



WENTWORTH

Institute of Technology

550 Huntington Avenue, Boston, MA 02115-5998

Institutional Master Plan
2010-2020

Submitted to:
The Boston Redevelopment Authority
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INTRODUCTION

Wentworth Institute of Technology (“Wentworth” or the “Institute”) filed its first Institutional Master Plan (the “Prior IMP”) in 1999. This plan was reviewed over the next year and approved in April of 2000. The plan covered the years 2000 through 2008 and included one proposed project for the development of a new dormitory as an addition to Baker Hall located at 610 Huntington Avenue. Subsequently, the Prior IMP was amended twice. The first amendment in April of 2003 allowed for the development of a second new student residence at 555 Huntington Avenue and the incorporation of an existing 12-person dormitory located at 66 Louis Prang Street into the Prior IMP; the second amendment filed in June of 2007 was to approve the addition of property located at 525 and 634 Huntington Avenue to the Prior IMP as interim open space.

During the term of the Prior IMP, Wentworth made significant progress towards the City of Boston’s goal of expanding the institution’s capacity to house students on campus, increasing the total number of student bed spaces from 1,033 to 1,936.

In April of 2008, Wentworth submitted to the Boston Redevelopment Authority an Institutional Master Plan Notification Form requesting an extension of the Prior IMP for a term of one year, a request approved by the Authority. The purpose of this one year extension was to allow time for Wentworth to conduct an extensive strategic planning effort to assess its campus development needs. This effort, which has involved the Wentworth Community Task Force, the local community, faculty, staff, students, alumni and trustees, was concluded in March of 2009.

The information gathered during this process was utilized in the development of a new Institutional Master Plan Notification Form (“IMPINF”) for Wentworth, as required under Article 80; Section 80D-5, sub-paragraph 2(b) of the Boston Zoning Code, which was filed with the Boston Redevelopment Authority on April 6, 2009. Copies of the IMPINF were made available to the public in both electronic and printed formats. The IMPINF was reviewed in a scoping session with public agencies on April 30, 2009 and at a public meeting held on May 13, 2009. The objectives of the Wentworth ten year Institutional Master Plan and the content of the IMPINF were also presented and discussed with the Wentworth Community Task Force at meetings held on March 11, 2009, April 1, 2009 and April 22, 2009. A Scoping Determination on the IMPINF was issued by the Boston Redevelopment Authority on June 5, 2009.

On January 19, 2010, Wentworth notified the Boston Redevelopment Authority of its intention to take some additional time to prepare the Institutional Master Plan before filing it with the Boston Redevelopment Authority to ensure that it was in concordance with the long-term academic plans of the Institute and the financial realities it faced due to the economic downturn. As a result of this review several changes have been made to the proposed Institutional Master Plan from the program that was described in the IMPINF. These changes were reflected in a Notice of Project Change submitted to the Director of the BRA on July 26, 2010.

- The proposed Flanagan Campus Center will now be developed through the substantial renovation of portions of Beatty Hall and by constructing a new addition to Beatty Hall rather than through the construction of a new freestanding building on the site of the

current tennis courts. This change will allow Wentworth to proceed with the development of a new campus center in 2011 with all of the essential programmatic components of the original plan but at a cost equal to the already committed naming gift of \$10 million, in contrast with the substantial delay that would be required to raise the additional \$11 million needed to implement the original plan to construct a new 46,000 square foot facility.

- The proposed new student residence at 525 Huntington Avenue will provide housing to 305 Wentworth students on 7 floors rather than the alternative described in the IMPNF which would have provided up to 395 beds on up to 9 floors. As previously envisioned, the first six floors would have provided 260 bed spaces for Wentworth, and floors 7-9 would have provided an additional 135 bed spaces to house students from other Colleges of the Fenway. In response to concerns from the community regarding the potential height of this facility, the proposed project has been limited to 7 stories and will provide housing solely for Wentworth students. This change will allow the Institute to meet the objectives of the Student Housing Plan to be included in the IMP while keeping the height of the building below that of the student residence at 555 Huntington Avenue.
- The 40,000 square foot addition to the Wentworth Annex proposed in the IMPNF has been eliminated in favor of the development of a new 45,000 square foot Center for Engineering & Technology located at the site of the existing Willson Hall and a portion of the West Parking lot. Relocating this academic building to this site will deliver these new state of the art facilities in closer proximity to the departments of Computer Science, Mechanical, Civil and Electrical Engineering and Technology which are now seen as its primary users. The development of the Center of Engineering & Technology at this new location will also strengthen the Campus Quadrangle and improvements planned for “The Pike” by creating a separation with landscape and hardscape improvements between this main pedestrian thoroughfare and the parking area.
- The IMPNF projected an enrollment of approximately 3,600 students during the ten year term of the Institutional Master Plan. Recent events, including the current economic conditions and the impact of unprecedented tuition discounting by some of the Institute’s competitors, have lead the Institute to conclude that it is more prudent to project enrollment in a range, from 3,400 to 3,800 students, during the term of the IMP. For example, enrollment for the Fall of 2010 will decrease from the Fall of 2009 enrollment level of 3,527 to approximately 3,400 because of these factors. The Institute expects that its base enrollment will return to the 3,600 level over the following two years. The upper end of the range represents a modest enrollment increase of approximately eight tenths of one percent (0.008) per year. Therefore, the Institute has adjusted its Student Housing Pan to accommodate up to 3,800 students. The Institutional Master Plan will now also include as a Potential Future Project, a 100 bed addition to the student residence at 610 Huntington which would be developed in the event that enrollment approaches the upper end of this range.
- Wentworth estimated in the IMPNF that the five Proposed Institutional Projects would generate approximately 21 additional permanent faculty and staff jobs over the term of

the IMP. The Institute now projects that base employment may increase by approximately nine tenths of one percent per year (0.009) which would yield an increase of approximately 90 additional faculty and staff over the ten year term of the IMP in addition to the 21 positions created by the proposed projects.

This Institutional Master Plan has been developed in response to the comments and suggestions of the community, public agencies, the Scoping Determination on the IMPNF issued by the Boston Redevelopment Authority on June 5, 2009 and the internal review conducted by the Institute which commenced on January 19, 2010 and was reviewed in the Notice of Project Change filed with the BRA on July 26, 2010. On August 9, 2010, the Director of the BRA issued a determination for the Notice of Project Change which stated “that none of the limited changes proposed create impacts which require additional study under the Scoping Determination and that Wentworth may file an Institutional Master Plan without additional scoping.” The submission of this document constitutes a request by Wentworth for the approval of the renewal of its Institutional Master Plan (“IMP”) as required under Article 80: Section 80D-5, subparagraph 4. This IMP has been developed to cover the period from 2010 through 2020.

