strong stand against Fisher expansion. Fisher will violate numerous zoning laws specifically to designed to keep Back Bay residential, and which have been in force for over 40 years. For years, residents have maintained the integrity of these historic buildings. If property values decrease while noise, congestion and vandalism increase, owners will sell. Who will be willing to buy property in the middle of college dorms and how will they maintain such unique and historic property? The character of this area of Boston will irreversibly change.

1. Fisher students have a poor record as neighbors: noise, litter, drunkenness, vandalism and more. The high student population will cause exponentially more noise, more trash, more smoking, more mischief, greater numbers of students coming home late from bars and just hanging out like all young people do. There are many examples: a mother pushing a stroller who couldn't pass by because a crowd of students blocked the sidewalk; my elderly neighbor who couldn't get up the stairs because a group of students hanging out on the stairs wouldn't let her through. There are four elementary schools and at least three playgrounds within a few blocks of Fisher College. Fisher expansion should not be permitted in a residential neighborhood.
2. There is already a parking shortage in Back Bay; the parking problem will be far worse if Fisher is allowed to grow. Students, teachers and staff will all require more parking, further impacting the neighborhood.
3. Fisher plans new dorms and student services on both sides of Beacon Street. Those will clearly impact traffic flow in Back Bay and into other parts of the city. Arlington and Berkeley Streets are major city arteries with entrance/exit to Storrow Drive. Double-parked delivery trucks are already a frequent problem both morning and evening since Fisher has no warehouse or loading-dock. Traffic backs up on Beacon Street to the State House and on Berkeley to Columbus. Storrow backs up in both directions. More students require more paper, books, laundry, food, trash removal, and maintenance combined with more student traffic on foot and in cars. The congestion and traffic noise will be exponentially worse in a historic, residential neighborhood.
4. A local realtor has stated and the NABB has validated that Back Bay property values and Boston tax revenues will significantly decrease unless Fisher is stopped. Further, NABB detailed an additional, large tax revenue loss if Fisher buildings become tax-exempt dorms, even while demand for city services like water, sewage, trash removal, traffic lights and

police protection will increase. Boston residents should not be subsidizing Fisher growth plans.

5. Housing students in a neighborhood where they cannot feel free to be young doesn't serve students well either. An on-line search shows Fisher students already rate Fisher dorms as poor. Crowding more students into sub-standard dorms amongst angry residents is wrong for students, residents, and for Boston. Fisher has options; they could grow on Boylston Street, for example, without changing Back Bay as a residential neighborhood. Emerson, Suffolk, Simmons, and Bay State have all developed growth plans in Boston without destroying the neighborhood.

Fisher's growth plan is entirely self-serving and violates years of zoning law. It is wrong for Boston and for students, and therefore must be denied.

Sincerely,

Imelda Stoffregen
83 Gayland Road
Needham, MA 02492

Sullivan, Katelyn

From: Martyn Roetter [mroetter@gmail.com]
Sent: Thursday, June 20, 2013 2:44 PM
To: Sullivan, Katelyn; Peter.Meade.bra@cityofboston.gov; Mayor; Ross, Michael (City Council); Arroyo, Felix; Ayanna.Presley@cityofboston.gov; Connolly, John (City Council); Murphy, Stephen (Councilor); will@mywillbrownsberger.com; NABB
Cc: tom@jaylivingstone.com
Subject: Fisher IMP

FISHER INSTITUTIONAL MASTER PLAN (FIMP)

My wife and I have resided at 144 Beacon Street, close to Berkeley Street and adjacent to the block where Fisher College currently operates and plans to expand, for almost 8½ years. I have reviewed the Draft Master Plan Documents and attended several meetings on this matter. I hereby submit the following observations and recommendation.

Conclusion and Recommendation

The only acceptable and reasonable outcome of the BRA's review of Fisher College's IMP is outright rejection in its entirety.

This plan foresees an increase in student residents on the Beacon Street block between Arlington and Berkeley Streets of 177 by 2023, a growth of some 60% over the current number of 289, to reach a total of 466. This number is close to the number of students (499) resident in the same area before Emerson College moved. In other words this plan involves a "back to the future" move as far as the character of Back Bay is concerned. Its approval would set an unhealthy precedent for future undesirable changes in zoning practices affecting the rest of Back Bay and other neighborhoods.

The implementation of this IMP would inevitably create an intolerable environment for non-student residents and for the students themselves whose presence would be the source of increasing and justified resentment by their neighbors.

Fisher College should be encouraged to seek alternative locations to pursue its laudable educational mission and expand as it must to become financially viable as a baccalaureate institution.

Consequences of Implementing the FIMP

The disturbing implications of the inevitable increase in student-related traffic and activities within and adjacent to one block of Beacon Street and Back Street are clearly foreseeable in light of the congestion and other problems that are already regularly encountered here on certain days and at certain times of day.

This planned expansion of Fisher College will create an intolerable environment both for non-student residents and for the students themselves. The plan is in effect attempting to squeeze a gallon of liquid into a quart pot.

The interactions between the various individual projects that are proposed, i.e. expansion of dormitory living and construction of an outside space for use by students are so intertwined that it makes no sense to argue that it might be reasonable to approve a subset or even just one of the projects that are included in the plan even if its other elements are rejected.

No Plan Can Be Considered Seriously Absent Financial and Traffic Analyses

It passes my understanding how or why any project of this nature and scope should even be eligible for consideration by the BRA without being accompanied by an analysis of its financial viability and risks as well as by an independent study of its consequences for traffic patterns and flows (vehicular and pedestrian) within and through this heavily traveled area. This area is adjacent to major attractions for national and international tourists as well as for residents of Back Bay and indeed other neighborhoods in Boston and people who work in Back Bay.

Yet the financial parameters of the plan and the capacity and sources of funding for Fisher College to pay for this expansion have been shrouded in secrecy. This gap is ironic since we have been told that Fisher College intends to introduce an MBA program in 2014 in which surely the analysis of the financial viability and risks of large investment projects and ways to mitigate these risks will be part of the curriculum. A nightmare scenario can be envisaged in which this area becomes plagued with unsightly partly completed projects generating no value for anybody because as is happening with other, especially small colleges Fisher may run into financial headwinds that prevent it from paying for their completion (see for example "Colleges Struggling to Stay Afloat," New York Times, April 12, 2013, <http://www.nytimes.com/2013/04/14/education/edlife/many-colleges-and-universities-face-financial-problems.html?pagewanted=all&r=0>).

Another financial aspect of Fisher College's planned expansion will be a further reduction in Boston's tax base and perhaps more importantly a longer term and larger shortfall in potential tax revenues for the city from non-exempt use of the properties Fisher now owns. Residents of Boston who do pay property taxes that underwent a substantial increase a few short years ago quite rightly perceive this impact of Fisher College's IMP as another significant reason to reject it. To the best of my knowledge Fisher does not even participate in the city's PILOT program to the minimum extent practiced by some other educational institutions.

No realistic appreciation of future traffic patterns is available, even though the substantial impact of the planned increase in the number of resident students is obvious. It should also be obvious that for substantial periods of time movement in and through this area would be disrupted by extensive renovation and construction works that are foreseen in the plan. It would be amazing and inconsistent with the many experiences I and others have had with both private and public sector construction projects in Boston if this work did not drag on for much longer than is planned.

An Alternative Path for Fisher College

Fisher College's educational mission is laudable and its history in making educational opportunities available to women from the beginning of the 20th century and to Boston residents who might otherwise not have access to them is admirable. Fisher's imperative to grow to a financially viable size now that it is a 4 year institution is also understandable. But it makes no sense to plan this expansion in such a way as to disrupt the character and life styles of a neighborhood and community with no offsetting benefits and to create an environment for its students in which their presence will as a result be increasingly resented.

There are alternative paths to growth and Fisher College should be encouraged to go back to the drawing board and explore them, in Boston proper and/or in the greater Boston metropolitan area. Fisher's property assets in Back Bay should command high sales prices in this highly desirable neighborhood where realtors are complaining about a shortage of inventory to sell to buyers eager to move in. The sale of these assets should enable the College to acquire real estate and establish living, teaching and administrative facilities in locations that will benefit from its presence and will not be disruptive to its neighbors and the surrounding community.

Thank you for your attention.

Sincerely,

Martyn Roetter

144 Beacon Street
Boston, MA 02116-1449
USA

tel: +1 617 820-5205

fax: +1 617 820-5223

cell: +1 617 216 1988

Skype ID: martynroetter

Virginia Wyler-Saunders
180 Beacon Street
Boston, MA 02116

18 June 2013
Ms. Katelyn Sullivan, Project Manager
Boston Redevelopment Authority
Boston City Hall, 9th Floor
City Hall Square
Boston, MA 02201

Dear Ms. Sullivan,

I would like to quote from a piece I read recently about the Back Bay. "The Back Bay is an officially recognized neighborhood of Boston, Massachusetts famous for its rows of Victorian brownstone homes -- considered one of the best preserved examples of 19th century urban design in the United States -- as well as numerous architecturally significant individual buildings and important cultural institutions such as the Boston Public Library. It is also a fashionable shopping destination ... and home to some of Boston's tallest buildings and numerous major hotels.

"In 1966, the Massachusetts Legislature, 'to safeguard the heritage of the city of Boston by preventing the despoliation' of the Back Bay, created the Back Bay Architectural Commission to regulate exterior changes to Back Bay buildings."

Ms. Sullivan, I respectfully ask you two questions:

- 1) is the BRA trying to prevent the despoliation of the Back Bay as the Massachusetts Legislature acted to do years ago? And if not, why not?
- 2) And, why, if the exteriors of the Back Bay buildings are so carefully regulated, does the BRA want to change the entire character of the neighborhood?

I submit to you that the Fisher College Expansion Proposal will surely change the entire character of the Back Bay neighborhood and will contribute to its despoliation.

You may ask what evidence I have for such a strong statement. I need only point to the enormous differences in both the look and feel of this neighborhood as it was when Emerson College was ensconced here and this neighborhood now since Emerson College has relocated. Additionally, please think of the many tourists who walk through these streets simply because they are some of the best preserved examples of 19th century urban design in the United States.

I ask you as Project Manager, Ms. Katelyn, to preserve the Back Bay neighborhoods as they were always meant to be - indeed, as the Massachusetts Legislature recognized them -and I thank you for your consideration.

Sincerely,

Virginia Wyler-Saunders

June 18, 2013

Katelyn Sullivan
Boston Redevelopment Authority
Boston City Hall, Ninth Floor
One City Hall Place
Boston, MA 02201


Dear Ms. Sullivan,

I am writing in response to the recent Institutional Master Plan Notification Form submitted by Fisher College. As a resident of the Back Bay at 161 Commonwealth Avenue, I strongly oppose the expansion, and believe that the quality of life for those of us who live there would be greatly diminished should these plans come to fruition.

I recently relocated to the Back Bay from Chestnut Hill because I love the neighborhood and the work that's been done to maintain its historic authenticity. However, the proposed expansion by Fisher College would put those conservation efforts in great jeopardy. Increasing the population density (and therefore pedestrian and motor traffic) would overtax the already delicate balance between historic preservation and urban life in that area, and residents would be unavoidably disrupted by the noise and trash that comes with campus life.

I urge you to take these objections into account and reject the IMPNF filed by Fisher College.

Sincerely yours,



Seth A. Klarman

Michael Weingarten
120 Beacon Street #4
Boston, MA 02116
mikew@signallake.com

June 20, 2013

Fisher IMPNF (Un)Sustainability

This memo addresses our concerns about the Fisher IMPNF's lack of sustainability and supports our assertions with detailed analysis.

In particular, we reviewed Fisher's 10-year calculations and assumptions for its projections through 2023, and **believe that Fisher will need significantly more space than it suggests in its plan**. This is because:

- Fisher's recent historical growth rate has been 2.5-3.5 times higher than the growth rate in the IMPNF (pp. 3-4)
- Fisher's actual dorm bed demand is substantially higher than the 42% residential share target in the IMPNF. Two years ago, Fisher's residential percentage was 48% and only dropped to 42% because of lack of dorm space. Most other local schools are in the 50-85% range. (pp. 4-6)
- Fisher is planning on building micro-dorms with 183 square feet per bed. If the BRA directed Fisher to build dorms with the industry standard 350 square feet, the required square footage would double. (pp. 6-7)
- Fisher's non-dorm space, even with the planned IMPNF additions, will be at half the square footage per FTE (full time equivalent student), compared to other schools like Suffolk. (pp. 8-9)
- An additional 45% capacity expansion will be needed to support growth in the 30 years after 2023. (pp. 9-10)

As a result, Fisher needs to consider alternative plans in which it grows in other neighborhoods. There isn't enough additional space to support Fisher's requirements in the Back Bay residential district without changing the neighborhood's fundamental character.

Recommendations

We urge that the BRA in its Scoping Determination raise the sustainability question with Fisher as something that needs to be resolved before the IMPNF can go forward.

In particular, the BRA should direct Fisher to provide a detailed analysis of prospective growth and capacity demand along the dimensions discussed in this memo. Fisher also needs to explain how it plans to expand once its current properties reach capacity. Does it propose to keep buying and converting Back Bay residential district properties as they come on the market?

Given the improbability that Fisher can develop an acceptable sustainability plan that relies on remaining in the Back Bay, the BRA should direct Fisher to develop alternative plans in which it looks to move some or all of its facilities to new neighborhoods.

Fisher's analyses and detailed supporting calculations should be made available for public review and comment. As a vehicle for facilitating BRA and public in-depth review, Fisher should provide the BRA and the public with live Excel workbooks that show all underlying assumptions and formulas.

Detailed Discussion

1. For any institutional development plan to be sustainable, it needs to allow a pathway for continued growth beyond the 10-year IMP pro forma

Institutions like Fisher are not like real estate developers who develop a site and then move on to other projects. They have infinite lives; as Fisher likes to point out, it has owned 118 Beacon Street since 1939.

This means that any Institutional Master Plan for a college needs to deal with obvious long-range **sustainability** questions; in particular, if the BRA grants extraordinary zoning relief for a 100% Back Bay solution to support a 10 year pro forma, how quickly could the new capacity **actually** be used up, and how can the institution grow once that happens? Will a one-time BRA zoning variance be sufficient to jumpstart the institution on a permanent basis, or is this just the first in a series of required variances as capacity is used up?

We point out that there is an inherent contradiction between Fisher's need for growth and the sustainability of that growth. If Fisher needs additional space to be successful, then with success it will use up this capacity eventually – at which point it will need additional space (the more successful, the sooner). Therefore, unless stopped by the BRA, Fisher will need to purchase more and more buildings in Back Bay – as a cancer eating at the fundamental character of the Back Bay residential district.

Given these concerns, we develop in the balance of this memo an estimate of required square footage, and then compare these to the IMPNF numbers.

2. The sustainability issue involves both dorm as well as non-dorm space

If the IMPNF is approved, Fisher will have 192,801 square feet of space, of which dorms represent 60% and non-dorm space 40%.

Looking at these, the basic question is the extent to which Fisher can function within this 197,026 footprint, or whether it will need more space; and if so, how soon?

Total Fisher Square Footage (Assuming IMPNF Approval)

	Square Feet	%
Dorm	115,095	59.7%
Non-Dorm	77,706	40.3%
Total Fisher	192,801	100.0%

3. Dorm demand is driven by three key factors

Given the 60% share of square footage devoted to dorms, we begin by focusing on dorm demand. Fundamentally, dorm demand is driven by three key factors, which we review below in turn:

- Overall day student growth
- Residential share of day students
- Dorm square footage per bed.

4. Day Student Growth: Fisher forecasts that day student registration will increase to 1,100 by 2023. But if we trendline based on historical growth rates, 2023 registration could be substantially higher than this.

The IMPNF shows that day registration for the 2012-2013 academic year was 820, and it forecasts that 2022-2023 registration will grow to 1,100. Over 10 years, this is equal to a 3.0% compound annual growth rate (CAGR).

To test the degree to which this growth rate is consistent with historical trends, we reviewed two sets of available data:¹

- The NCES (National Center for Educational Statistics) database shows that for 2008-2011, Fisher full time enrollment grew at a compound annual growth rate (CAGR) of 7.66%.²
- From Peter Gori's June 18 Task Force Meeting presentation, Fisher day school enrollment grew at an annual rate of 10.55% from 2010 to 2012.