The following is a summary of what is to follow in this Institutional Master Plan:

Section 1 describes Wentworth and its programs, mission as an institution of higher education, and the objectives for this Institutional Master Plan. It is important to note here that Wentworth is not seeking to substantially increase the size of its full-time student population during the ten year term of this Institutional Master Plan (IMP). As of fall 2009, the Institute served 3,527 full-time students on the campus. This total included 555 students who were on semester long co-op assignments (a Wentworth requirement) and 84 full-time graduate students. Wentworth projects that enrollment levels during the term of this IMP will range from 3,400 to 3,800 full-time students. To maintain this enrollment level, Wentworth will need to retain its competitive edge in the marketplace by offering high quality educational programs and by providing new state of the art instructional and student life facilities.

Section 2 contains a description of the existing campus in the context of the broader community and the public realm, an examination of the existing buildings and grounds, a presentation of current campus maps and photos, and a summary matrix providing information on all of the facilities owned by Wentworth. This section analyzes the strengths and weaknesses of the existing buildings, grounds and campus layout and identifies the challenges and opportunities they present within the IMP.

Section 3 discusses the needs of the institution which will be addressed in the IMP. The primary needs of the institution include requirements to expand and modernize instructional facilities to keep the Institute's academic programs at the forefront of technology; and the addition of dormitory, recreational, athletic and campus life facilities to motivate additional members of the student body to reside on campus rather than in surrounding neighborhoods. It is estimated that the facility needs identified in this section will require an investment of approximately \$112 million for new construction and \$36 million for the renovation of existing facilities and other campus improvements during the term of this IMP. Appropriately, this section also includes Wentworth's Student Housing Plan which will present information on the current student housing inventory, current utilization and goals for the future, as well as policies, plans and procedures for retaining students in campus housing, promoting responsible student behavior, and mitigating the impacts of the Institute's housing demand on surrounding neighborhoods.

Section 4 presents five proposed future projects which are intended to be undertaken by Wentworth during the term of this IMP (2010-2020). The five proposed future projects are as follows:

- A.** Flanagan Campus Center at Beatty Hall (Renovation & Building Addition)
- B.** 18,000 square foot academic addition: Ira Allen Building at 540 Parker Street
- C.** New 7-story Student Residence at 525 Huntington Avenue to house 305 students
- D.** 45,000 square foot Center for Engineering & Technology
- E.** New Soccer field on a single level deck above 330 surface parking spaces

It is anticipated that Wentworth will move ahead with the development of the Flanagan Campus Center and the Ira Allen academic addition within one year of the filing of this IMP. The remaining proposed future projects will be subject to Small Project Review or Large Project Review, as appropriate to the size of the proposed future project, at such time Wentworth is prepared to proceed with each such proposed future project.

In addition to the five proposed future projects, this IMP also describes a “potential future development project” which envisions the development of a commercial research and development/office project on the site of the Sweeney Field parcel. The approval process for this project will be initiated at a later time, and based on Wentworth’s level of involvement will be reviewed through either an amendment to this IMP or a Planned Development Area Review which would include an amendment to Article 59 of the Boston Zoning Code.

Finally, The IMP also identifies a site for a potential future dormitory at 630 Huntington Avenue. As envisioned, this site would provide housing for an additional 100 students in a six story addition to the Residence Hall at 610 Huntington Avenue. If development of this project is required to meet the Institute’s housing objectives outlined in the Student Housing Plan, the Institute will initiate a review of this potential facility by filing an amendment to the IMP.

Section 5 describes the Transportation and Parking Management and Mitigation Plan. It should be noted that this plan stresses smart growth concepts as the Wentworth campus is just steps from two Green Line T-stops (Longwood and Museum of Fine Arts); a short walk to two Orange Line stops (Roxbury Crossing and the Ruggles T/ Commuter Rail Station); and conveniently located along ten major MBTA bus routes. The plan stresses the promotion of alternate means of transportation, other than single occupancy automobiles, and provides for the elimination of 197 parking spaces, thereby reducing the campus total from 1,144 to 947 spaces. For example, the proposed new soccer field will lead to the elimination of 73 of the existing spaces at the Parker Street parking lot, reducing the parking capacity at that site from 403 to 330 spaces.

Section 6 outlines Wentworth’s Pedestrian Circulation Guidelines and Objectives and presents specific improvements to the pedestrian environment to enhance connectivity between campus facilities and to surrounding neighborhoods, public parks and pedestrian pathways.

Section 7 reviews the Urban Design Guidelines and Objectives which have been developed to provide a framework for the future architectural and physical development of Wentworth’s campus. This section also provides a description of Wentworth’s guidelines, policies and procedures regarding Environmental Sustainability related to both campus planning and operations.