Thus, recent historical enrollment has grown by 7.66% to 10.55% annually, not the IMPNF's 3.0%.³

If we apply the historical CAGRs to Fisher's 2012 enrollments, and then assume the 42% residential share called for in the IMPNF,

- **Fisher 2022-2023 overall enrollment could be as high as 2,235, not the IMPNF's 1,100**
- **2022-2023 dorm bed demand could be as high as 938, not the IMPNF's 466.**

¹ We requested but did not receive 10 years of historical registration data from Fisher.

² Per advice from Peter Gori, approximately 347 of the 1,092 full time students in 2011 were non-day students from the Division of Accelerated and Professional Studies who took more than 6 credits in the semester.

³ As a further metric of historical growth, Fisher's historical revenues (most of which are tuition-based) have grown at a 9.5% annual growth rate since FYE 2003 (source: IRS 990 filings). Net of a 3.0% tuition inflation rate, this suggests long term real historical growth of 6.5%.

Fisher Day Student Enrollment At Historical Growth Rates

	IMPNF Day Students 2022-3	2022-2023 Trendline @7.66%	Comparison vs IMPNF 2022-3	2022-2023 Trendline @10.55%	Comparison vs IMPNF 2022-3
Residential	466	720	+254	938	+472
Commuter	634	996	+362	1,297	+663
Total Day Students	1,100	1,715	+615	2,235	+1,135

Looked at another way, at 7.6% to 10.6% historical growth rates, Fisher would use up its IMPNF 466-bed dorm capacity in 3-4 years (starting in the 2015-2016 academic year) – not in the 10 years called for in the IMPNF.

Analysis: Number of Years To Reach 1,100 Day Student Goal

	Required Years @ 7.66%	Enrollment in Required Year	Required Years @ 10.55%	Enrollment in Required Year
Residential		462		462
Commuter		638		638
Total Day Students	4.0	1,100	2.9	1,100

Note: We anticipate that when Fisher reviews these numbers they will argue that they are unreasonably high. Our response is that:

- While the historical numbers certainly are high compared to 3.0%, they actually occurred in the past, so why can't they continue for some time?
- This is particularly true, given that Fisher's new MBA and other Masters programs will extend the underlying high demand growth into the future, as will any increase in the share of BA versus AS students (a stated Fisher goal).⁴
- Even if growth tapers off somewhat (to, say, 4-5%), any CAGR over 3.0% means that Fisher will run out of capacity sooner than in the IMPNF.

In sum, we believe that Fisher is likely to need more space before 2022-2023 from registration growth alone.

5. Residential Share: Fisher's plan needs to accommodate an increase in residential student share from the current 42% to as much as 60%.

The Fisher IMPNF assumes that Fisher will maintain its current 42% residential share of day students through 2023, and implicitly positions this as maintaining the status quo.

We have several problems with this position. First of all, it assumes that 42% is Fisher's traditional share number, which is incorrect. From the data provided in Fisher's June 18

⁴ From 2010 to 2012, AS students increased at a 13.2% CAGR versus 7.6% for BA students. If this were reversed, there would be a substantial increase in overall enrollment.

presentation, it is clear that as recently as 2010-2011, Fisher's residential student share was 48%, not 42%. The 42% clearly seems to reflect the fact that Fisher ran out of dorm space, forcing students to find rental apartments. As a result, commuter CAGR far outstripped residential growth.

Fisher Residential Share, 2010 and 2012

	2010 Actual	2012 Actual	CAGR	2010 % of Total	2012 % of Total
Residential	321	344	3.52%	48%	42%
Commuter	350	476	16.62%	52%	58%
Total Day Student	671	820	10.55%	100%	100%

If so, the 'right' number for residential share is at least 48%, not 42%. And since in 2010, Fisher was sending 32 beds of surplus demand to a remote YMCA location⁵ that was presumably less desirable to students, this suggests that the unconstrained real dorm demand at Fisher is at least 50%.

The following quotes from Fisher documents suggests that Fisher agrees with our assessment (emphasis added):

*The beds proposed in the IMPNF represent the **minimum** beds necessary to allow the college to remain competitive in attracting the students it needs to fulfill its academic and financial goals. – Fisher IMPDF p. 18.*

*Although Fisher is **never likely to be able to meet the full demand for student beds**, in order to remain competitive and to attract the students it wants, Fisher will need, at a **minimum**, to create the number of beds that will maintain the ratio of beds to students that it has today – about 42%. – Fisher IMPDF p. 19*

*Fisher's proposed new dormitory beds will **increase the proportion of resident students**, thus diminishing the demand for parking from commuting students. – Fisher College on Beacon Street: Issues and Practices, Feb 28, 2003*

From: "Gori, Peter D" <Peter.Gori@colliers.com>
Subject: RE: Question Regarding Dorm Bed Usage
Date: June 12, 2013 9:25:47 AM EDT
To: Michael Weingarten <mikew@signallake.com>

Hi Michael,

*I confirmed that **every year we begin the semester with 100% occupancy and a waiting list in all resident dorms and leased properties including the H.I. Hostel on Stuart Street...***

⁵ Source: Gori June 18 presentation and comments.

Comparing Fisher to other Boston schools reinforces the need for more dorm capacity. As seen in the chart below, only Suffolk and Berklee have lower residential percentages, and they each have been heavily engaged working with the BRA to build new dorms:

Residential Student Percentage By School

Boston College	85%
Emmanuel	72%
Wheelock	68%
Boston University	60%
Emerson	59%
Simmons	51%
Fisher	42%
Suffolk	23%
Berklee	18%

Source: *US News*

Accordingly, we believe that Fisher's growth proformas, even in the next 10 years, should reflect higher residential shares.

As shown in the chart below, adjusting residential share to 60% by 2023 results in a +194 increase in required beds.

Required Fisher Dorm Beds

At 42% and 60% Residential Share of Day School Students

	Current	2023
42% Residential (incl leased)	344	466
60% Residential (incl leased)	NA	660
Difference: 60 versus 40 cases	NA	+194

6. Square Feet Per Bed: *Fisher's square footage allocation per dorm bed is inadequate, and needs to be increased*

In a separate comment memo on Fisher dorm size, we point out that while Fisher's current on-campus dorms have 302 gross square feet per bed, its new dorms (with 152 bed capacity) will only provide 183 square feet per bed.⁶ This is approximately half of the 350 square foot industry standard.

In total, these dorms have 27,770 square feet of space.

If Fisher were required by the BRA to build dorms at the 350 industry average, this would result in additional demand for 25,430 square feet. This is equivalent to three buildings of the size of 115 Beacon.

⁶ The 152 beds do not include 25 beds that will be added to existing Fisher dorm rooms, for a total increase of 177 beds.

Required Dorm Sq Ft to Support 152 New Beds

IMPNF new dorm sq ft	27,770
Required sq ft @ 350/bed	53,200
Difference	25,430

7. As a result of (4) – (6), Fisher will need substantially more dorm space by 2023 compared to the IMPNF

Since each demand driver in (4) - (6) is multiplicative, we show here the combined effect, using an admittedly maximum case in which

- Demand grows by 10.55% per year
- Residential share is 60%
- New dorms are at 350 gsf/bed.

The results show that in this case, *Fisher could need as much as 336,000 square feet of dorm space over and above the 28,380 in the IMPNF. While we acknowledge that this is a maximum scenario, any reasonable combination of growth rate, residential share and dorm size will result in substantial incremental demand compared to the IMPNF.*

This is why we believe that the IMPNF substantially understates Fisher's 10-year needs.

Maximum Case: Required Dorm Square Feet

Year Beginning	Total Students	On-Campus Residential	Incremental Residential vs Current	Incremental Sq Ft @ 350	Less IMPNF Sq ft (28,380)
2012	820	314			
2013	907	544	230	80,467	57,087
2014	1,002	601	287	100,551	77,171
2015	1,108	665	351	122,753	99,373
2016	1,225	735	421	147,298	123,918
2017	1,354	812	498	174,433	151,053
2018	1,497	898	584	204,430	181,050
2019	1,655	993	679	237,592	214,212
2020	1,829	1,098	784	274,252	250,872
2021	2,022	1,213	899	314,780	291,400
2022	2,236	1,341	1,027	359,584	336,204

* Including 25 beds that will be added to current dorms in the IMPNF case; excludes leased Stuart Street beds.

8. Fisher's 10-year non-dorm capacity requirements are greater than Fisher suggests.

Having discussed dorm bed demand, we move to a review of non-dorm square footage needs.

Until 2006, Fisher only had 42,969 square feet of non-dorm space, which was woefully inadequate. In 2006 and 2010, it then added 1 Arlington and 111 Beacon, which gives it a current total of 61,571 square feet.

In the IMPNF, Fisher is requesting the rezoning of 10/11 Arlington for educational use, and approval for an addition to 118 Beacon (less the loss of 116 Beacon office space repurposed to dorm use). This will add an additional 16,135 square feet, for a total of 77,706.

Fisher Non-Dorm Space

	Sq Ft
108/110 Beacon	18,619
118 Beacon	20,735
116 Beacon (office)	3,615
Subtotal Core	42,969
1 Arlington Street	10,370
111 Beacon	8,232
Recent Additions	18,602
Current Total	61,571
118 Beacon addition	2,500
10/11 Arlington	17,250
Less: 116 Beacon Repurposed to Dorms	-3,615
IMPNF Additions	16,135
Total	77,706

Even with these additions, at issue is whether this space can meet demand going forward.

To test adequacy, we computed Fisher's square footage per full time equivalent student (FTE), and compared this to other schools.⁷ The results indicate that ***Fisher, even with the IMPNF additions, will have approximately half the non-dorm square feet per FTE compared to other schools:***

- Fisher currently has an estimated 54 square feet per FTE, which will grow to 67 with the IMPNF additions
- In contrast, Suffolk University has 134 square feet per FTE, or 2x Fisher post-IMPNF (source: Suffolk IMP filed with the BRA)

⁷ Since we do not have good information on the average number of credits per part-time students, we assumed that each part-time student is .33 FTE. Our calculations for Suffolk, based on an IMP filed with the BRA, suggests that Suffolk part time students are .58 FTEs. So our numbers may be conservative.

- The *38th Annual Maintenance & Operations Cost Study for Colleges* states that in 2008-2009, the median total square footage per FTE was 238. If we subtract half of this for dorm space, this leaves 119 for non-dorm space – thus suggesting that the Suffolk data are directionally correct.
- Finally, we received confidential information from a major Boston college/university, suggesting that it, too, has twice Fisher’s square footage per FTE.

Thus, ***Fisher’s non-dorm space appears inadequate even with 10/11 Arlington and the 118 Beacon addition.*** This makes intuitive sense, given that Fisher:

- Has acknowledged that it has a severely substandard library, and plans to use more space at 118 Beacon to fix this.
- Has no loading dock for receiving freight and it has a rudimentary garbage solution
- Has no athletic facilities.

Getting Fisher up to Suffolk’s non-dorm space per FTE would require 77,706 square feet beyond the IMPNF additions.

In addition to meeting current needs, Fisher will need more non-dorm space by 2023 as its student population grows. If we assume that:

- Day student enrollment over the next decade grows at the previously mentioned 3.0%, 7.6% and 10.6% CAGRs
- This student growth requires a proportional increase in non-dorm square footage
- Part-time students do not affect capacity needs (since they use space in the evenings only)⁸

Then non-dorm square footage for 2023 would need to increase by factors of 1.34x, 2.09x and 2.73x, respectively – *in addition to fixing the 2x current deficiency.*

As a result, if Fisher wants to grow successfully, it will need much more non-dorm space than it currently shows in its IMP.⁹

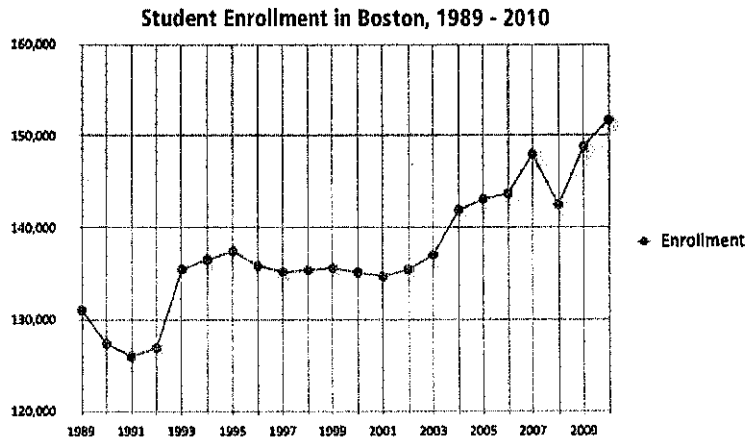
9. Longer term, Fisher will need approximately 45% additional space to support growth through for the next 30 years through mid century

Beyond provisioning Fisher adequately for the next decade, Fisher also needs to develop a plan that facilitates growth after 2023.

From BRA data regarding overall college/university student enrollment in the City of Boston, this appears to have been growing at a 1.33% CAGR since 2002.

⁸ The previously referenced NECS showed that part time students were growing at a 23.7% CAGR. At some point, this higher growth rate versus day student growth could result in increased need for capacity.

⁹ Fisher undoubtedly recognizes this, which perhaps explains why it initially proposed to add 8,000 square feet of space in a second story addition to the Fisher Mall. This was later dropped in the IMPNF, apparently due to strong community opposition.



Source: New England Board of Higher Education data from 1989 through 2007. University Accountability Ordinance data for 30 of the 35 colleges for 2008 -2010 with counts for the other 5 colleges obtained from the web or phone calls.

If we use 1.33% CAGR as a long term growth target, Fisher's dorm and non-dorm space will need to increase by an additional 45% by 2050.

Even on top of the IMPNF's 190,000 square feet, this means another 86,000 square feet, or 11 buildings of the size of 115 Beacon – without any consideration for the 10 year additional demand factors previously discussed.

10. As a result, Fisher needs to consider alternative plans in which it grows in other neighborhoods

From the above analyses, it is highly improbable that Fisher will be able to buy sufficient additional space by buying townhouses in Back Bay. This is why we strongly believe that the Fisher plan is unsustainable.

The obvious solution, therefore, is for Fisher to make plans to grow in other, non-residential areas. This is what Emerson and Suffolk have done successfully, and it arguably results in a sustainable outcome.

As Robert Silverman, Emerson's VP for Administration and Finance, said in a 2003 *Boston Business Journal* article, staying in Back Bay was no longer a sustainable option for Emerson, and growth meant moving:

"The completion of the relocation from Back Bay to midtown will provide Emerson with a larger, more efficient, fully accessible, safer, more cohesive and dramatically more up-to-date Boston campus than it had 10 years ago... the growth of the institution ... had already rendered a collection of charming brownstones and small apartment buildings obsolete."

-- Source: E. Douglas Banks, "Emerson College tunes up for its Plano Row project, *Boston Business Journal*, October 20, 2003

It also is reinforced by Emerson's recent June 5, 2013 letter of intent to the BRA, in which one decade after moving from Back Bay to Downtown (selling 650,000 square feet of space in Back

Bay and buying 850,000 square feet in Downtown),¹⁰ Emerson is now looking to build an additional 260,000 square feet of space (a 31% increase).

The College proposes to construct a new mixed use facility consisting of a residence hall for approximately 750 students, a dining facility, fitness center, academic offices, an equipment distribution center and the Emerson College Police Department. The proposed project will contain approximately 260,000 square feet of new construction.
-- Emerson 6/5/13 letter of intent to BRA

The point here is clear. Growing institutions do not make 10 year plans that are forever plans. These plans only set the stage for future growth (the BRA understands this, which is why it requires updated IMPs every ten years). In the end, the fatal and uncorrectable flaw in the Fisher IMP is that there is no way that it can continue to grow by buying ever more brownstones in Back Bay. Emerson realized this; it is time that Fisher did as well.

11. We cannot rely on Fisher assurances that it will make no further moves to acquire properties in Back Bay or Beacon Hill

In response to these comments, we anticipate that Fisher will respond by saying that the proposed IMPNF projects, if approved, will satisfy Fisher for the foreseeable future and that it has no intention to expand further.