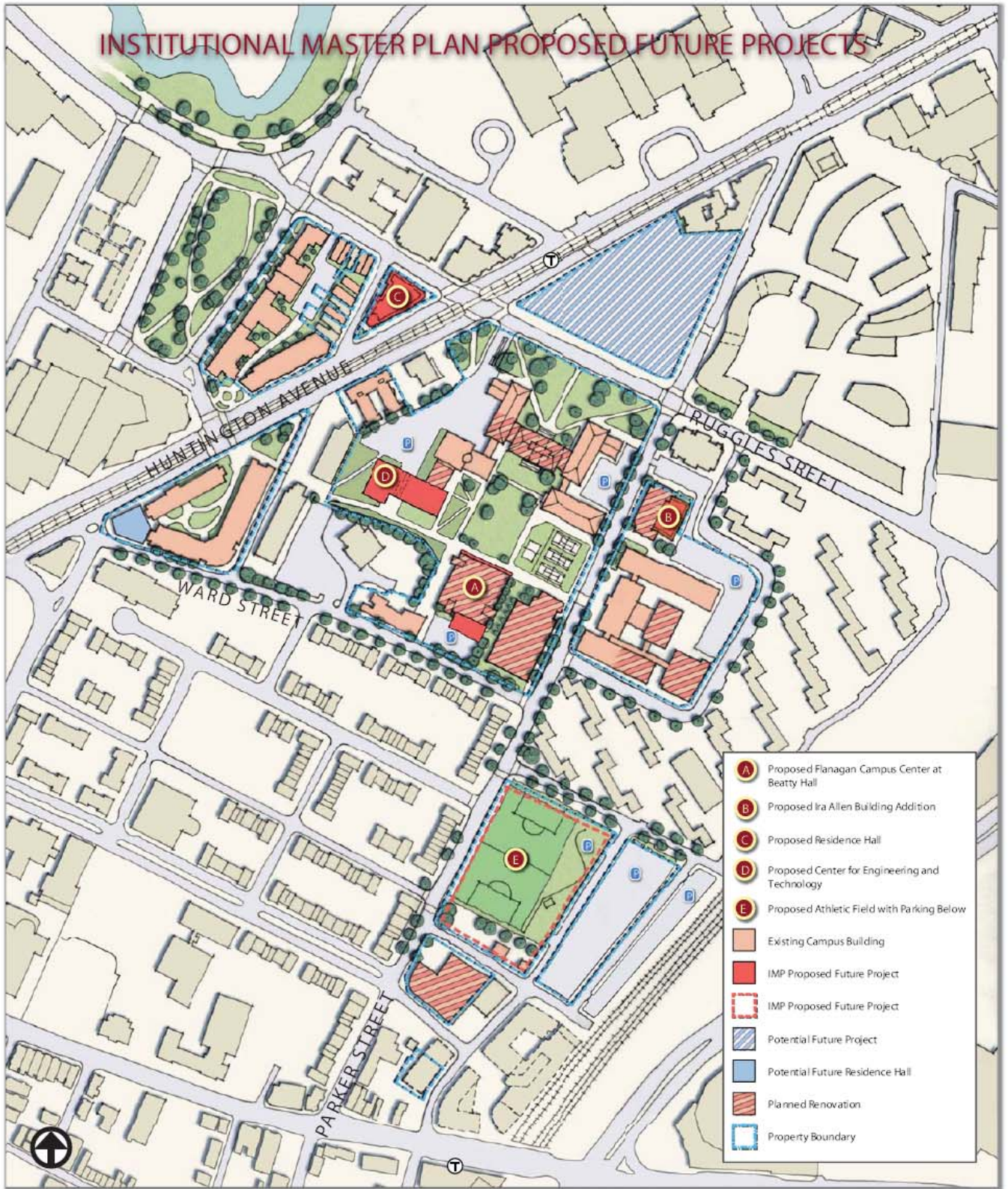
Section 8 provides a summation of current employment levels at Wentworth and a projection of the number of positions which will be created as a result of the projects proposed in this IMP. This section also includes a description of “school to work”

programs offered by Wentworth to train students from Boston public schools for employment.

Section 9 includes a description of the Community Benefits programs offered by Wentworth. The programs outlined in this section have two primary objectives. The first objective is to enhance educational opportunities for the young people of the City of Boston, and the second is to support the needs of the local neighborhoods of which Wentworth has been a part for 100 years.

Section 10 contains the Scoping Determination issued by the Boston Redevelopment Authority on June 5, 2009, comment letters submitted to the BRA from public agencies, officials and community members in response to Wentworth's IMPNF, and Wentworth's responses to these comments.

INSTITUTIONAL MASTER PLAN PROPOSED FUTURE PROJECTS



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1. WENTWORTH INSTITUTE OF TECHNOLOGY MISSION & OBJECTIVES

Wentworth Institute of Technology is a nationally recognized private coeducational institution of higher education that offers cooperative baccalaureate programs, as well as associate degree and certificate programs in the disciplines of science, design, engineering, management and technology. Founded in 1904 through a bequest from Arioeh Wentworth, a Boston merchant, Wentworth opened its doors in 1911. The foundation of its 100-year history and success has been the emphasis on undergraduate teaching integrating the application of technology through extensive laboratory and studio training, and the success of its alumni. Wentworth has graduated over 40,000 students, who have assumed leadership roles in the professions, industry, education and government. Wentworth graduates and co-op students are sought after for their demonstrated abilities to quickly become productive members in the workplace, for their technical problem-solving skills, and for their educational preparation to adapt to changing technologies.

Wentworth's objective is to educate students for challenging and productive careers; enhance opportunities for personal development; support the needs of business, industry and government; and develop students' awareness of their ethical and moral responsibilities and the impact of technology on society. In order to accomplish this objective, Wentworth is guided by a set of principles which have evolved since its founding.

Wentworth maintains that quality teaching is its most important function and that scholarly and applied research enhances teaching. Wentworth's programs are practical and rigorous, designed to achieve a unity of theory and practice through a "hands-on" approach. Communication skills, team building, and analytical thinking are central to the educational process. The programs are supported by full and part-time faculty who are active in their disciplines. They are able to bring their professional experience into the classroom and laboratory, and provide needed direction and discipline for the development of technical skills, and motivate and counsel for confidence building. The faculty and students are supported by laboratories, a library and media center, a learning center and the full array of student services expected at a private institution of higher education.

Wentworth's programs are developed and regularly updated through input and advice from practicing professionals who serve as members of the Industrial Professional Advisory Committees (the "IPAC"). Through the IPAC, good corporate/academic communication is maintained that assists the faculty with development of a technological education that is responsive to the needs and the latest trends in industry.

The Institute offers fourteen career-oriented majors across seven undergraduate academic departments. Degree candidates in all of these programs are required to spend at least two semesters away from campus on cooperative education work experiences. Upon successful completion of these programs, students are awarded a Bachelor of Science degree in their respective disciplines. Bachelor of Science Architecture graduates have the option of enrolling in

an additional one year program to earn a Master of Science degree upon completion of their studies.