The problem with this is that Fisher already has a history of making promises and then violating them when this suits its needs. In particular, Fisher told the NABB in 1997 that its purchases of 115, 139 and 141 Beacon were for investment purposes only and that it had no plans to convert these buildings into dorms. Clearly that promise was thrown out when it became inconvenient for Fisher:

When Fisher College acquired the 115, 139 and 141 Beacon Street properties in 1997 the principals of the college represented to the Neighborhood Association that it was doing so for investment purposes and would not seek to put the properties into use as dormitories. We are disappointed that this agreement, upon which we and the neighbors relied, is no longer being honored.
-- NABB letter to the BRA, June 7, 2013

Making matters worse, Fisher in its IMPNF essentially dissimulated (either in 1997 to the NABB or today in the IMPNF) when it suggested that the plan for 115/139/141 **always** was to convert these some day to academic or dorm space:

In 1997, Fisher bought three residential buildings at 115, 139, 141 Beacon Street as an investment in its immediate environment. ... At the time of purchase, Fisher had no internal need to incorporate these buildings into institutional use, but by virtue of owning them, Fisher would have the option of converting them into academic or residential assets at some point in the future, when or if they were needed to meet the College's space needs. – IMPNF, pp. 17-18

As this memo shows, with continued growth, Fisher **MUST** expand its real estate footprint at some point. So any carefully-crafted non-promises by Fisher (i.e., 'we have no plans for additional property acquisitions... we think that the proposed projects will suffice for the foreseeable future') would fly in the face of mathematical imperatives.

¹⁰ Source: *Boston Business Journal* op cit

* * * * *

Recommendations

We urge that the BRA in its Scoping Determination raise the sustainability question with Fisher as something that needs to be resolved before the IMPNF can go forward.

In particular, the BRA should direct Fisher to provide a detailed analysis of prospective growth and capacity demand along the dimensions discussed in this memo. Fisher also needs to explain how it plans to expand once its current properties reach capacity. Does it propose to keep buying and converting Back Bay residential district properties as they come on the market?

Given the improbability that Fisher can develop an acceptable sustainability plan that relies on remaining in the Back Bay, the BRA should direct Fisher to develop alternative plans in which it looks to move some or all of its facilities to new neighborhoods.

These analyses and detailed supporting calculations should be made available for public review and comment. As a vehicle for facilitating BRA and public in-depth review, Fisher should provide the BRA and the public with live Excel workbooks that show all underlying assumptions and formulas.

* * * * *

Respectfully submitted,



Michael Weingarten
120 Beacon Street #4
Boston, MA 02116

To: Katelyn Sullivan
Project Manager
Boston Redevelopment Authority

Cc: Mayor Thomas M. Menino; mayor@cityofboston.gov
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Mayoral Candidate Charles Calvin Yancey ccyancey@aol.com

Sullivan, Katelyn

From: steven garfinkle [smgBMW@hotmail.com]
Sent: Thursday, June 20, 2013 6:54 PM
To: Sullivan, Katelyn
Subject: FISHER IMP

Ms. Sullivan, we are residents of 5 Arlington Street and are writing to you as a follow up to the meeting on June 18th at Fisher regarding their IMP with the stated intent of reiterating our opposition. With all due respect to viewing the evaluation of the Fisher IMP as separate proposals, doing so assumes acceptance of the college's master plan. This is a mistake. Allow me to be succinct! The college wants to dump (I use that word specifically) 177 more students into two blocks of a high density, historical, residential area !! To say nothing of the commuting students who will join their friends during the day and evening. Fisher is proposing replacing 36 residents with 170 plus students in three buildings. The neighborhood simply does not have the resources, parking, outdoor space, etc. to absorb nor handle this influx. Clearly, the BRA can understand the folly of doing so. Perhaps this was before your time, but Bay State Road was once a wonderful residential neighborhood...it clearly is not now. I will do everything in my power including litigation to ensure that this does not happen to the Back Bay. The meeting last Tuesday was the first of its kind that my wife and i attended (it surely will not be the last). We were genuinely moved by the commitment and dedication that its residents have to this neighborhood and are proud to be a part of it. If Fisher College really views themselves as good neighbors, they would understand the universal opposition to their plan and take it off the table. Enough said...just reject this ill conceived proposal. Respectfully, Steve and Barbara Garfinkle

Michael Weingarten
120 Beacon Street #4
Boston, MA 02116
mikew@signallake.com

June 21, 2013

Fisher Micro-Dorm Plans

In this memo, we address concerns about Fisher's dorm plans; and in particular the square footage per bed for its new dorms. On its website, Fisher touts its dorms as being in elegant townhouses with modern amenities:

Located just around the corner from the Public Gardens and Boston Common, students reside in elegant, 1900's "brownstone" townhouses with all the comforts of home. The turn of the century residence halls have modern amenities such as security systems, common areas with full-size refrigerators and microwaves, and TV/Lounge rooms with both cable TV and DVD players making the halls a comfortable place to study, relax, or just hang out with friends. – <http://www.fisher.edu/student-life/residential-life.html>

However, in reviewing the Fisher IMPNF, which makes dorm addition a central plan element, we discovered something disturbing -- **that Fisher's new dorms will be 183 square foot micro-cells that are half the size of industry median-sized dorms (350 square feet).**

In our view, the result is likely to be damaging for Fisher, and for Boston:

- The Boston college 'brand,' and with it, the health of one of Boston's largest industries, is dependent on students having good school experiences. Being trapped in micro-dorms rather than elegant townhouses is not consistent with this goal.
- As the word gets out about the micro-dorms, students may choose to avoid attending Fisher, except as a last resort. Apparently, students are already complaining about the existing (larger) dorms:

The housing is horrible. The rooms are small, there is no air conditioning, there is stories of mice in rooms constantly, the bathrooms are gross. Worst of all, they show you the best dorms on the tour and trick you. (For complete quotes, see p. 4)

- Even if Fisher is able to maintain enrollment, an increasing number of students will seek to avoid the dorms by renting local apartments. This conflicts with Mayor Menino's and the BRA's goal of moving students **out** of rental units.

Recommendations

We suggest that the BRA express its concern about dorm size to Fisher, and require that Fisher develop an alternative dorm expansion plan that is based on providing dorms with industry median space (350 gross square feet per bed).

Since doing this will require that Fisher come up with an additional 33,570 square feet of space (equivalent to four buildings of the size of 141 Beacon), it is unlikely that Fisher will be able to do this on the Beacon Block between Arlington and Berkeley

Accordingly, the BRA should make it clear to Fisher that it should develop alternative plans for locating the dorms outside of Beacon Street.

Detailed Discussion

Fisher currently has 289 on-campus beds, with an *average of 302 gross square feet per bed*.

Existing Fisher Dorms Excluding 116 Beacon

Building Address	GFA	Beds	GFA/Bed
112 Beacon	9,253	34	272
114 Beacon	8,938	33	271
131 Beacon	10,583	33	321
133 Beacon	9,830	34	289
102 Beacon	21,179	76	279
104 Beacon	11,100	29	383
106 Beacon	11,610	34	341
116 Beacon (sq ft estd)	4,832	16	302
Total Dorm	87,325	289	302

How comparatively large is 302 square feet? Based on the following data, it appears that Fisher's dorms are approximately 14% smaller than the 350 gross square feet industry median (including hallways, staircases and entryways):

- The 2011 *College Housing Report* states that "The space allocated per bed over nine years of research averaged out at 336 sq. ft. There was one residence hall (at a seminary) that provided just 60 sq. ft. per bed, and there were a few indicating that their residence halls provided almost 500 sq. ft. per student, but the great majority provide 310 to 375 sq. ft. per bed. **In the last two years the median has stabilized at 351 sq. ft. per bed.**"
- Emerson's 10-year-old dorm at 144-146 Boylston has 185,000 gross square feet for 600 students, for an average of **308 square feet per bed**.
- Berklee's recently approved IMP calls for 430,000 gross square feet for 1,200 student beds, for an average of **358 square feet per bed**.
- Suffolk's dorms average **365 square feet per bed**.

Suffolk University Dorms

	Square Feet	Beds	Sq Ft/Bed
10 Somerset	131,000	345	380
150 Tremont	149,000	420	355
10 West	99,000	274	361
Total Suffolk	379,000	1,039	365

Source: Suffolk IMP

So net-net, the current Fisher dorms are somewhat smaller than most dorms, but reasonably close to the median – with some dorms, like 102, 112, and 114 Beacon, only having 270-280 square feet.

We next looked at the 177 new on-campus beds discussed in the IMPNF. These are made up of 152 beds in new facilities, and 25 beds that are being shoehorned into some of the larger existing dorm rooms.

Unfortunately, the new beds are substantially smaller than the existing 302 average:

- Looking first at the 25 beds added to existing facilities, the following chart shows that the average gross square feet per bed for all existing dorms will drop from 302 to 277 (similar to 102/112/114 Beacon). This will make these dorms 20% smaller than the industry median.

Additional Beds in Existing Fisher Dorms

	Square Feet	Beds	Sq Ft/Bed
Total Dorms (ex 116 Beacon)	82,493	273	302
Existing Dorms (Revamped)	82,493	298	277

- Looking next at the 152 beds in new facilities (including 4,225 square feet being repurposed at 116 Beacon), these have **183 square feet per bed. This is half of the industry median.**

Fisher Beds in New Dorm Buildings

Building	Square Feet	Beds	Sq Ft/Bed
115 Beacon	8,700	43	202
139 Beacon	7,655	43	178
141 Beacon	7,800	43	181
116 Beacon repurposed	3,615	23	157
New Dorm Space	27,770	152	183

Fisher Room and Board Fees

One mitigating factor might be if Fisher were charging less than other schools for smaller dorm space. However, the following data from *US News* suggests that Fisher's room and board rates are not substantially different from other local schools.

Room and Board, 2012-2013

Suffolk	14,730
Emerson	13,958
Fisher	13,786
Boston Univ	13,190
Wheelock	12,800
Emmanuel	12,990

Observations and Conclusions

The new Fisher dorms, in contradiction to recent college trends in which new dorms must support increasingly demanding student requirements,¹ will offer significantly less space than Fisher's current dorms.

This is a highly risky strategy for Fisher, whose announced 'brand image' has been tied to attracting students who wish to live in elegant Back Bay brownstones – but who *already* have been complaining on Internet chat sites about Fisher 'bait and switch' tactics:

I am a first year student at Fisher College, I was excited to start my college education at Fisher seeing that this school was located on Beacon street one of the nicest streets that Boston has to offer. Yet, it was THE BIGGEST mistake I have ever made... lets talk about housing, the dorms are HORRIBLE! The buildings are old and nasty the walls look like they are about to fall on you . The bathrooms are not too nice and for all the money that we pay to come here it is just plain filthy! ... commuting might be your best option because, living here is not worth it! On the Campus tour they show you the biggest rooms making you think that the dorms are nice . NO THEY AREN'T its all a lie. They will show you the quads and the triples to get you all excited and happy, PSHH PLEASE don't fall for it

I am a fashion merchandising major here at Fisher college and I must say, I greatly dislike this school. The housing is horrible. The rooms are small, there is no air conditioning, there is stories of mice in rooms constantly, the bathrooms are gross. Worst of all, they show you the best dorms on the tour and trick you.

http://www.studentsreview.com/MA/FC_comments.html?page=2&type=&d_school=Fisher%20College

¹ For a *Boston Globe* article about Boston University's new upscale dorms, see:
http://www.boston.com/news/local/massachusetts/articles/2009/09/02/bu_dorm_offers_a_study_in_luxury/.

For a good review of the upscale dorm phenomenon with multiple article references, see:
<http://www.commentarymagazine.com/2013/06/20/fancy-dining-dorms-not-whats-ailing-higher-education/#more-827803>

FYI, Boston University's newest Agganis Way dorm has 412 gsf/bed.
<http://www.educationdesignshowcase.com/view.esiml?pid=309>

In support of these comments, here is a Fisher 180-degree promotional photo of a large dorm room with a high arched ceiling and elegant bookshelves. This is in marked contrast to a student Flickr photo of a small and relatively Spartan double:

Photo of (Large) Fisher Dorm (From Fisher Virtual Tour)



<http://www.youvisit.com/yourcampus2.php?college=79964>

Student Flickr Photo of a Current (Small) Fisher Double



<http://www.flickr.com/photos/87191251@N05/7986089900/in/photostream/>

Based on the numbers in the IMPNF, new dorm residents of 115/116/139/141 Beacon will find themselves living in seminary-like micro-dorms. If so, this will soon become apparent to prospective students, who may choose to go elsewhere.

If Fisher (perhaps prodded by the BRA) were to choose to provide 350 square foot dorms, what does this suggest for additional required total square feet?

- If we leave the existing dorm space unchanged at 302 square feet and decide that only the additional 177 beds will be provisioned at 350/bed, then **Fisher will need 61,950 square feet of dorm space for these beds.**
- Subtracting from this the 28,380 square feet already allocated for dorm space from 115/116/139/141 Beacon, this means that Fisher will need an additional 33,570 square feet.
- **This is equivalent to four buildings of the size of 141 Beacon.**

Where can Fisher find this additional space?

- Looking at the remaining non-dorm space in the Fisher buildings (assuming that the IMPNF is approved), these will only have 81,321 square feet in total.
- Repurposing 33,570 square feet from non-dorm to dorm usage would only leave Fisher with 47,751 square feet of space for all of its college activities.
- This clearly is a non-starter for a school with 1,800 students.

So if Fisher is to provision students with industry standard dorms, it will have to look outside of its current Back Bay footprint.

* * * * *

Respectfully submitted,



Michael Weingarten
120 Beacon Street #4
Boston, MA 02116

To: Katelyn Sullivan
Project Manager
Boston Redevelopment Authority

Cc: Mayor Thomas M. Menino; mayor@cityofboston.gov
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June 22, 2013

Ms. Katelyn Sullivan
Boston Redevelopment Authority
Boston City Hall, Ninth Floor
One City Hall Place, Boston, MA 02201

Re: Fisher College Institutional Master Plan - Proposed Carriage House Addition

Dear Ms. Sullivan:

Obviously there are a number of fundamental conflicts between the proposed Fisher College Institutional Master Plan and the underlying H-3-65 residential zoning of the Back Bay Historic District given the long standing forbidden use designation of a college use in the residential zoning of the district. Beyond those issues one particularly significant conflicting element of the plan is the proposed Carriage House Addition at the rear 118 Beacon Street (see enclosure). That component of the plan entails not only an extension of a forbidden use but also a very significant zoning variance from the applicable 3.0 floor area ratio (FAR) and would concurrently be in direct contradiction to the *Guidelines for the Residential District* of the Back Bay Architectural Commission.

The Board of Appeal over the last thirty-five (35) years has denied all petitions in the H-3-65 residentially zoned section of the Back Bay Historic District seeking other than nominal relief from the applicable 3.0 FAR limit. Similarly, the Back Bay Architectural Commission has not granted a Certificate of Appropriateness for a rear yard addition more than one story in height in the residential section of the Back Bay Historic District.

Excessive Floor Area Ratio: Based on the information contained in Fisher College's Institutional Master Plan Notification Form the current grandfathered floor area ratio of 118 Beacon Street at 3.46 is already materially in excess of the applicable 3.0 FAR density limit of the Back Bay Historic District which with the proposed 2,500 sq. ft. Carriage House Addition would be increased to 3.87. Alternatively, if one were to take all the Fisher College properties on the north side of Beacon Street as a single unit, i.e. from 102 to 118 Beacon Street, the existing FAR is already at 3.24 materially excessive which with the proposed Carriage House addition would be increased even further to 3.32.

118 Beacon Street

	Existing	Proposed
Gross Floor Area	20,735 sq ft	23,235 sq ft
Lot Area	<u>6,000 sq ft</u>	<u>6,000 sq ft</u>
Floor Area Ratio (FAR)	<u>3.46</u>	<u>3.87</u>

102 through 118 Beacon Street (taken together)

	Existing	Proposed
Gross Floor Area	109,881 sq ft	112,381 sq ft
Lot Area	<u>33,900 sq ft</u>	<u>33,900 sq ft</u>
Floor Area Ratio (FAR)	<u>3.24</u>	<u>3.32</u>

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Office Administrator

It is particularly inappropriate that a material exception to the FAR standards of the district be sought to effect an extension of a forbidden use especially under circumstances where the property already has a grandfathered FAR materially in excess of the applicable FAR limit of the district. One simply cannot argue for variance relief that one is deprived of reasonable use of land or structure when a property already materially exceeds the applicable density, i.e. FAR, limits of the Code nor can one argue that such an exception is in harmony with the general purpose of the Code. The proposed increase in FAR simply does not satisfy all of the conditions for variance relief specified in Section 7-3 of the Zoning Code as required by the Code. In fact it satisfies none of the conditions of Section 7-3 reproduced below:

“SECTION 7-3. **Conditions Required for Variance.** The Board of Appeal shall grant a variance only if it finds that all of the following conditions are met:

- a) That there are special circumstances or conditions, fully described in the findings, applying to the land or structure for which the variance is sought (such as but not limited to, the exceptional narrowness, shallowness, or shape of the lot, or exceptional topographical conditions thereof) which circumstances or conditions are peculiar to such land or structure but not to the neighborhood, and that said circumstances or conditions are such that the application of the provisions of the code would deprive the applicant of reasonable use of such land or structure.
- b) That, for reasons of practical difficulty and demonstrable and substantial hardship fully described in the findings, the granting of the variance is necessary for the reasonable use of the land or structure and that the variance as granted is the minimum variance that will accomplish this purpose,
- c) That the granting of the variance will be in harmony with the general purpose and intent of the code, and will not be injurious to the neighborhood or otherwise detrimental to the public welfare; and
- d) That if the variance is for a Development Impact Project, as defined in Section 26-2, 26A-2 or 26B-2, the applicant shall have complied with the Development Impact Project Requirement, set forth in Section 26-3 or 26A-3 and in 26B-3, except if such variance is for a deviation from said requirements.”