The Institute's academic departments and full-time undergraduate programs are as follows:

Department of Applied Mathematic and Sciences

- Environmental Sciences

Department of Architecture

- Architecture

Department of Civil, Construction, and Environment

- Civil Engineering Technology
- Construction Management

Department of Computer Science and Systems

- Computer Science
- Computer Network and Information Systems

Department of Design & Facilities

- Industrial Design
- Interior Design
- Facilities Planning & Management

Department of Electronics and Mechanical

- Mechanical Engineering Technology
- Computer Engineering Technology
- Electronic Engineering Technology
- Electromechanical Engineering

Department of Humanities, Social Science, and Management

- Management

Wentworth's Division of Professional and Continuing Studies, the **Arioch Center for Professional Education** provides a range of life-long learning opportunities. The Arioch Center for Professional Education ("ACPE") coordinates courses and programs held during the evening and on weekends for working adults who want to obtain a degree or supplement their skills. ACPE students can pursue associate degrees in Architectural Technology or Building Construction, bachelor degrees in Construction Management or Project Management, and professional certificates in Land Surveying, Facilities Management and Construction. Wentworth's practical orientation has made these programs particularly attractive to continuing education students who want to develop the updated skills necessary to advance professionally. Beginning in the Fall of 2010, a part-time program leading to a Master of Science in Construction Management will also be offered. The ACPE also has a long tradition of providing **Workforce Training and Development** programs. The ACPE offers a wide range of specialized, non-credit mini-courses and programs to people who are working in technology

fields or are seeking to develop skills that will quickly translate to job opportunities. These courses are practical and rigorous and combine theory and practice to provide students with the knowledge, experience and credentials needed to make them more competitive in the job market. Current workforce training and development courses include: Air Conditioning and Refrigeration, AutoCAD, Introduction to Computer Programming, Machine Tooling, Computer Numerical Control, Construction, Electrician (Journeyman requirements) and Welding.

Enrollment

As of fall 2009, the Institute served 3,527 full-time students on the campus. This total included 555 students who were on semester long co-op assignments (a Wentworth requirement) and 84 full-time graduate students. The ACPE served 320 students in credit bearing courses and an additional 208 students in continuing education and workforce development courses. Students hail from 37 states and 50 countries, with international enrollment constituting approximately 5% of the student body. Approximately 63% of the student body is from Massachusetts.

It is important to note that Wentworth is not seeking to substantially increase the size of its full-time student population during the term of this Institutional Master Plan. Wentworth projects that enrollment levels during the term of this IMP will range from 3,400 to 3,800 full-time students. Recent events, including the current economic conditions and the impact of unprecedented tuition discounting by some of the Institute's competitors, have lead the Institute to conclude that it is more prudent to project enrollment in a range, from 3,400 to 3,800 students, during the term of the IMP rather than a fixed level.. For example, enrollment for the Fall of 2010 will decrease from the Fall of 2009 enrollment level of 3,527 to approximately 3,400 because of these factors. The Institute expects that its base enrollment will return to the 3,600 level over the following two years. To maintain this enrollment level, Wentworth will need to retain its competitive edge in the marketplace by offering high quality educational programs and by providing new state of the art instructional and student life facilities. The upper end of the range represents the possibility of a modest enrollment increase of approximately eight tenths of one percent (0.008) per year over the term of the IMP.

Enrollment in the Arioeh Center for Professional Education declined during the term of the Prior IMP from an enrollment of 928 in the fall of 1999 to 528 for the Fall of 2009. The Institute intends to broaden its outreach and recruitment efforts and its course offerings to serve more adult learners during the evenings and weekends both on-campus and on-line.

Mission Statement

Wentworth takes pride in educating students in technical disciplines through a nationally recognized model of hands-on, real world problem solving combined with classroom instruction and cooperative work experience. Within a student-focused learning environment, Wentworth provides opportunities for intellectual and personal growth both in and out of the classroom, resulting in the development of the whole student as a skilled professional and engaged citizen.

The Creed

The virtues set forth in the “Creed” many decades ago continue to guide the Wentworth community today. Since 1904, four distinctive traits have graced Wentworth Institute of Technology’s seal: *Honesty, Energy, Economy, and System.*

Honesty, in thought, in word, and in deed, that sees with precision things as they are, that speaks fearlessly without selfishness or malice, and that acts always with confident straightforwardness

We strive always to be honest in thought and deed. We are true to ourselves and to others. We do not lie, cheat, steal, or dissemble, nor do we tolerate such behavior in others. We try to show decency and respect to all. And in all circumstances we take responsibility for our conduct.

Energy, of mind and body, that comes with the full development of all our powers and the ability to concentrate them all at will

We believe in putting forth the strongest possible effort. We recognize that hard work invariably produces good results. We pledge to dedicate our energy to benefit not just ourselves, but also our families, friends, classmates, and community.

Economy, steadfast and constant, that is the natural product of the exercise of sound judgment, self-restraint, and self-denial

We seek to use our resources wisely at all times. We accept our obligation to safeguard the earth, its resources, its life, and its energy for the benefit of future generations.

System, the cultivated habit of orderly and well-considered procedure in thought and in conduct

We cultivate the habits of discipline and reason in our scholarly, professional, and personal lives. We believe that following an orderly and rational system offers us the best path to success as students, as workers and as human beings.

By according our conduct and thought to these principles, we commit ourselves to unflagging pursuit of academic, professional, and personal excellence.

Values Statement

Since its founding in 1904, significant changes and advancements have been made within the Institute and within its regional, national, and global communities. In keeping with tradition of the Creed and supporting the message of the Mission, the following core values both describe Wentworth’s purpose and inspire its action.

1. As an institution of higher learning, Wentworth appreciates that education will always serve as the Institutes primary value, emphasizing the need to make each interaction between faculty, staff and students both intentional and purposeful.

2. In the spirit of continuous development, the Institute regularly assesses programs and resources to ensure learning objectives are realized.
3. To allow students to maintain their competitive edge in industry, Wentworth provides cutting-edge technology to support our academic programs.
4. Through instruction, mentoring, and role modeling, Wentworth students develop strong personal and professional ethics, necessary to live a life of integrity.
5. Understanding the importance of diversity, Wentworth provides programs and resources that support, educate, and celebrate the uniqueness of its community members.
6. Recognizing that each student brings to Wentworth unique experiences and needs, Wentworth ensures that its students have the resources needed to succeed in and out of the classroom.
7. Wentworth takes advantage of its location in Boston by seeking out cultural and professional opportunities which further develop the whole student.
8. In line with providing a hands-on learning environment, Wentworth seeks out opportunities to use the Wentworth campus as a laboratory, resulting in a better understanding of and deeper sense of commitment to the Institute.
9. Recognizing that life-long learning is vital to maintaining skills necessary to be successful in industry, Wentworth offers its alumni opportunities to continue enhancing their education.
10. Wentworth strives to provide professional development opportunities to its faculty and staff in order to strengthen their ability to educate and support our students.