Inconsistent with the Architectural Guidelines for the Residential District: Separately and equally significant the proposed one and one half story Carriage House Addition is directly in conflict with the *Guidelines for the Residential District* published by the Back Bay Architectural Commission which under Rear Yards provides in part:

“DESIGN CRITERIA Removal or replacement of inappropriate structures is encouraged and shall be reviewed by the commission. Building alterations shall be consistent in scale, form, proportion, detail, material, and color with the characteristic architecture of the residential district. Alterations which compound or perpetuate inappropriate structures, or which remove historic features or landscaping are inappropriate.

Ms. Katelyn Sullivan

June 21, 2013 Page 3 of 3

INAPPROPRIATE ADDITIONS Inappropriate additions include the following: additions more than one story in height, additions on top of existing additions or ells, freestanding accessory structures, stacked decks, carports, and canopies." Emphasis added

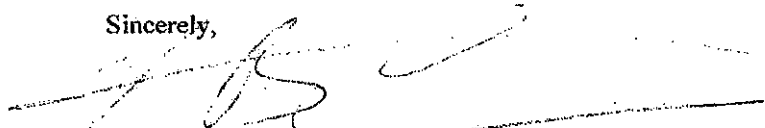
In this instance the proposed Carriage House Addition is inconsistent with both the "scale, form and proportion" provision of the Guidelines and the inappropriateness of "additions more than one story in height" provision." Consistent with the guidelines the Back Bay Architectural Commission has not issued a Certificate of Appropriateness enabling a rear yard addition more than one story in height in the residential section of the Back Bay Historic District. A "story" is simply not a story and a half as proposed nor is it a story on top of an addition, or a first story.

In case there is any confusion as to the meaning of the word "story" one might refer to Section 2-1 "Meaning of Certain Words and Phrases" of the Zoning Code which provides:

"(42) "Story", that portion of a building included between the upper surface of a floor and the upper surface of the floor or roof next above, excluding roof structures and penthouses normally built above the roof not devoted to human occupancy and the total area of which does not exceed 33-1/3 percent of the roof below."

Accordingly, before even considering the zoning standards necessary for extension of a forbidden use in the H-3-65 residential zoning of the Back Bay Historic District, the proposed Carriage House Addition is materially inappropriate in that it entails a significant extension of FAR for a property that already materially exceeds the permitted FAR standards of the district and that is directly in contradiction to the *Guidelines for the Residential District* published by the Back Bay Architectural Commission.

Sincerely,



V. B. Castellani, Zoning Committee Chairman

VBC/mmc
Attachment

cc: Mayor Thomas M Menino
Mr. Peter Meade, Director, Boston Redevelopment Authority
Mr. Will Brownsberger, Massachusetts State Senate
Mr. Jay Livingstone, Candidate, Massachusetts House of Representatives
District Eight City Councilor Michael Ross
City Councilor at Large Stephen Murphy
City Councilor at Large John R Connolly
City Councilor at Large Ayanna Pressley
City Councilor at Large Felix Arroyo
Ms. Shaina Aubourg, Mayor's Office of Neighborhood Services
Mr. William Young, The Environment Department
Dr. Thomas McGovern, President, Fisher College

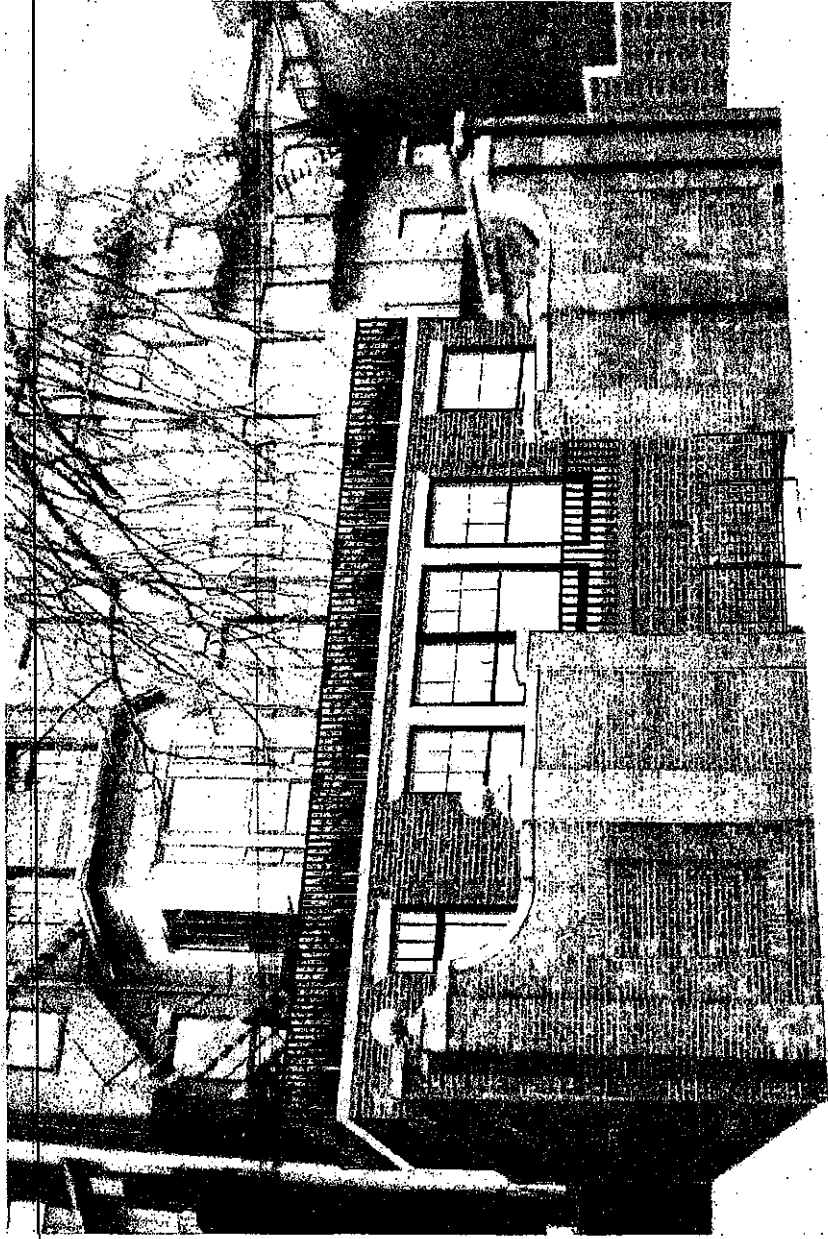


FIGURE 5. CARRIAGE HOUSE ADDITION PERSPECTIVE



N A B B

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Chair

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Jacqueline Royce

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Jack Wallace

Sam Wallace

Steve Wintermeier

Marvin Wool

Jacquelin Yassian

Emily Gallup Fayen

Office Administrator

June 22, 2013

Ms. Katelyn Sullivan

Boston Redevelopment Authority

Boston City Hall, Ninth Floor

One City Hall Place, Boston, MA 02201

Re: Fisher College Institutional Master Plan – Change of Use 10/11 Arlington Street

Dear Ms. Sullivan:

The proposed college use of 10/11 Arlington Street enables and facilitates much of the expansion and intensification of college use proposed by the Fisher College Institutional Master Plan on the already problematic Arlington Street to Berkeley Street block of Beacon Street. Thus putting aside for the moment the number of fundamental conflicts between the overall Fisher College Institutional Master Plan and the underlying H-3-65 residential zoning of the Back Bay Historic District, it is useful to assess the effort to legalize 10/11 Arlington Street for college use in view of the underlying zoning.

The 10/11 Arlington Street property has been occupied for many years by Tellus Institute, an interdisciplinary, not-for-profit research and policy organization. Accordingly the property has a grandfather non-conforming use as office. Under Section 9.2 of the Zoning Code legalization of the 10/11 Arlington Street property by Fisher College for otherwise **forbidden** college use for offices, class rooms or other college purposes would be subject to all of the standards of Sections 6-2, 6-3 and 6-4 of the Zoning Code including; 1) that the specific site is an appropriate location for such use, 2) the use will not adversely affect the neighborhood and 3) no nuisance will be created by the use.

Most particularly a proposed substitution of a nonconforming office use to enable a college use would be subject to the standard of Section 6-2(a) of the Zoning Code. Specifically that standard provides that *“in the case of a substitute nonconforming use under Section 9-2, such substitute nonconforming use will not be more objectionable nor detrimental to the neighborhood than the nonconforming use for which it is being substituted.”*

As noted previously the Board of Appeal addressed a substantially identical situation in the applicable H-3-65 residential zoning of the Back Bay Historic District in 1996 pursuant to BZC #18343. In that appeal a school sought to substitute an educational use for the non-profit office use of 247 Commonwealth Avenue that had for many years been the offices of the American Cancer Society. That petition was summarily denied by the Board of Appeal specifically in its verbal motion because the Board found that a “school” use would be more objectionable and detrimental to the neighborhood than the nonconforming “non-profit office” use.

Ms. Katelyn Sullivan

June 22, 2013 – Page 2 of 3

In the instant case of Fisher College seeking to legalize 10/11 Arlington Street for college use the proposed use would be far more objectionable and detrimental to the neighborhood than was the case heard by the Board of Appeal pursuant to BZC #18343. Notably in the case of 10/11 Arlington Street the impacts are not limited to the immediate area of 10/11 Arlington Street because the legalization of 10/11 Arlington Street for college use enables and facilitate increases, intensifications and extensions of college use on the already highly problematic Arlington Street to Berkeley Street block of Beacon Street. Thus, the proposed change in use would have a much broader and more intense impact on the district and its residents.

The proposed college use of the 10/11 Arlington Street properties would be particularly objectionable and detrimental to the community because:

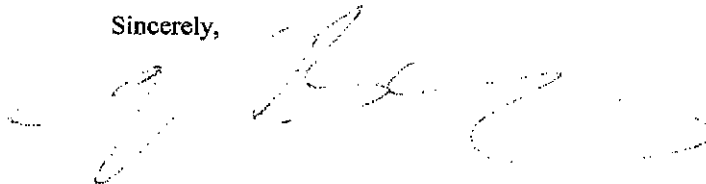
- 1) It would significantly extent Fisher College's footprint in the community away from the school's traditional Beacon Street locus impacting an even greater area of the community and many additional residential properties on Arlington and Marlborough Streets and on the abutting Commonwealth Avenue with the myriad of issues inherent in a concentration of college students in a residential neighborhood already impacting residents on Beacon Street,
- 2) The proposed transferring of staff from 102-118 Beacon Street to 10/11 Arlington Street would open substantial space at 102-118 Beacon Street for extension and intensification of student operations at the school's already inadequate Beacon Street facilities with consequent increase of negative impacts on immediate abutters and the residential community in that area.
- 3) The proposed transferring of staff from 102-118 Beacon Street to 10/11 would remove Fisher College's higher echelon staff from the immediate area of the college's Beacon Street student focus causing the college's staff to be in effect absentees and thereby less sensitive to and less able to respond to the myriad issues that inevitably arise with a concentration of students in a residential district.
- 4) The legalization of college use of 10/11 Arlington Street would preclude the otherwise inevitable transformation of that property into conforming, tax generating, residential uses complimentary to and enhancing the character of the district.
- 5) The extension of college use on Arlington Street would inevitably encourage additional student impacts on the Public Garden.

Ms. Katelyn Sullivan

June 22, 2013 – Page 3 of 3

Thus, legalization of college use at 10/11 Arlington Street and its consequences would materially increase and extend the negative impacts of a large student population in residential zoning while impacting additional residences, impacts which simply cannot be justified.

Sincerely,



V. B. Castellani, Zoning Committee Chairman

VBC/mmc

cc: Mayor Thomas M Menino
Mr. Peter Meade, Director, Boston Redevelopment Authority
Mr. Will Brownsberger, Massachusetts State Senate
Mr. Jay Livingstone, Candidate, Massachusetts House of Representatives
District Eight City Councilor Michael Ross
City Councilor at Large Stephen Murphy
City Councilor at Large John R Connolly
City Councilor at Large Ayanna Pressley
City Councilor at Large Felix Arroyo
Ms. Shaina Aubourg, Mayor's Office of Neighborhood Services
Dr. Thomas McGovern, President, Fisher College

To: Ms. Katelyn Sullivan

Boston Redevelopment Authority

From: Vicki C. Smith

Re: Fisher College IMP

I would like to request that the BRA ask Fisher to provide far greater information and clarification of its "Community Benefits" section specifically as it relates to Boston High School students. My daughter graduated from a Boston Public High School. She, and her friends, make these issues quite relevant.

Recruitment is important but only a beginning, outcome tells the whole story.

Having headed college recruitment at both Shawmut Bank and BankBoston, I know that most schools have these statistics readily available and do their own ongoing analysis.

In terms of College 101:

Are courses meant to be college level or are they remedial?

Are there lists of companies as well as the positions students held during paid internships over the past 5 years? How many students every year have paid internships?

In terms of dual enrollment and the 9 college level credits received are these credits only for use at Fisher or are they applicable to other colleges and universities? Are they the equivalent of Advanced Placement credits or do they have another designation?

Given that the program has been ongoing for six years, of the students who attend each year, how many enroll in Fisher?

Of those who do enroll, how many receive a certificate, an Associates degree or a B.A.? What is the graduation time for those students and how many years do they pay tuition?

Given Fisher's very specific curriculum, what happens if a student would like to pursue another field? (Something quite common among 17-18 year olds.)

How actively involved is Fisher in helping students for whom Fisher is the wrong fit find another institution and easing the transfer process?

How many of these students drop-out, transfer, or do not graduate in six years?

Are full scholarships ever given to this group? If not, what is the average loan per student per year?

Does the Placement Office track these students in terms of employment after graduation? What are the results of the past five years?

What does the Placement Office do, specifically for this group, to facilitate their employment in a field which they have studied?

Does the School Department and particularly Boston Public School College Placement Advisors have insights into Fisher's recruitment efforts, education, and outcome that would be useful in understanding which students are best suited for Fisher vs. other institutions?

Thank you so much for your consideration. This information to me seem vital in order to understand Fisher's efforts and the long term outcome for these students.

Boston Redevelopment Authority
Attn: Katelyn Sullivan

Comments on the IMPNF submitted by Fisher College on June 4, 2013.

Dear Members of the Boston Redevelopment Authority:

My name is Steve Day, and I have lived at 120 Beacon St. in Boston for almost 22 years. My wife Ann O'Hara and I have spent our whole careers working on behalf of very low income people with disabilities - specifically in the fields of mental health and public housing. Because of our work, we know a lot about stigma and NIMBYism. As I am sure you know from your work as well, poor people with disabilities and people with mental illness face even more stigma and NIMBYism than college students.

We also know a lot about how to overcome stigma and NIMBYism. The single most important element is **trust** - people develop trust that their fears and concerns are being and will continue to be addressed, and that open, trusting relationships and communication will be sustained. Without trust there is no way to overcome stigma and the NIMBYism that accompanies it. The reaction of our community to Fisher's IMPNF is not about NIMBYism against college students. It is about a fundamental lack of trust in Fisher College and the way it does business in our community.

Every time there have been problems with Fisher activities in this neighborhood we have been ignored until external pressure has been brought to bear. Fisher then makes cosmetic changes, but soon reverts to the old ways of doing business. Now that Fisher needs city approval of its IMP, new cosmetic changes have been made. There are new lawns, new flower gardens, a new chief of security, etc. But given Fisher's history in the neighborhood, we have no reason to trust that these cosmetic changes will be sustained after approval has been granted.

More importantly, Fisher has breached trust with this community by slowly but steadily acquiring enough existing real estate/square footage to qualify for an IMP without ever disclosing its plans to the neighborhood. Fisher never came to the community and asked us to participate in a joint planning or public input process. We were never asked if we would welcome additional student dormitory space in our neighborhood, and there has never been an effort on the part of Fisher to convince our neighborhood of the benefits to us or to the city of Boston of this plan. The property was acquired without public discussion, and now our only option is to comment on an IMPNF with no assurance that Fisher will listen and respond to our legitimate concerns.

The IMPNF focuses primarily the design and utilization of physical structures, and there might be a temptation to focus the scoping decision on physical structure and usage issues as well. This is of great concern to the neighborhood. Concentration on the details of the IMPNF distracts from fundamental concerns about the effects of a 60 percent expansion of dormitory space on one block of Beacon Street, and the addition of several hundred new commuter students, will have on our community and neighborhood. For example, Fisher does not have an adequate loading dock, with the result that Back Street, the on and off-ramps and on-ramps of Storrow Drive and the

first block of Beacon Street are frequently clogged with trucks or other vendor vehicles. If Fisher were to install a code-conforming loading dock, would the neighborhood support with the IMP? If Fisher can convince the BRA that traffic and parking issues created by the expansion of the student body can be mitigated, is that sufficient to approve the IMP? If Fisher develops a plan to provide adequate square footage of the proposed new dormitory rooms, is that sufficient? If Fisher reduces the scale and height of the proposed addition at the rear of 118 Beacon Street, will that satisfy the neighbors? The answer to all these questions is NO - because the overall concept of the plan is fatally flawed, and thus correcting certain details will have no effect on correcting the fundamental issues of concern with Fisher's plan.

Another example is payment in lieu of taxes. To our knowledge, Fisher has never made a payment in lieu of taxes to the City of Boston. Now Fisher proposes to take additional residentially zoned tax-paying properties off the tax rolls, and has made some vague statements about consideration of payments in lieu of taxes to the City. No specific amounts have been mentioned in writing. Will the City require a specific annual payment in lieu of taxes as a condition of approval of the IMP? Does the City trust that Fisher's financial model - which relies heavily on a high volume of student loans for very low income students - is sufficiently sustainable to assure a payment in lieu of taxes as well as successful implementation of the expansion? If Fisher commits to making payments in lieu of taxes, is that sufficient for BRA approval of the IMP? Again, the answer is NO, because such payments will be of no benefit to either the students or the neighborhood, and will only partially recompense the City for the loss of revenues and increased public service costs associated with the proposed expansion of the student body at Fisher.

The IMP, if approved, would grant benefits for the College that would be unlikely to be obtained through regular zoning processes in the City. Approval of the IMP would create an overlay on the underlying residential zoning. It also provides a mechanism for further expansion and conversion to institutional use via the IMP amendment process. The granting of such privileges to a private institution requires very careful scrutiny of the overriding public benefit to be derived. Article 80 specifies that the purposes of IMPs are to provide benefits to the surrounding community and support economic development. Fisher's IMPNF provides no objective documentation that either objective has been addressed or met.

BRA staff has not yet articulated the criteria by which issues will be included in the scoping determination. Nor is it clear what criteria will be used by the BRA to approve or deny Fisher's final IMP submission. The neighborhood is justifiably concerned that Fisher will (a) attempt to keep the focus of the scoping and the IMP review to building and space issues; and (b) make vague assertions about mitigation efforts without specific plans or commitments that can be monitored or enforced. The Back Bay community needs to know that the BRA will consider the overall impact of this plan, and not just focus on its details. We also need to know that objective criteria, which quantify the public benefit of the proposed Fisher IMP in the context of its negative effects on the community, will be made public and will be employed in a transparent manner to decide on the relative merits of the IMP submission.

We applaud Fisher's avowed commitment to educate graduates from City of Boston high schools, most of who are commuter students. However this avowed

commitment is contradicted by Fisher's statement that it's "brand" is to occupy historic brownstones in the historic Back Bay neighborhood. It is seriously doubtful that commuter students prefer to come to the Back Bay, with very limited parking and inconvenient public transportation connections to many parts of the city. It might be preferable for commuter students to attend classes in neighborhoods that have the types of jobs for which they are training (health care, information technology and business, for example).

Fisher has publicly stated that it is financially sustainable, and has had financial surpluses in each of the past eight years. If nothing changes, Fisher can continue to serve the students it has, can continue to receive income from college loans and grants, and can continue its stated desire to expand on-line courses. Fisher has two more years on its lease of dormitory space at the youth hostel on Stewart St, and still has Tellis Institute as a tenant in the building at 11 Arlington St. It would seem difficult for Fisher to make a case that immediate approval of its IMP is necessary to prevent financial problems for the college.

Recommended Solution

We strongly recommend that Fisher voluntarily withdraw its IMPNF filing. That is an essential first step for Fisher to begin to build faith and trust with its neighbors in the Back Bay. If Fisher declines to withdraw its IMPNF, then we strongly recommend that the BRA defer the IMP process for at least a year, and initiate collaborative planning with Fisher to either (a) find a new location within the city for the campus in total; or (b) find a new location for additional dormitory and classroom space that does not negatively impact a residential neighborhood. This process and outcome would be entirely consistent with the Mayor's stated policy of not having college dormitory space in Boston's residential neighborhoods. It would also be consistent with the positive efforts on the part of the BRA to assist Emerson to relocate from its residential neighborhood location into the theatre district. The relocation of the planned Suffolk University dorm from the Beacon Hill neighborhood is another example of the positive outcomes of neighborhood, BRA and institutional collaboration.

As with Emerson, Fisher has sizable resources in their Back Bay properties that could be converted to new and better facilities in more appropriate locations. Emerson College and its students, and the also the City of Boston, reaped educational, financial and community development benefits from moving away from a residential neighborhood. If Fisher College is truly committed to providing educational opportunities to city of Boston youth, then it should welcome an opportunity to relocate in a manner that provides similar benefits to both its students and to our community and the City.

Sincerely,

Stephen Day
120 Beacon St. Unit 2

Michael Weingarten
120 Beacon Street #4
Boston, MA 02116
mikew@signallake.com

June 24, 2013

Fisher and Traffic/Parking Congestion

When Fisher College announced its intention to expand its footprint in Back Bay substantially, neighbors raised concerns that this would exacerbate the already heavy traffic and parking problems on the Beacon block between Arlington and Berkeley (the 'Beacon block').

In this analysis, we conclude that ***Fisher's presence on Beacon Street is substantially worsening what already is a high traffic street used by motorists to enter and exit Storrow Drive.***

The magnitude of Fisher's role is much greater than the IMPNF suggests:

- In the IMPNF, Fisher only counts 820 day students, which leaves out the pertinent point (from a traffic perspective) that day students represent less than half of Fisher's total enrollment. **Current Boston campus enrollment plus staff is approximately 1,865, not 820.**
- Since the approximately 860 students taking classes at the DAPS¹ Boston campus attend classes starting at 5:30 PM, this puts an especially difficult strain on traffic and parking during evening drive time.
- Fisher's historical growth rate (including DAPS), has been somewhere between 6.5% and 13.0%, *not* the IMPNF's 3.0%. ***If we trendline Fisher growth at historical rates, Fisher could have as many as 3,500-6,400 students on the Beacon block by 2023, not the 1,100 suggested in the IMPNF.***

As a result, ***the block is already near the tipping point, particularly at evening drive time. If Fisher is allowed to expand, it is easy to see how the tipping point could be reached.***

In this context, Fisher's treatment of the traffic question has been upsetting to many people in the community. In a 46 page IMPNF, traffic and parking issues only cover two pages. In these pages, Fisher's stance is dismissive; i.e., that the problem largely is a Back Bay-wide problem, not one that Fisher has contributed to materially or primarily.

With respect to solutions: while some of the problems can be ameliorated (most notably if Fisher were to build up-to-code off-street loading docks on its Back Street property to prevent illegal vendor parking), other problems are the result of having a large number of students and staff on a critical block of Beacon. These cannot be solved with acceptable measures and will be exacerbated by growth. Therefore, the real solution is for Fisher to move; and as a secondary choice, not to grow further.

Recommendations

The BRA in its Scoping Determination should tell Fisher that traffic congestion is a serious problem that Fisher must address effectively before the IMP process can proceed.

We ask that the BRA require that Fisher fund an *independent* traffic engineer selected by the Boston Transportation Department to conduct traffic studies and make independent recommendations – or if this is not feasible, to allow the residents of the neighborhood sufficient time to provide a rebuttal expert report prior to any BRA board vote on the IMP.

¹ Division of Accelerated and Professional Studies.

Detailed Discussion

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1. These are highly trafficked streets, particularly during evening rush hour.

The core Fisher College block ("Fisher Block") is bounded by Arlington, Beacon, Berkeley and Back Streets.

Looking first at **Beacon Street**, there is a 21,200-22,000 average daily traffic count between Charles Street and Arlington.² Of this traffic, approximately 25% exits at Arlington Street/David Mugar Way in order to enter Storrow Drive East or to make a left turn onto Arlington going south. The remaining 16,200 cars continue on Beacon past the Fisher Block to Berkeley where we estimate that 66.7% exit onto Berkeley to access Storrow Drive and Back Street (10,805 cars), with 33.3% continuing on Beacon (5,395 cars). These 5,395 cars then merge with approximately 4,150 cars making a left turn from Berkeley onto Beacon.

As a result, 9,500 cars (from the Beacon and Berkeley streams) continue on Beacon to Clarendon, dropping to 9,000 by Marlborough Street.

Thus, ***much of the total traffic on Beacon between Arlington and Berkeley is exiting traffic, with drivers using Beacon to access Storrow Drive or Arlington Street.***

² Given that the numbers date to 2005, the current traffic may be higher than this; a 3% increase per year would increase the 2013 traffic counts by 26.7%.

Beacon Street Average Daily Traffic Count³

Location	Count Date	Daily Traffic Count	Index
West of Charles Street	2005	21,200	131
East of Brimmer Street	2007	22,000	136
West of Arlington Street	2005	16,200	100
West of Clarendon Street	2005	9,500	59
West of Dartmouth Street	2007	10,400	64
West of Exeter Street	2005	7,600	47
East of Massachusetts Ave	2005	8,900	55

Source: Massachusetts DOT Database

Looking next at **Arlington**, there is substantial traffic (20,500 cars) merging from Beacon Street and the Arlington off-ramps from Storrow. Over half of the cars then exit onto Beacon, Marlborough, Commonwealth and Newbury, so that the traffic at Arlington and Boylston drops to 9,700.

Thus, like Beacon Street, **Arlington Street between Beacon and Commonwealth is largely a through street that is used to access the rest of Back Bay.**

Arlington Street Average Daily Traffic Count

Location	Count Date	Daily Traffic Count	Index
South of Beacon Street	2007	20,500	100
South of Commonwealth Ave.	2007	22,700	111
Between Boylston St & Providence St.	2007	9,700	47
South of Stuart Street	2007	9,900	48

Source: Massachusetts DOT Database

Like Beacon and Arlington, **Berkeley Street** is heavily used as an entranceway to Storrow Drive (16,600 cars). From personal observation, approximately 75% of these cars (12,450) exit onto Storrow/Back Street, with 25% (4,150) making a left turn onto Beacon driving towards Clarendon.

Berkeley Street Average Daily Traffic Count

Location	Count Date	Daily Traffic Count	Index
Between St. James and Stuart St.	2007	12,000	72
North of Boylston Street	2007	13,100	79
North of Marlborough street	2007	16,600	100

Finally, **Back Street**, unlike other Back Bay alleyways that are used primarily for local service purposes, has become a major thoroughfare which drivers use as a way to get from Berkeley to Arlington. This is because Marlborough and Beacon are one way streets going west rather than east.

As a nominally private way, there are no Mass DOT statistics for Back Street traffic. We estimate, however that 10% of the traffic going north on Berkeley from Beacon makes a hard right turn onto

³ Since the data are from 2005, current traffic levels presumably are even higher.

Back Street. Given our estimates that there are 23,355 cars going north on Berkeley from Beacon (10,805 making a turn from Beacon, 12,450 continuing on from Berkeley), this suggests that Back Street has daily traffic of around 2,326 – which is high for an alleyway with only 8-10 foot clearance by the Fisher properties.

In sum, Beacon, Arlington and Berkeley experience heavy daily traffic volumes, with traffic concentrated at evening as well as morning drive times (as drivers enter/exit Storrow Drive for daily commuting). Even Back Street is relatively congested, compared to normal service alleyways.

2. Traffic is exacerbated by Storrow Drive merger problems

Beacon Street: Given that approximately 67% of the traffic on the Arlington-Berkeley block makes a right turn onto Berkeley and then Storrow/Back Street, there generally is a pattern in which two or even three lanes of traffic merge to the right lane in order to turn on Berkeley (and then slow up as they make the turns). This slows up traffic substantially.

Making matters worse, there frequently is a three-way merger problem on Berkeley and Back Street, with cars on Back Street *in both directions* trying to get onto Storrow Drive in competition with cars driving north on Berkeley. This frequently leads to backups extending onto Beacon Street.

**Three-Way Merger from Berkeley and Back Streets before the Storrow Entrance
(see dark SUV in rear on Back Street maneuvering around bicyclist)**



A related structural factor, which happens surprisingly frequently, is when trucks try to enter Storrow Drive from Berkeley and get stuck when they reach the height barriers. Because there generally are cars right behind them, they cannot easily back out without police help.

Arlington Street: At the northern entry to Arlington, there is a three-way merger between the Storrow West and East on-ramps, as well as Back Street that frequently causes delay. In addition, at the intersection between Arlington and Beacon, the 15-20 second traffic light delay for making right turns frequently result in cars in the middle lane wishing to make a right turn tying up

traffic for cars wishing to make a left turn. To avoid this, cars frequently maneuver to get into the correct lane to avoid getting stuck. This creates further delays.

Back Street: At the outlet to Arlington, cars find it difficult to make a right turn onto Arlington due to high traffic from the Storrow Drive off-ramps, with drivers often not noticing that there is oncoming traffic from Back Street.

3. Traffic also has been exacerbated by Fisher's presence on the block

A key exacerbating factor has been Fisher's large population on the block compared to the non-Fisher residential population.

There are 125 residential condominiums and 60 residential rental apartments on the Beacon block, for a total 185 residential units.⁴ At a 1.5 average Back Bay household size,⁵ this suggests total residential population of 278.

With respect to Fisher population, the IMPNF lists 820 day school student registration for the 2012-2013 academic year. This, however, substantially understates the Fisher population from a traffic perspective, because it ignores the large number of students in the Division of Accelerated and Professional Studies (DAPS), as well as staff members.

If we include DAPS and staffers, Fisher in the 2012-2013 academic year had an estimated 2,104 students, plus 246 staff, for a total of up to 2,350 students and staff.⁶ Subtracting for students and staff at satellite campuses, **we estimate that 1,865 work/attend classes at the main Boston campus.**⁷

⁴ NABB letter to BRA, February 26, 2013

⁵ Source: <http://www.city-data.com/neighborhood/Back-Bay-Boston-MA.html>

⁶ Despite multiple requests, Fisher has not provided us with Fisher registration information by category or by campus. We therefore have been forced to make reasonable assumptions based on available data. To facilitate discussion on the traffic issue going forward, the BRA should require Fisher to produce accurate enrollment data by category, by location and by year for 10 years.

⁷ An unknown share of DAPS students and Fisher staff attend classes at satellite campuses and online, but we believe that many attend classes in Boston (which is why the other locations are called "satellites".) However, given that the non-Boston locations are "satellite campuses," we have estimated that these represent 33% of total enrollment, and believe that this is directionally correct. We also have assumed that 25% of total Fisher staff works at these locations.

Estimated Fisher College Students and Staff

	Fall 2008	Fall 2011	Fall 2012	Fall 2102 Boston Only
Day Students	NA	745	820	820
Full Time DAPS	NA	347	382	256
Part Time DAPS	385	729	902	604
Total DAPS	NA	1,076	1,284	860
Total Students	1260	1821	2,104	1,680
Fisher Staff	NA	NA	246	185
Total Students + Staff	NA	NA	2,350	1,865

Source: National Center for Educational Statistics; Fisher College day student information from IMPNF; 2012 DAPS extrapolation from 2008-2011 growth rate

Thus, Fisher has a presence on the block that is almost seven times larger than the resident population. This puts enormous pressure on traffic/parking on the Beacon block.