Objectives of the Institutional Master Plan

As stated in the Introduction, the Institute requested and was granted a one year extension of the Prior IMP to allow time for Wentworth to conduct an extensive strategic planning effort to assess its campus development needs. This effort, supported by the architectural firms of Goody Clancy and Perkins + Will, was carried out between February 2008 and March 2009, and involved the Wentworth Community Task Force, the local community, faculty, staff, students, alumni and trustees. Discussion of the campus development requirements of the Institute continued with the Task Force, local community and the Boston Redevelopment Authority with the review of Wentworth's IMPNF. As a result of this process, the following seven strategic objectives have been identified for inclusion in this Institutional Master Plan:

- **Provide More Student Housing** – Develop additional student dormitory facilities with sufficient capacity to accommodate 95% of full-time undergraduate students seeking housing in the City of Boston.
- **Update Academic Facilities** – Create new 21st century classrooms, studios and laboratories with state of the art equipment to keep Wentworth's academic programs at the cutting edge of technology.
- **Strengthen Wentworth's Core Campus and Student Life Programs** – Enhance the on-campus experience for Wentworth students through the development of new student activity and recreation programs and facilities located in close proximity to

the Campus Quad. Attract students to on-campus social activities, programs and entertainment rather than off-campus socializing in local neighborhoods.

- **Improve Campus Edges** – The development of new facilities and other campus improvements should be designed to be open to the community, transparent and welcoming, and should avoid blank walls and dead edges which limit visibility into the campus and surrounding neighborhoods.
- **Enhance Pedestrian Connections** – Implement landscape, streetscape and lighting improvements to enhance the pedestrian entryways and pathways into and through the Wentworth Campus and to improve connections to adjoining pedestrian routes.
- **Promote Responsible Student Behavior** – Expand programs provided by the Dean of Students and other departments which support personal development and promote responsible student behavior.
- **Achieve New Levels of Sustainability** - As a signatory to the American College and University Presidents' Climate Commitment, Wentworth will employ sustainable design and construction techniques in the development of all new facilities.

The ten year Institutional Master Plan outlined in this document calls for the construction of 63,000 square feet of new, state of the art classrooms, laboratories and studios through the development of a new 45,000 square foot Center for Engineering & Technology adjacent to the Campus Quadrangle and an 18,000 square foot addition to the Ira Allen Building located at 540 Parker Street.

The plan also establishes the new Flanagan Campus Center at Beatty Hall. As currently envisioned, the proposed project will include the construction of approximately 7,000 square feet of new building space and the renovation of approximately 23,000 square feet of existing space. The central goal of this project is to increase the quality and quantity of space available for student activities and events within this facility. This goal will be accomplished by repurposing and upgrading excess space currently located in the Institute's library and other areas of the building, and through construction of new food service space which will allow for the expansion of the student dining areas, the updating of the student dining concepts, and the creation of new function space and meeting rooms. Taken together, the enhancements planned for this facility will create a new central locus for student programs, activities and entertainment on the first three levels of Beatty Hall which will be named the Flanagan Campus Center. This project will also include improvements to the entrance and the northerly facade of the building and significant enhancement of the circulation pattern and accessibility within this forty-three year old building.

To further support the enhancement of the on campus experience for Wentworth students, the Institute also plans a new seven story dormitory to provide housing for 305 additional students at 525 Huntington Avenue and the development of a new expanded athletic field constructed upon a single level deck with 330 parking spaces located below on the site of the current Parker Street parking lot.

In addition, the plan also includes an array of improvements aimed at enhancing pedestrian access to, and connections through, Wentworth's campus. These include: the creation of a new pedestrian friendly entryway on Ward Street; additional landscape and lighting improvements

along Ward and Parker Streets; and paving, landscape and signage enhancements at the entry points to the pedestrian way known as “The Pike” which runs from Parker Street to Huntington Avenue and then connects with the Colleges of the Fenway Walk.

One important change has been made in the objectives of this IMP from those described in the IMPNF. The proposed new dormitory will provide housing to 305 Wentworth students on seven floors rather than the nine-floor, 395 bed space, alternative originally contemplated in the IMPNF. This reduction in the height and density of the new dormitory is in direct response to concerns from the community regarding the originally proposed height of this facility.

The implementation of this Institutional Master Plan will require an investment of \$148 million in new construction, building renovations and campus improvements over the next ten years. Through increased student housing, creation of the Flanagan Campus Center, the development of new state of the art instructional facilities, and the relocation of Wentworth’s athletic field to a location proximate to its student life and other recreation facilities, Wentworth intends to strengthen its core campus as a center of learning and student development. Through the proposed projects outlined in this document, Wentworth seeks to create a critical center of activity which will attract students to campus housing and campus social events, rather than neighborhood housing and off-campus socializing. A further goal is to better integrate students who commute from home into the life of the campus.

Relocation of the athletic field proposed in this IMP also has the benefit of placing this facility closer to the adjacent residential neighborhood. While Wentworth has offered its athletic field for use by neighborhood organizations, its current location, at some distance from the neighborhood, has resulted in only limited use. It is hoped that the increased proximity will result in increased neighborhood access.