4. Fisher exacerbates traffic/parking in several ways

The large number of Fisher students and staff affects traffic/parking in several ways:

Student/Staff Doubleparking

The first issue is doubleparking by students and staff. There are only 46 metered on the block. To the extent that demand for spaces exceeds supply, this leads to doubleparking, as (a) students/staff wait for metered spaces to open up; and/or (b) sit waiting for friends to come out from the school buildings.

The impact of doubleparking on traffic flow is severe. Beacon Street has three traffic lanes; to the extent that the right or left lanes are blocked (Fisher has buildings and dorms on both sides of the street), this results in only two or even one traffic lane(s) being available. When added to the preponderance of traffic merging right and turning onto Berkeley, this causes substantial traffic delays.

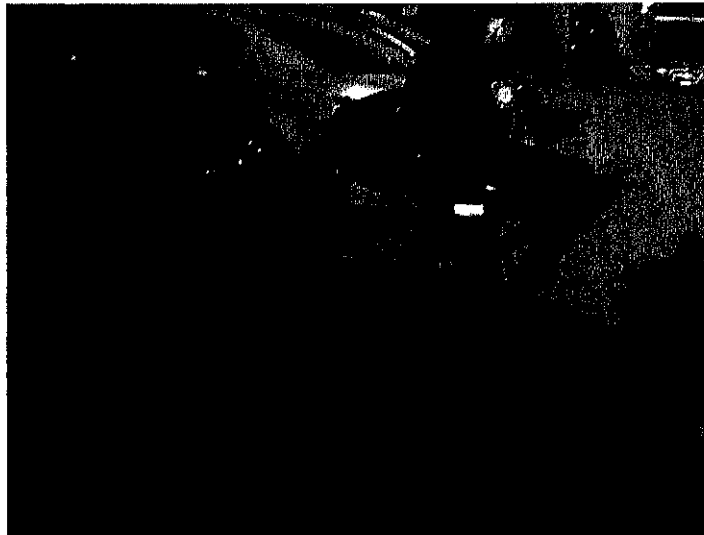
How serious is this problem? Against the 46 metered spaces on the block, there is an enormous population of Fisher students, staff and friends with an interest in using the spaces:

- As noted in the previous section, we believe that there are 1,865 Fisher students and staff at the Boston campus. Subtracting 28 Fisher deeded spaces,⁸ there are 1,837 students and staff with an interest in using the spaces
- *1,837 students and staff against 46 metered spaces is a ratio of 40x.*
- This ignores the legitimate use of the parking spaces by residents and people wishing to visit Back Bay for non-Fisher purposes.

⁸ The Fisher June 18 presentation shows that Fisher currently uses 29 deeded parking spaces, of which one is used for the Fisher van.

As a somewhat amusing illustration of how Fisher staff misuses non-Fisher property for its own use, here is a photo taken on June 6. A car drove up and parked in the 120 Beacon Street deeded parking lot. A female Fisher police officer then got out and went to work. She apparently did not feel that she could do this on Fisher property, perhaps because Fisher has video surveillance of its property and it reserves these for high-ranking staff. She did this again on the morning of June 19 (no photo available).

**Fisher Police Officer Exiting Illegally Parked Car
At 120 Beacon Street Private Property Lot off Back Street
(Note Coke truck in rear approaching Fisher for a delivery; later parks on Arlington)**



Taken: June 6, 651 AM

In this context, it is useful to consider what Fisher says about its contribution to traffic congestion. In a February 23, 2103 document titled *Fisher College on Beacon Street: Issues and Practices*, Fisher largely denies that it is contributing to the problem:

1. "Most members of the Fisher community either choose not to drive to campus or park in the commercial parking supply because the two-hour limit does not provide them with the duration of parking they need. Students who may have only a single class might try to take advantage of an open parking space on the street."
2. "In keeping with City-encouraged practice, Fisher College, like most colleges in Boston, does not allow resident undergraduates to bring cars to campus."
3. "If students own cars, they must find parking in the open supply in the City; most use the Boston Common Garage."
4. "Staff and faculty that drive park in the Boston Common Garage where they benefit from monthly parking rates."
5. "Because of the limited parking available to Fisher's commuter students and employees, most of them tend not to drive to school. Due to the active enforcement of the two hour parking limit, many learn not to park on Beacon Street."

Looking at these arguments, we have the following reactions:

- Fisher is disingenuous when it argues that the two-hour limit deters students and staff from parking on Beacon. From Fisher's website, here is a copy of a Fisher staff reimbursement form in which it says that it will reimburse staff up to \$10 per day for metered spots.

**FISHER COLLEGE PARKING PLAN
REIMBURSEMENT FORM**

NAME: _____

WEEK OF: _____ AMOUNT _____

*DAYS PARKED IN GARAGE: _____ DAYS PARKED AT METER: _____
_M_T_W_T_F _M_T_W_T_F

*A MAXIMUM OF \$20/DAY IS REIMBURSABLE A MAXIMUM OF \$10/DAY IS REIMBURSABLE

SIGNATURE _____

PLEASE SUBMIT TO FINANCE OFFICE BY MONDAY

If you wish to donate a portion of your reimbursement to the Fisher College Annual Fund Campaign, please check the box and indicate the amount of your donation. This amount will be deducted from your reimbursement.

Yes, I wish to donate \$ _____

Source: http://www.fisher.edu/assets/downloads/Communique/Parking_Plan_R.pdf

- Although Fisher claims that dorm students are not allowed to own cars, a review of Fisher's *Student Code of Conduct* and *Housing Agreement* says nothing about cars, or any prohibition on dorm students owning cars.

http://www.fisher.edu/assets/downloads/student_life/Code_of_Conduct.pdf

http://www.fisher.edu/assets/downloads/student_life/Housing%20Agreement.pdf

- Looking at the estimated 860 DAPS students attending classes in Boston, we note that as young professionals already out in the workforce, these students are much more likely to own cars. Since classes for this division are scheduled for 5:30PM-8:00PM, this means that these students will be looking for metered spaces on the Fisher block during the start of evening drive time. [During the school year, classes are held on other weekdays as well as Saturday.]



FISHER COLLEGE

Division of Accelerated and Professional Studies
Boston

Course Schedule- JULY 2013 TERM

MONDAY, July 8, 2013 – SATURDAY, August 24, 2013

Tuition for 3-credit course is \$975 (\$325 per credit)

MONDAYS AND WEDNESDAYS		5:30pm-8:00pm
HS101	Introduction to Human Services and the Social Welfare Professions	3 CREDITS
MA121	Basic Statistics (Prerequisite: MA106 with a C- or better, Placement Test)	3 CREDITS
WEDNESDAYS ONLY		5:30pm-8:00pm
MG221†	Organizational Behavior (Prerequisite: MG201 or FM220 and PS101)	3 CREDITS
EN355†	Selected Themes in American Literature (Prerequisite: EN102) *Synchronous online course option* Class meets Wednesdays 5:30-8:00pm via Collaborate or on Boston campus	3 CREDITS
PS115†	Social Psychology (Prerequisite: PS101) *Synchronous online course option* Class meets Wednesdays 5:30-8:00pm via Collaborate or on Boston campus	3 CREDITS

http://www.fisher.edu/assets/downloads/dce_academics/BOST6.pdf

- Fisher says nothing about doubleparking to pick up friends. This is a substantial contributor to traffic congestion.
- Even if a substantial number of students and staff are, as Fisher suggests, deterred from parking/doubleparking on Beacon, this still leaves an enormous demand/supply imbalance. If/when Fisher grows, the imbalance will only get worse.
- The fiction that Fisher College students don't drive is contra-indicated by Fisher College's new Head of Security running a driver's education course for Fisher students in April 2013, taking up substantial parking on the block for an entire day. If Fisher students don't drive, why have this class?

Student/Staff Doubleparking

A second problem is illegal doubleparking by Fisher vendors on Beacon, Arlington and Back Streets. In its February 23 document, Fisher says the following about its delivery traffic:

- "Food and larger trucks deliver to Fisher at the rear of 116 Beacon on Back Street where the ramps into the building are located; deliveries are scheduled for 7 AM when the nighttime truck restriction on Beacon Street is lifted."
- "Fed Ex/UPS trucks also use Back Street for deliveries to Fisher; Fisher picks up and drops off at the post office all of its incoming and outgoing US Mail."
- Furthermore, at the BRA May 30 meeting, Peter Gori asserted that Coke trucks in particular did not double park, and that any problems can be resolved through more careful scheduling.

Looking at these arguments, we have the following reactions:

- The assertion that "food and larger trucks deliver to Fisher at the rear of 116 Beacon... where the ramps into the building are located" is substantially misleading and therefore designed to be disingenuous.

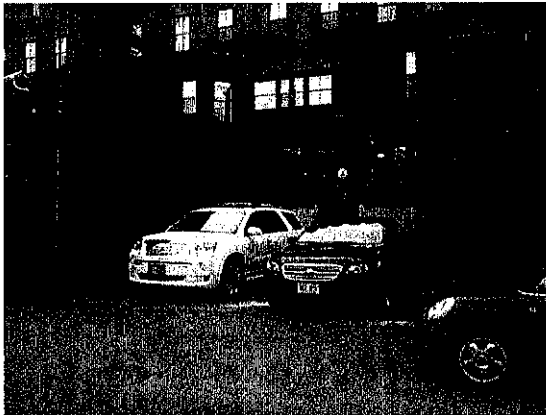
There is no truck loading ramp at 116 Beacon. There are simply two doors, one of which has a 6 inch metal incline to facilitate use of loading carts. On normal school

days, cars are parked by Back Street, so that there is no available space for even panel trucks to park.

There absolutely is no space available for large semi-trailers.

116 Beacon 'Loading Dock':

Showing two parked cars and no available parking for panel trucks



116 Loading Dock Close-Up

Showing a small metal ramp and no dock space; to the right is a student smoking area



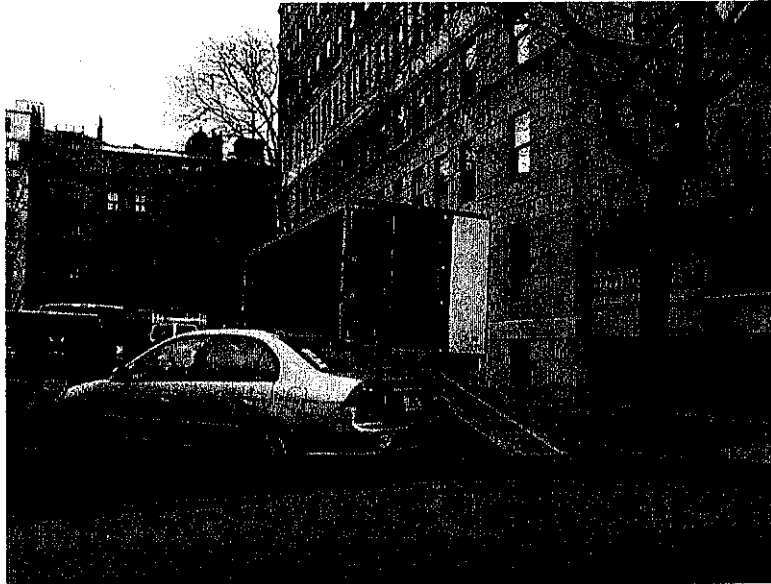
- As a result of the lack of space for semi-trailers or panel trucks, vendors are forced to park on Arlington Street and make handcart deliveries from Arlington to 116 Beacon. When this occurs, Arlington narrows from three to two traffic lanes; cars wishing to make a right turn frequently end up in the middle lane, blocking drivers who seek to make a left turn onto Arlington. As a result, when this occurs, cars can and do back up onto Storrow Drive.
- In support of this, here are photos showing semi-trailers illegally parked in a tow zone on Arlington, with cars being forced to divert to the center lane:

**Food Delivery Semi-Trailers illegally parked on Arlington
(note Coke Truck in rear)**



Taken: 3/15/13 12:00 PM

**Food Delivery Semi-Trailer illegally parked on Arlington
forcing traffic to merge to the left**



Taken: 3/15/13 12:00 PM

**Cars Wishing to Exit At Arlington Being Backed Up on Storrow Drive
Due to Fisher Vendor Parking Illegally on Arlington**



Taken: 3/1/13 12:00 PM

- Here is a June 6 photo of a Coke truck illegally parking on Arlington at 6:57 AM, forcing morning drive time traffic to divert from the left lane. Note that this comes even after Peter Gori at the May 30 meeting denied that this was occurring (and was loudly contradicted by resident attendees).



Taken: June 6, 6:57AM

- As an alternative to illegally parking on Arlington, delivery trucks (typically panel trucks, but also semis) often park on Back Street in front of non-Fisher-owned private property, sometimes blocking access to deeded parking spaces and also sometimes sticking out dangerously onto Arlington (in particular, this makes it difficult for Back Street traffic to make a right turn safely onto Arlington). They do not park on Fisher property, because all of Fisher's space is used for car parking and/or garbage dumpster space.

**Sysco food truck parked in front of 100 Beacon
(blocking 100 Beacon's garage entrances
and sticking out onto Arlington Street)**



Taken: 3/28/13 2:42PM

Fedex truck blocking the entrance to private deeded parking at 124 Beacon



Taken: 3/1/13 12:04PM

Fisher Garbage Dumpsters and Parked Car Blocking Possible Panel Truck offloading site



Taken: 3/1/13 12:10 PM

From: Michael Weingarten xxx
Subject: Fisher Delivery Story
Date: March 1, 2013 12:08:39 PM EST
To: xxx

I just drove to my home at 120 Beacon via Storrow from Leverett Circle (11 AM on Friday March 1) and found that the Arlington Street offramp was backed up 100 feet or so onto Storrow. When I got to Arlington street, I found that there was a large food truck semitrailer parked on the right, which was the source of the traffic blockage. They were delivering food by hand truck around to the back. I then turned onto Back Street to park in our resident space area, and was blocked by a Fedex truck. The driver was delivering to Fisher, but there was no place to park at Fisher, and he instead doubleparked by our lot. When I honked, he moved back toward 124 Beacon. Later, when I drove up Back Street and took a good look at Fisher's loading zone, I realized that it is filled with two garbage dumpsters and a private car, and there is no room for deliveries. So Fisher is using Arlington Street for its big food deliveries and Back Street for its small parcels.

- In addition to illegally parking on Arlington or Back Street, some Fisher vendors make their deliveries by parking/doubleparking on Beacon. This particularly is the case with Coke, which (a) frequently violates the 7AM curfew by delivering as early as 6:15PM; (b) typically doubleparks; and (c) remains onsite for an hour at a time (this is not simply a case of making quick drop-offs).

Coke Truck Doubleparking on Beacon Street



Taken: 2/28/13 8:54AM

Coke Truck Pre-7AM Deliveries on Beacon Street



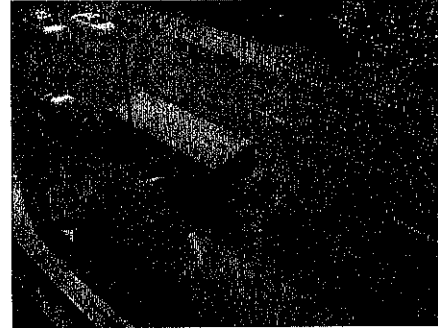
Taken: 4/24/13 at 6:35 AM



Taken: 4/24/13 at 7:30 AM



Taken: 5/8/13 at 6:02 AM

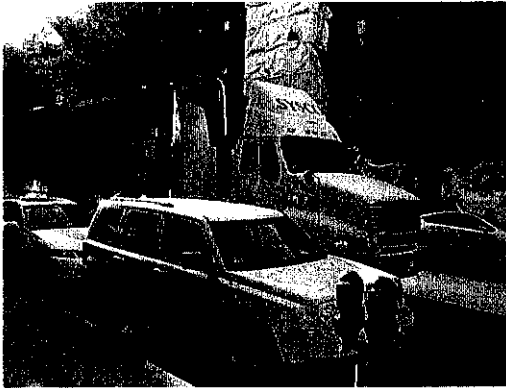


Taken: 5/8/13 at 7:12 AM

Sysco Truck Doubleparking on Beacon



Sysco Truck Doubleparking on Beacon June 13, 2013, 717AM



The situation gets worse in the winter during snow periods, when the number of traffic lanes is reduced by snow. Here is a photo of a Coke truck doubleparking in the snow this past winter, resulting in there only being one traffic lane left.

**Coke Truck Doubleparking in the Winter
Resulting In Only One Traffic Lane**



In all of the above, one important factor in the lack of delivery space on Back Street is Fisher's use of every possible deeded parking area for parking cars of its higher-level staff; garbage dumpsters; and (more recently) space for a single Fisher van.⁹ If Fisher had used some of its space to create a parking area for semi-trailers, these problems might have been more manageable.

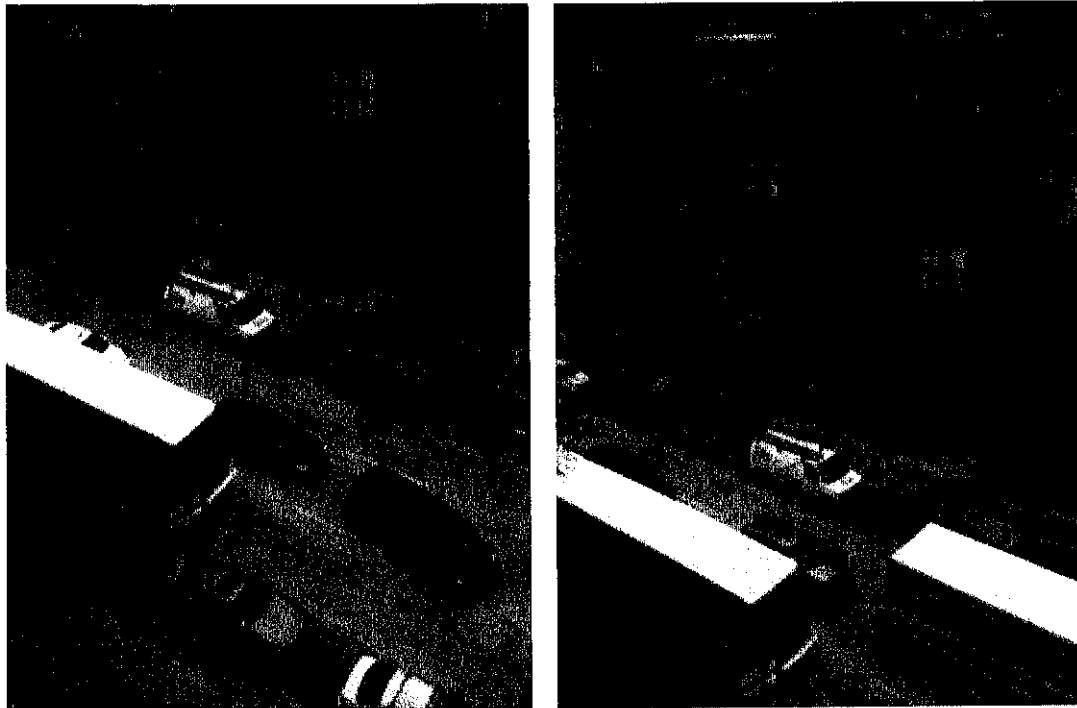
Bus Doubleparking

In addition to student/staff doubleparking and Fisher vendor doubleparking, a third contributor to traffic congestion is **Fisher's use of large Greyhound-sized buses for pickups** for Fisher off-campus events; in particular sports teams. From its February 28 memo, here is what Fisher says about this issue:

- *On a few occasions over the course of academic year, buses are used for academic trips and student activities.*
- *Fisher requires buses to transport its soccer, basketball and baseball/softball teams for some practice sessions and games ... All other team transportation is done in vans which drop-off and pick-up athletes on Back Street. The size of vehicle required is determined by the number of athletes that need to be transported at one time. The contract with the bus company spells out a protocol for the bus to arrive 10 minutes prior to departure time to allow for loading equipment and athletes. From time to time, a driver does not conform to this arrangement; when that happens, Fisher speaks with the driver to remind him that his bus is not welcome to sit for longer than the prescribed 10 minutes. Fisher will exercise greater vigilance over the bus activity to alleviate the concerns raised by residents, and has initiated contact with the City of Boston to investigate other ways to handle the bus operations.*
- *The total number of days/year that buses use Beacon Street is 62.*
- *"Fisher College is very open to working with its neighbors and the City of Boston to identify other locations/arrangements for bus pick-up/drop-off which would be amenable to all concerned." -- February 23 memo*

⁹ Fisher's intensive use of Back Street has resulted in its parking cars on both sides of the street – resulting in a traffic lane that is only 11 feet wide. This compares to the Boston Fire Department's 20 foot fire lane standard. With such a narrow traffic lane, any vehicle obstruction immediately results in a stoppage of traffic on Back Street.

Fisher Bus Doubleparked on Beacon



Fisher Bus Doubleparked During Evening Drive Time



Taken: 2/1/13 526 PM

Here is our reaction to Fisher's claims:

- Even if the total number of bus pickups on Beacon is 62, this is a substantial amount of disruption. Given that Fisher operates approximately 8 months per year net of school vacation periods, this means that the school year is approximately 32 weeks long; on a 5 day schedule this comes to 160 school days. Thus, Fisher is basically saying that they feel that it is OK to block Beacon Street almost 40% of the time.
- We have NEVER seen a bus come to Fisher and leave within the 10 minutes claimed. This is pure fantasy. Buses almost always sit for at least a half-hour to an hour. This is due to the fact that some students on the teams are always late.
- While they sit, the buses almost always idle illegally. From experience, it makes little sense to call 911, because by the time the police arrive for an admittedly low-priority complaint, the driver simply turns off the ignition.
- The situation is not stable. It has gotten substantially worse over time. From Fisher's IRS 990 statements, Fisher travel costs have risen by a factor of 5.3x since 2002

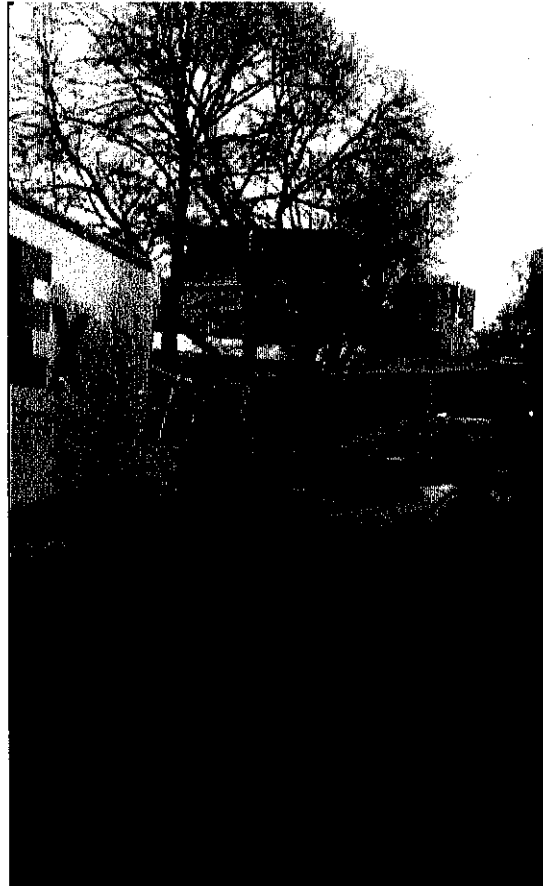
Fisher Travel Expenses (from IRS Form 990)

	Travel \$	Index
YE 6/30/02	89,114	100
YE 6/30/03	130,531	146
YE 6/30/04	185,039	208
YE 6/30/05	274,548	308
YE 6/30/06	315,820	354
YE 6/30/07	312,482	351
YE 6/30/08	291,079	327
YE 6/30/09	387,369	435
YE 6/30/10	380,266	427
YE 6/30/11	428,846	481
YE 6/30/12	473,313	531

- The doubleparking incidents occur in the afternoon after classes are finished for the day. They therefore occur in evening drive time, making it particularly problematic.
- Even if Fisher's claims were true about limited use of Beacon Street, we ask why it is acceptable for Fisher to be allowed to use Beacon Street, when it has sufficient deeded parking on Back Street to create a Fisher-owned bus stop.
- We are unaware of any Fisher initiative in the three months since the February 23 memo to "working with its neighbors and the City of Boston to identify other locations/ arrangement for bus pick-up/drop-off which would be amenable to all concerned." To us, this raises concerns about Fisher saying nice things when necessary but not really being interested in substantive change.

Even Fisher vans cause problems on Back Street, as they back into the Fisher spots in the absence of proper loading areas. Here is a photo of traffic on Back Street stopping as the van maneuvered into place:

Fisher Van Stopping Traffic On Back Street As It Maneuvers to Park



Student Jaywalking

The final way in which Fisher exacerbates traffic is *via student jaywalking*. Fisher's student center and cafeteria are located at 116 Beacon, and two of its dorms are directly across the street at 131-133 Beacon. This results in an almost constant stream of students crossing the street in the middle of the block. As a result, traffic frequently gets stopped.¹⁰

¹⁰ We do not have photos of student jaywalking, due to fear of retaliation if we were found taking pictures.

Table 2-9: Existing Key Intersection Analysis

Intersection	Delay (Second)	Level of Service	Worst Approach	50th % Queue Length (car lengths)	95th % Queue Length (car lengths)
AM PEAK PERIOD					
Commonwealth Avenue at Harvard Street	50.9	D	Harvard Street from the South	14	23
River Street at Soldiers Field Road	201.9	F	Off Ramp from Massachusetts Turnpike	33	37
Commonwealth Avenue at Carlton Street	66.8	E	Carlton Street from the South	27	33
Park Drive at Brookline/ Boylston Street	164	F	Boylston Street from the East	20	23
Beacon St. (Commonwealth Ave./ Brookline Ave./ Beacon St.)	77.5	E	Beacon Street from the East	17	23
Boylston Street at Bowler Overpass	50.4	F	Boylston Street from the East	18	23
Huntington Avenue at Francis Street	177.2	F	Francis Street from the West	13	17
Huntington Avenue at Longwood Street	37.3	D	Longwood Avenue from the East	8	12
Huntington Avenue at Ruggles Street	33.6	D	Louis Prang Street from the West	16	24
Tremont Street at Reggie Street	81.8	F	Tremont Street from the South	13	19
Tremont Street at Melnea Cass Boulevard	92.1	F	Tremont Street from the South	13	27
Massachusetts Avenue at Melnea Cass Boulevard	119.3	F	Melnea Cass Boulevard from the West	28	33
Massachusetts Avenue at Beacon Street	24.1	C	Massachusetts Avenue from the North	11	13
Dartmouth Street at State James Avenue	19.7	B	State James Street from the East	7	10
Arlington Street at Beacon Street	24.4	C	Off-Ramp from Snowrow Drive	13	21
Arlington Street at Stuart Street/ Columbus Avenue	73.3	B	Arlington Street from the North	11	18
Washington Street at Kneeland Street	28.2	C	Kneeland Street from the East	7	9
Washington Street at Essex/ Boylston Street	16.4	B	Boylston Street from the West	7	10
Atlantic Avenue at Summer Street	13.9	B	Atlantic Avenue from the South	2	6
Congress Street at East Service Road	19.3	B	Off Ramp from I-90 EB	5	8
West Fourth Street at Dorchester Avenue	19.2	B	Dorchester Avenue from the South	6	17
Albany Street at Herald Street	19.6	B	Albany Street from the North	8	13
Leveyst Circle	68.9	E	Charles River Drive Road from the Northwest	28	36
PM PEAK PERIOD					
Commonwealth Avenue at Harvard Street	47.8	D	Harvard Street from the South	14	23
River Street at Soldiers Field Road	156.6	F	Off Ramp from Massachusetts Turnpike	23	26
Commonwealth Avenue at Carlton Street	84.1	F	Carlton Street from the South	30	40
Park Drive at Brookline/ Boylston Street	236.9	F	Boylston Street from the East	27	31
Beacon St. (Commonwealth Ave./ Brookline Ave./ Beacon St.)	61.5	E	Beacon Street from the East	19	26
Boylston Street at Bowler Overpass	92.5	F	Boylston Street from the East	22	27
Huntington Avenue at Francis Street	432.9	F	Huntington Avenue from the West	20	21
Huntington Avenue at Longwood Street	51.3	D	Longwood Avenue from the West	12	18
Huntington Avenue at Ruggles Street	34.3	D	Huntington Avenue from the West	11	17
Tremont Street at Reggie Street	43.4	D	Tremont Street from the North	16	24
Tremont Street at Melnea Cass Boulevard	168.3	F	Melnea Cass Boulevard from the East	20	27
Massachusetts Avenue at Melnea Cass Boulevard	110.7	F	Melnea Cass Boulevard from the West	23	28
Massachusetts Avenue at Beacon Street	31.6	C	Massachusetts Avenue from the North	17	23
Dartmouth Street at State James Avenue	20.3	C	State James Street from the East	8	10
Arlington Street at Beacon Street	30.3	C	Beacon Street from the East	17	34
Arlington Street at Stuart Street/ Columbus Avenue	51.6	D	Arlington Street from the North	12	14
Washington Street at Kneeland Street	28.9	C	Stuart Street from the East	8	11
Washington Street at Essex/ Boylston Street	16.3	B	Boylston Street from the West	8	10
Atlantic Avenue at Summer Street	11.5	B	Atlantic Avenue from the South	1	6
Congress Street at East Service Road	18.4	B	Congress Street from the West	2	3
West Fourth Street at Dorchester Avenue	16.0	B	West Fourth Street from the East	6	10
Albany Street at Herald Street	37.4	D	Herald Street from the West	19	27
Leveyst Circle	81.6	F	Embankment Road from the West	36	35

From this, we make the following observations:

The current Arlington-Beacon LOS (level of service) is still acceptable, but is close to becoming marginal and even unacceptable.

- AM Peak Period: Arlington Street at Beacon Street shows a 24.4 second delay with a C Level of Service
- PM Peak Period: Arlington Street at Beacon Street shows a 30.3 second delay with a C Level of Service
- **To get a D grade would require an average delay of 35 seconds (only 4.7 seconds more than currently).**
- **To get an E or F grade would only require delays of 60 and 80 seconds, respectively. With more Fisher population, these numbers are achievable.**
- **Anecdotally, the E and F grades already occur with some frequency when/if there are blockages to one or more of the three traffic lanes on Beacon or Arlington.**

Looking next at *car queue length data*, the current Arlington-Beacon car length queues are already marginal. When there is blockage, the level is clearly unacceptable, particularly from the Beacon Street from the East side (i.e., from Beacon Hill)

- **AM Peak**

- **Off-Ramp from Storrow Drive:** the 50 percentile level is 13 car lengths, and the 95 percentile level is 21 cars. While this may not seem like much and a number of the other intersections are worse, we note that the off-ramp on Arlington past the merge area is only around 200 feet (or 8 cars). Thus, at the 95% level, 13 cars are backed up 325 feet into the Storrow tunnel.
- **Arlington Street from the North:** the 50 percentile level is 11 car lengths, and the 95% level is 18 cars. Per the above discussion, this means that at the 95 percentile level, 10 cars are backed up 250 feet into Storrow Drive Westbound.
- **Beacon Street from the East:** the 50 percentile level is 17 car lengths, and the 95 percentile level is 23 cars. 23 car lengths is 575 feet, resulting in a backup on Beacon going back to between Brimmer and River near the Public Garden.

- **PM Peak**

- **Arlington Street from the North:** the 50 percentile level is 12 car lengths, and the 95 percentile level is 14 cars. While this is less congestion than the AM peak, it still results in a 95% level backup into Storrow of 150 feet.

- **Beacon Street from the East:**

This is the worst congestion backup for this intersection, and at the 95 percentile level is the 3rd worst among 23 key intersections studied by MDOT.

The 50% level is 17 car lengths, and *the 95 percentile level is 34 cars, or 850 feet. This results in a backup starting at Charles Street.*

The 2x increase in traffic queue between the 50% and 95% levels highlights how susceptible Beacon Street is to congestion due to traffic lane blockages on the Fisher block.

In sum, the delay times and peak queues suggest that we are already reaching an unacceptable level of delay. Any substantial increase in these metrics could take us past the tipping point.

6. Fisher's plan is likely to take the block past the tipping point

Each of the factors discussed above is likely to be exacerbated by Fisher growth in coming years.

In its IMPNF, Fisher suggested that the current day school registration of 820 students would grow to 1,100 by 2023 -- an increase of 280 students. This level of increase makes the growth sound limited and manageable.