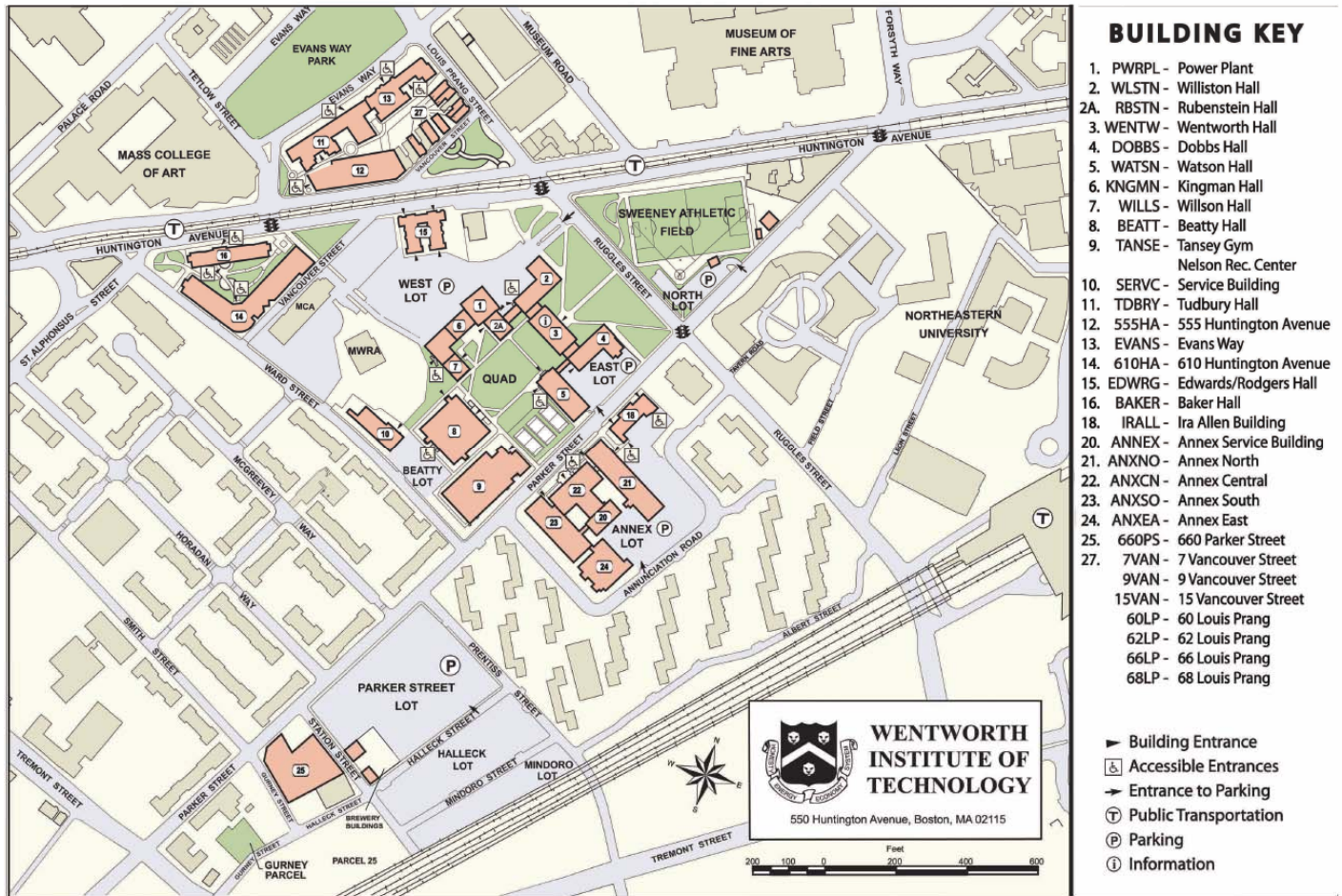
To support these objectives, the potential future development of the Sweeney Field parcel is being considered as the site for the development of a commercial office/ research and development and facility. The development of this parcel would provide a substantial portion of the capital needed to build the campus enhancing facilities proposed in this IMP, and also would provide new job opportunities for local residents, graduates of Wentworth and surrounding institutions, and Wentworth co-op students. The approval process for this project will be initiated at a later time, and based on Wentworth’s level of involvement will be reviewed through either an amendment to the IMP or a Planned Development Area Review which would include an amendment to Article 59 of the Boston Zoning Code.

2. EXISTING CAMPUS AND PROPERTY USES

The campus of Wentworth Institute of Technology is located at the crossroads of the Mission Hill and The Fenway neighborhoods of the City of Boston. It is a true urban campus with a rich diversity of neighbors, including Massachusetts College of Arts and Design (MassArt), the Mission Main and Alice Heywood Taylor housing developments, the Greek Orthodox Cathedral of the Annunciation, the Museum of Fine Arts, Northeastern University, the Massachusetts Water Resources Authority Ward Street headworks, and the Engine 37 and Ladder 26 firehouse of the Boston Fire Department. Both programmatically and physically, Wentworth is an institution closely knit into its urban environment.

The campus is well served by public transit. The Institute lies within steps of both the Longwood and Museum of Fine Arts MBTA Green Line trolley stops. Roxbury Crossing and Ruggles Stations on the MBTA's Orange Line are also close to campus, providing access to both commuter rail and subway service. Ten major MBTA bus routes and several shuttles operated by the Medical, Academic and Scientific Community Organization (MASCO) serve the campus. In addition, Wentworth is just a block away from the Southwest Corridor Park's commuter bike path.

The campus consists of 35 buildings set on 31 acres. Wentworth's facilities include: 13 residence halls housing 1,936 students; 12 academic and administrative buildings; one building and two ancillary structures devoted to athletics; four buildings associated with physical plant services; and one building, Beatty Hall, that houses a mix of student life, dining, administrative and academic functions, including Wentworth's library. Two currently vacant structures that were once part of a brewery complex and now designated as an historic landmark by the Boston Landmarks Commission are also owned by Wentworth. The location, size, age and uses of each of the Institute's facilities are presented on the Campus Map and Facilities Matrix included in this section. Broadly speaking, the Wentworth campus has a straightforward organization with academic, administrative and student life functions clustered in the center of campus around the "Quad" and residence halls clustered along both edges of Huntington Avenue.



The Existing Campus

The following analysis of the Wentworth Institute of Technology campus refers to the building numbers and names shown in the “Building Key” on the Campus Map.

Wentworth is located in a dynamically developing area of Boston. Northeastern University has a 600-bed student residence hall rising thirteen stories to the east, and additional residences, parking, and academic buildings on the adjacent Ruggles Street site. To the west, Mission Main has been redeveloped into a new housing complex along with the Alice Hayward Taylor apartments to the south. The Massachusetts College of Art is in the design phase of a new 467-bed student residence for the parking lot site to the south of Huntington Avenue adjacent to the Massachusetts Water Resources Authority headworks. Huntington Avenue has been designated as the “Avenue of the Arts” and has been completely rehabilitated under Boston’s Boulevard Program, which has as a goal the strengthening the “building wall” along Huntington Avenue. The evolving development of the Wentworth campus has had a strong impact on each of these projects and each has impacted the quality of the Wentworth campus.

In addition to being in the midst of such development, Wentworth's campus also has the rare characteristic of being at the intersection of two strong city grids, and of having to accommodate both of them. Wentworth was originally planned around the strong orthogonal grid defined by Ruggles Street and, perpendicular to Ruggles Street, Parker Street, and the majority of its buildings are oriented to this grid. Huntington Avenue cuts through this grid at an angle. Currently, only Buildings 12, 15, and 16 on the Wentworth campus are aligned with Huntington. One of the most complex planning objectives for new buildings on the campus is to successfully address both planning grids without compromising the strength of either.

Wentworth's "front door" is on Ruggles Street, with signature, "heritage" buildings (2, 3 and 4) set back a dignified distance (about 125 feet) from the street. The quality of the early 1900's Wentworth buildings and their formal relationship to Ruggles Street insures that this will remain the most important orientation for Wentworth's campus.



Figure 1 Wentworth's "front door" along Ruggles Street

To the north, along Huntington Avenue, Wentworth's presence is more subtle. Wentworth's Sweeney Field at the corner of Huntington Avenue and Ruggles Street allows for views across it from Huntington Avenue to the new Northeastern student residence (Figure 3) but its connection to Wentworth is not readily apparent.



Figure 2: View across Sweeney Field to Northeastern Student Residence

Moving westward, the fire station, Edwards/Rodgers Hall (Figure 3), and Baker Hall (Building 16) are “background buildings,” unexceptional in design and scale.



Figure 3: Edwards and Rodgers Hall on Huntington Avenue

The block beginning at the corner of Ward Street and Huntington Avenue has been entirely transformed by Wentworth and Massachusetts College of Art projects over the past decade. Turning the corner onto Ward Street from Huntington Avenue is 610 Huntington Avenue Residence Hall completed during the last IMP, improving the street presence opposite the main campus of the Massachusetts College of Art (Figure 4).



Figure 4: Student Residence at 610 Huntington Avenue on the corner of Ward Street and the older Baker Hall at 620 Huntington

Adjacent to 610 Huntington Avenue at the corner of Ward Street and Vancouver Street is the equally recent Artist's Residence for Massachusetts College of Art.



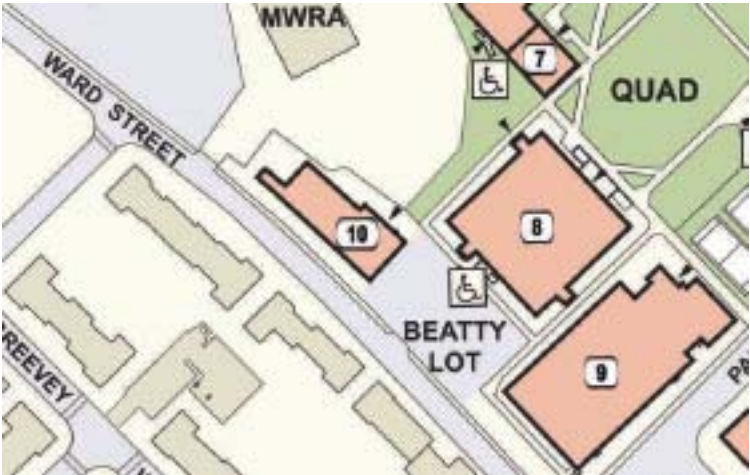
Figure 5: Wentworth's 610 Huntington Avenue Residence Hall adjacent to the MassArt Residence Hall on the corner of Ward and Vancouver Streets

Further down Ward Street, the Massachusetts Water Resources Authority Headworks and the adjacent parking lots separate the residence halls from Wentworth’s academic core. The station is an unfortunate and unsightly reality in the texture of the neighborhood.



Figure 6: The Ward Street entrance of the Massachusetts Water Resource Authority Headworks

Wentworth’s Service Building and the service entrances of Betty Hall and the Nelson Recreation Center (Buildings 8, 9, and 10) are also located on Ward Street to the east of the pumping station.



Parker Street, between Ward Street and Ruggles Street, defines the southeastern edge of the main campus with the Ira Allen Building and the Wentworth Annex (the old Boston Trade High School) located across Parker Street from the main campus (Figures 7).



Figure 7: The Wentworth Annex located on the south side of Parker Street

The Annex is a major academic hub on campus and the main street presence on the south side of Parker Street. The Annex is home to the Architecture, Civil Engineering, Construction Management, Interior Design and Facilities Management programs. There is a considerable amount of pedestrian traffic crossing at Parker between the main campus and the Annex throughout the day.



Figure 8: Entry to The Pike adjacent to the Tennis Courts on Parker Street

Currently, the tennis courts are located between Buildings 9 and 5 along Parker Street (Figure 8), and this serves to neck down the major pedestrian way known as The Pike just as it crosses Parker Street between the Annex and the Campus Quadrangle. The presence of a traffic light at the Ruggles / Parker intersection makes this pedestrian / vehicular mix relatively safe, but this area could be significantly improved by the relocation of the tennis courts and the development of a new gateway to the central campus with enhancements to the area's lighting and landscaping.

The Cathedral of the Annunciation at the corner of Ruggles Street and Parker Street has a strong presence (Figure 9), and epitomizes the diverse nature of the neighborhood in which colleges, the Cathedral, housing and infrastructure services coexist with varying degrees of success. The Cathedral's strength is reinforced by the open area of Wentworth's campus along Ruggles Street, which gives the Cathedral a vista to and from Huntington Avenue. The top of the Cathedral dome is about 80 feet, and the perimeter parapet is about 58 feet.



Figure 9: Greek Orthodox Cathedral of the Annunciation

Moving into the integral part of the main campus – that part bounded by Ruggles, Huntington, Ward, and Parker Streets – there is a distinct qualitative difference between campus areas. The main quadrangle (Figure 10), bordered by Buildings 1 through 9, is a well manicured green space comfortably surrounded by Wentworth buildings. This space is used much as a traditional college quadrangle, as it is busy with students circulating from class to class, lounging on the grass, and engaging in informal sports activities.



Figure10: Campus Quadrangle looking toward Wentworth Hall

The Campus Quadrangle area is generally a successful space; it does, however, have several drawbacks. Specifically, Buildings 6 and 7 (Figure 11), dating from 1950 and 1962, respectively, are two stories high and do not enclose the main quadrangle as well as the four and five story “signature” buildings.



Figure 11: Willson and Kingman Halls (Buildings 7 & 6)

Building 8, Beatty Hall, was built in 1967, and is out of character with Wentworth Hall and the other earlier signature buildings, primarily due to its use of exposed concrete which is stark and cold when compared to the warmth of the brick used in the earlier buildings. In addition, Beatty Hall (Figure 12) is offset from the center line of Building 3, Wentworth Hall, by about 12 feet. This complicates the development of a cross campus organizing axis.



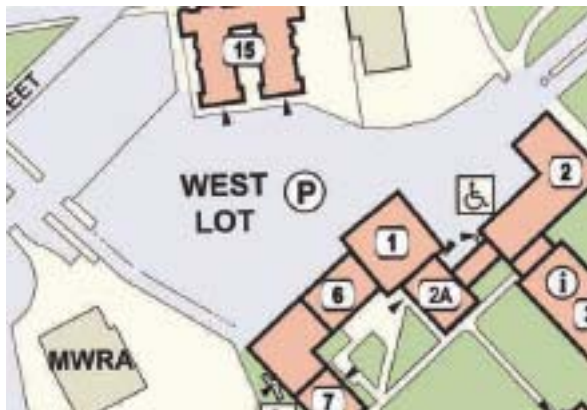
Figure 12 Beatty Hall, Building 8

Finally, the tennis courts form a weak edge to the southeast edge of the Campus Quadrangle.