However, an 820 current enrollment and +280 growth over 10 years substantially misstates the size and probable growth of the Fisher population problem, for the following reasons:

- The 820 figure does not include an estimated 860 DAPS students and 185 Fisher staff in Boston.¹² For academic year 2012-2013, we previously estimated that Fisher actually had 1,865 Boston campus students in 2012-2013. ***This is almost 2.3 times what Fisher reports in its IMPNF, and it heavily impacts traffic/parking congestion on the Beacon block.***¹³
- These numbers become substantially worse when one factors in future growth. Fisher's historical growth has been in the 6.5% to 13.1% range,¹⁴ ***not*** the 3.0% growth assumed in the IMPNF. ***If we extrapolate forward at a 6.5-13.1% range, total Fisher Boston campus student plus staff could grow to 3,500-6,400 by Spring 2013.***

**2013-2013 Estimated Fisher College Boston Campus + Staff
Extrapolated From Historical Growth Rates**

	Current (2013)	Growth Rate	Projected 2023
At a 6.5% growth rate	1,865	6.5%	3,501
At a 13.05% growth rate	1,865	13.05%	6,359

This means that by 2023, Fisher's contribution to downtown traffic/parking congestion will be 3-6 times larger than the 1,1000 shown in the Fisher IMPNF.

7. Fisher's IMPNF largely ignores the traffic issue

After reviewing the IMPNF, our reaction is that Fisher is not taking our expressed concerns seriously and will only negotiate in good faith if forced to do so by the BRA. We are particularly concerned that Fisher's entire treatment of the parking and traffic issues each take less than a single page in the document (see pages 43-44), reinforcing the low priority that Fisher gives this subject. Furthermore, the treatment is largely the same as in the previously discussed February 23 document – showing that Fisher did not budge from its positions over the ensuing three months. In the little space that it devotes to this topic, Fisher essentially is saying that traffic issues are not due to Fisher and that it has done a good job of scheduling deliveries and pickups. Implicitly, Fisher is saying that there isn't anything further that it needs to do.

¹² Per advice from Peter Gori, students from the Division of Accelerated and Professional Studies who take more than 6 credits in the Fall semester are categorized as full time for that year.

¹³ Per the IMPNF: "The Continuing Education and Online programs are not the subject of this master plan" (p. 7)

¹⁴ The 6.5% growth rate reflects Fisher's 2002-2012 revenue growth rate of 9.5% (source: IRS 990 filings) less a 3.0% tuition inflation rate. The 13.1% growth rate reflects NECS data for Fall 2008 through Fall 2011.

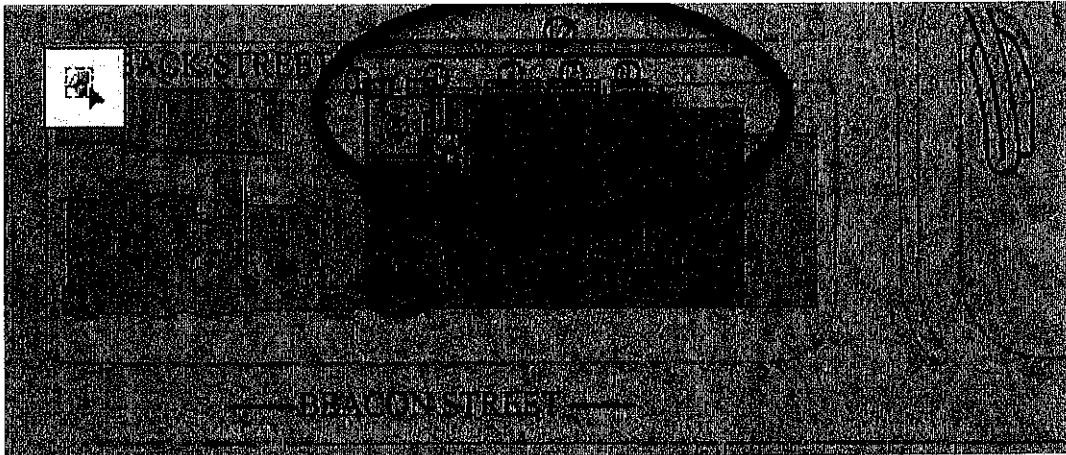
As further support for this range, we note that Fisher's day student enrollment grew at an annual rate of 10.55% from Fall 2010 through Fall 2012 (source: Fisher June 18 presentation). It also is supported by the fact that Fisher's part time student enrollment at DAPS grew at an annual rate of 23.7% from 2008 to 2011 (source: NECS).

8. Some problems can be fixed, but others cannot

In the May 30 and June 18 meetings, Peter Gori's stance was that Fisher would listen closely to all community complaints, and then fix the problems. Our quick answer is: 'easier said than done.'

Fixing the loading/unloading problem

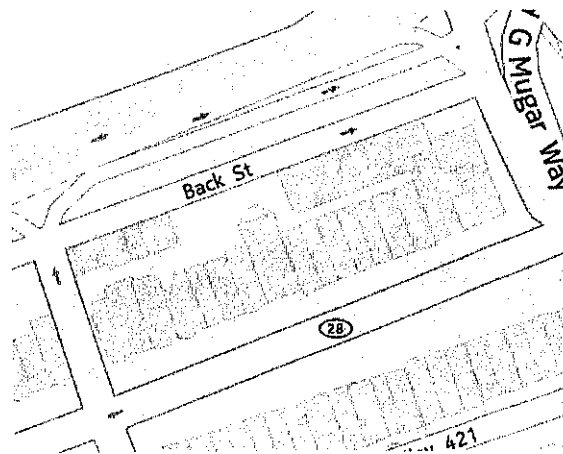
One solution that was suggested by Peter Gori on June 18 is the idea of repurposing some of Fisher's Back Street parking spaces for loading docks. From the June 18 presentation, here is an illustration showing the location of Fisher's Back Street spaces:



FYI, this illustration is inaccurate, in that it suggests that Fisher's spaces on the south side of Back Street fall largely within a property/usage line that are consistent with similar extensions at 124-130 Beacon. In fact, Fisher's spaces extend considerably beyond any usage at 126-130 Beacon. With respect to 124 Beacon, there is no rear extension garage at all; the painted parking designations for 124 Beacon extends a couple of feet into Back Street, but not nearly as far as the Fisher south-side spaces.

For a more accurate illustration, see Yahoo maps below. Fisher's south-side spaces take up part of the 'white' Back Street traffic area:

More Accurate Map of Back Street from Yahoo Maps



There are several problems with Fisher's suggested solution to use Back Street parking spaces for vendor deliveries. The first has to do with ***the lack of width to handle large trucks and busses without further narrowing the (already narrow) traffic lane.***

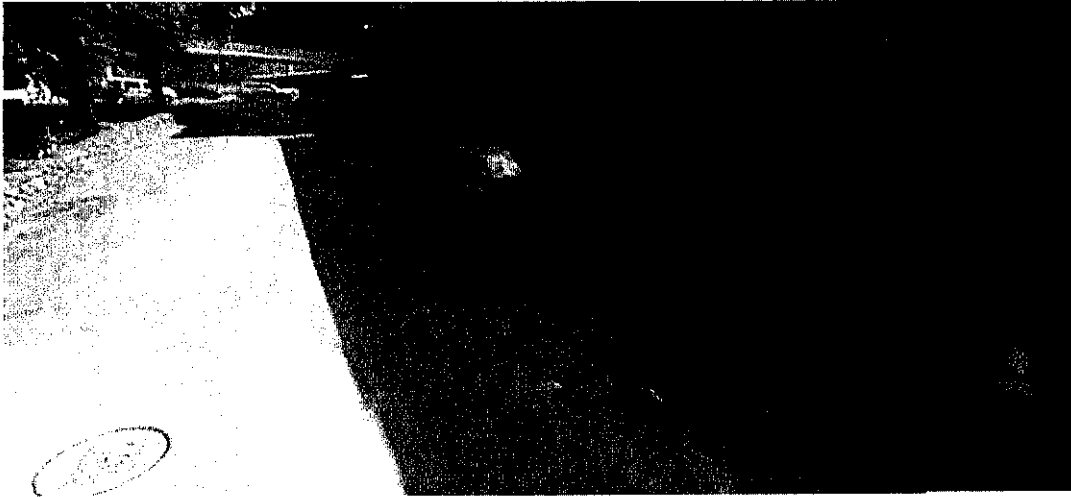
- Normal traffic lanes (and Boston fire lanes) are 20 feet wide. Here, due to Fisher's using 8 foot wide deeded parking spaces on both sides of Back Street, there is only an 11.5 foot traffic lane – which already is 42.5% narrower than the average traffic lane.
- In actual practice, the traffic lane is constrained by the fact that for physical reasons, cars cannot park right up to the 'curb.'
 - On the north side closer to Storrow Drive, there is a 2-3 foot high stone wall. If you park too close to the wall, you risk sideswiping the vehicle driver side, and/or you can't get out of your car. See photo below of a car parked two feet from the wall with minimal ability to get out of the car.¹⁵
 - On the south side closer to Beacon Street, the spaces directly abut the Fisher Mall building. As a result, if you park too close to the wall, you risk sideswiping the vehicle passenger side. See photo below:

Parking at the 120 Beacon North-Side Parking Space



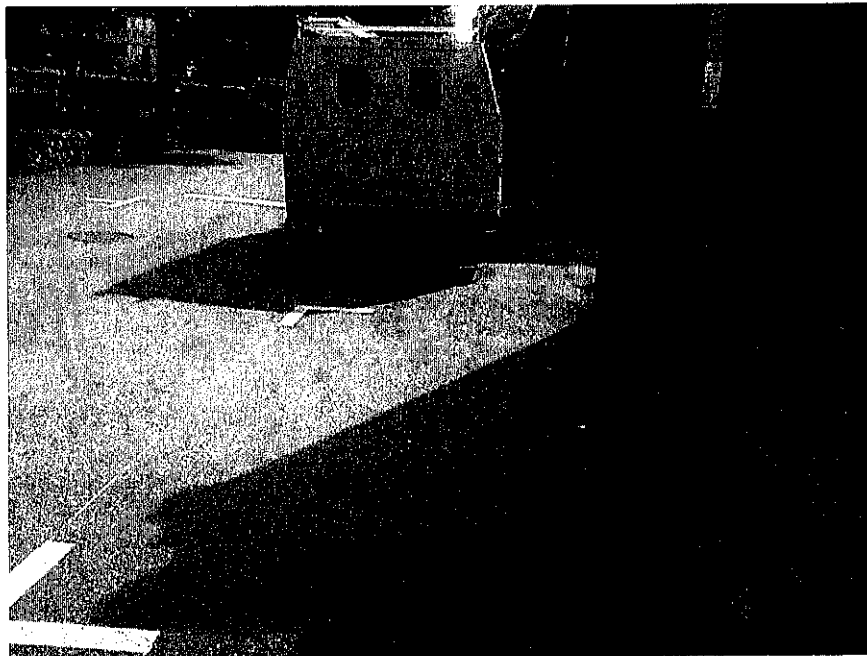
¹⁵ This is why the owner of the deeded space (at 120 Beacon) has installed a rubberized mat to avoid car damage (see photo).

Fisher South Side Spaces Abutting the Fisher Mall Wall



- As a result, this narrows the effective traffic lane considerably. On June 20-21, Fisher painted divider lines on Back Street to better delineate each space, perhaps with the goal of encouraging users not to park over the lines. This works only to some degree, with cars overhanging by 1-2 feet on each side – thereby reducing the traffic lane from 11.5 feet to as little as 7.5 feet.

Photos Taken June 21 and 22: Cars/Trucks Overhanging Fisher's Boundary Lines





- With respect to using this narrow effective traffic lane for handling large trucks and buses, we note that semi-trailers and large buses have a maximum width of 102 inches, or 8.5 feet.¹⁶ Hence, they already exceed Fisher's 8 foot space widths by 0.5 feet; and if they park two feet away from the 'curb,' they will reduce the traffic lane from 11.5 feet to 9 feet – assuming that there isn't an equivalent blockage on the other side (in which case, the traffic lane clearance would only be 6.5 feet).
- We also note that even if an 8.5 foot wide semi-trailer were to magically fit into an 8 foot wide space, this is well below the BTD's standards, which call for a minimum 14 foot wide space:

BTD Guidelines for use by the Zoning Board of Appeal

Any project subject to or electing to comply with Article 80 Large or Small Project Review should accommodate associated service/loading activity onsite.

Any project seeking to accommodate off-curb loading must submit to the Boston Transportation Department for approval a loading management plan that includes, but is not limited to:

- Facilities that have bays, maneuvering areas and appropriate means of vehicular access and egress to and from a street.

- Facilities designed to not constitute a nuisance or a hazard or an unreasonable impediment to traffic.

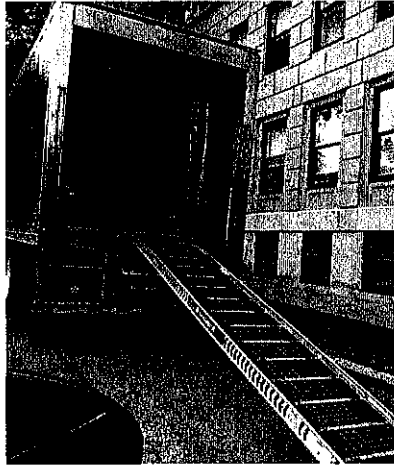
- Loading bays that are located entirely on the site that are no less than fourteen (14) feet in width, twenty-five (25) feet in length, and fourteen (14) feet in height, exclusive of maneuvering areas and access drives. (Note: These dimensions are minimums. Actual dimensions will be determined by the Boston Transportation Department in concert with proposed land use, design vehicles, loading operations, etc. as detailed by the proponent's plans.)

¹⁶ 16 foot box trucks are approximately 8 feet wide.

- One final concern is that we would be surprised if Fisher were willing to free up a sufficient number of spaces to handle large semi-trailers. Based on our review, typical tractors are as much as 20 feet long; trailers are up to 45 feet long; and the attached photo suggests that loading ramps add another 20 feet – for a total length of 85 feet, plus offloading space. As a result, Fisher would have to free up 5 parking spaces @ 20 feet long – and even then, it would have the traffic lane restriction problem.

Sysco Truck Doubleparking on Arlington June 21 1:30 PM

See length of Trailer Ramp



In sum, use of deeded spaces on Back Street is not a good traffic solution, particularly as student density increases; and with it, demand for pickups and deliveries.

We do believe that there is a good fix here, but it is one that will be painful for Fisher; namely, that Fisher should use some portion of the Fisher Mall between 102 and 114 Beacon to build multiple loading docks.

This will be resisted by Fisher, since this is where the school has located its kitchen and dining room, as well as Fisher's Alumni Hall. However, if Fisher wants to move from a small school to a growing institution, it is time that it conform to BTM loading dock code.

If the solution is too painful for Fisher, this is an important reason why Fisher, like Emerson, needs to move out of the neighborhood into buildings with modern up-to-code support facilities.

Fixing Parking congestion

We do not see that better Fisher police actions can prevent students and staff from parking on the Beacon block. And with more students, the problem will only get worse.

The most draconian solution would be to remove all metered spaces and make the Beacon Block resident parking only. The next most draconian solution would be to make the Beacon block resident parking only after 6 PM, to prevent DAPS student abuse.

One problem with these is that they also penalize relatively innocent parties, e.g.:

- Residents who do not own cars but would like to park rental cars on their block
- Guests of residents who would like to park on the street while visiting residents
- Non-residents who wish to park to go onto the Esplanade or to go shopping/eat at restaurants in Back Bay.

We would much rather have the BRA restrict growth of student population on the block, than penalize everyone as a strange type of accommodation of a major increase in student population.

Fixing Jaywalking

We haven't heard any solution offered on this subject by Fisher.

One solution might be to have Fisher police prevent jaywalking by issuing fines to offending students and staff. We don't see how this would work in practice. Does Fisher want to become a bizarre type of 'police state' with students as 'prisoners?' If so, what would that do to student interest in going to Fisher?

Another solution would be to put up the type of crowd control fencing that BTB used on Boylston Street during the Boston Marathon. This is problematic on several dimensions:

- This would be truly ugly in an historic district, and undoubtedly would be rejected by NABB and BBAC.
- It would prevent non-Fisher drivers parking on Beacon from accessing the curb or using the curbside doors.
- Students would quickly figure out how to climb the fences.

So we don't see any workable solutions here.

* * * * *

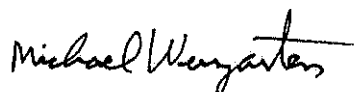
9. Recommendations

The BRA in its Scoping Determination should tell Fisher that traffic congestion is a serious problem that Fisher must address effectively before the IMP process can proceed.

We ask that the BRA require that Fisher fund an *independent* traffic engineer selected by the Boston Transportation Department to conduct traffic studies and make independent recommendations – or if this is not feasible, to allow the residents of the neighborhood sufficient time to provide a rebuttal expert report prior to any BRA board vote on the IMP.

* * * * *

Respectfully submitted,



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