Figure 13: Southwest edge of the Campus Quadrangle bordered by Tennis Courts

The northwest side of the main campus consists of the West Lot and the site of the future development by the Massachusetts College of Art. The future MassArt development is a new residence hall that will be much taller than any structure on Wentworth's south side of Huntington Avenue. The proposed residence hall is to be located on the edge of the West Lot, directly adjacent to The Pike and Edwards and Rogers Hall (Building 15).



The Wentworth property to the south of the main campus along Parker, Halleck, and Mindoro Streets is not contiguous with the main campus, and is currently of a very different character than the areas previously discussed. The area consists of four blocks of varying sizes and configurations. The first block, the largest, is bordered by Parker, Prentiss, Halleck, and Station Streets and consists of a 2.8 acre parking lot with 403 surface parking spaces and two vacant buildings (Figure 14).

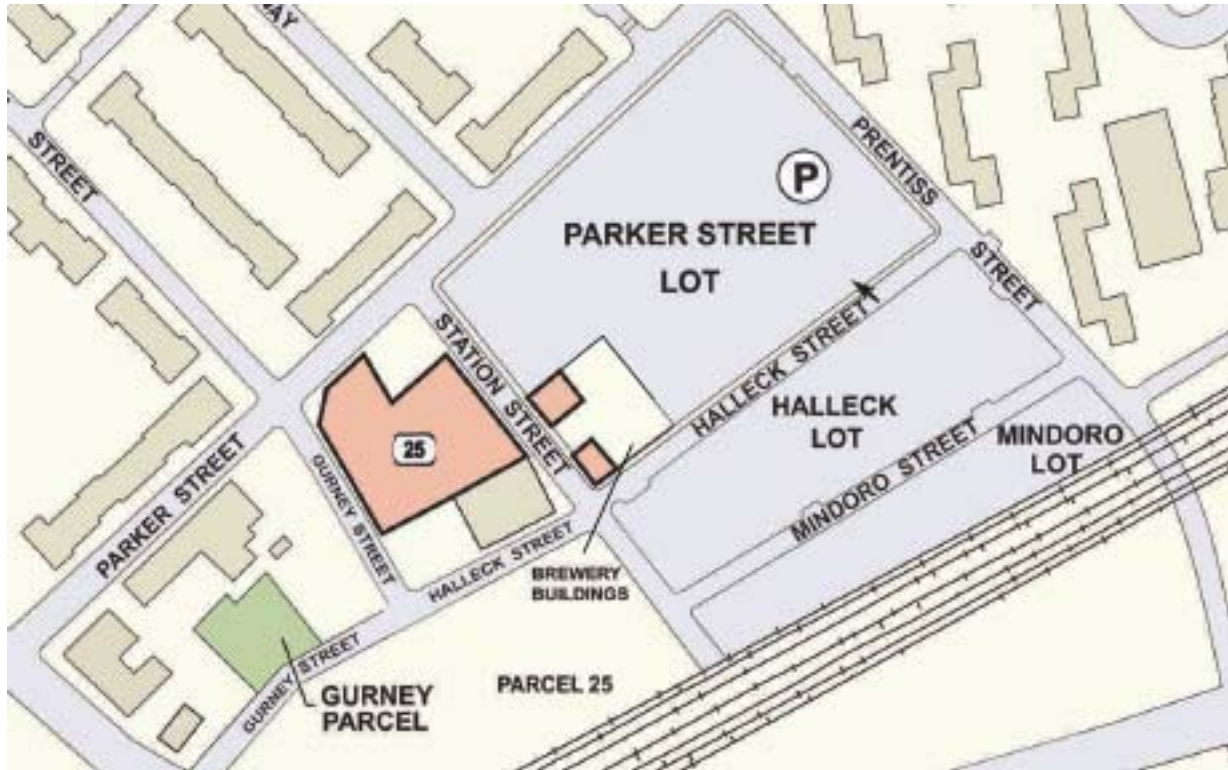


Figure 14: Parker Street Lot

The vacant buildings once functioned as the office and brew house components of the former Vienna Brewery (Figure 15), and were constructed between 1876 and 1884. The size and condition of these two buildings and Keg Shed wall, which have been determined to be landmarks by the Boston Landmarks Commission, make them prohibitively expensive to renovate for modern uses. There are no current plans to disturb these structures or to incorporate them into a proposed future project within the Institutional Master Plan.



Figure 15: Vacant Vienna Brewery Buildings



The second block in the area is bordered by Halleck, Prentiss, Mindoro, and Station Streets. There are no buildings on this block; it is currently used for parking and is labeled “Halleck Street Lot.”

The third block is to the east of the Halleck Street Lot, and is also used for parking. This lot is labeled “Mindoro Street Lot.” Part of this lot is occupied by Amtrak electrical equipment servicing the Southwest Corridor. This section of the lot is owned by Amtrak (Figure 16).



Figure 16: Amtrak Installation on Mindoro Lot



Figure 17: Parker Street Warehouse, Building 25

The fourth block in this part of the Wentworth Campus is bordered by Parker, Station, Gurney, and Smith Streets. Wentworth owns 30,000 square feet of this 41,447 square foot block. Wentworth's land is occupied by a one-story 24,545 square foot warehouse building which is currently used as a Wentworth storage facility. Immediately adjacent to the Warehouse lays the MBTA Electrical Sub-Station.

Moving west along Gurney Street toward Tremont Street, Wentworth recently donated four contiguous land parcels with a total land area of approximately 8,000 square feet to Mission Hill Neighborhood Housing Services (Figure 18). The donation of the Wentworth parcels along with the utilization of two adjoining parcels owned by the City of Boston will allow for the development of 40 units of housing for local seniors.



Figure 18: Gurney Street Land Parcels



The final component of the Wentworth Campus is located to the north of Huntington Avenue along Evans Way, facing the Evans Way Park, and across the park, the Isabella Stewart Gardner Museum. The Wentworth buildings are Tudbury Hall at 30-40 Evans Way, a 70,000 square foot residence hall built in 1927 and renovated in 1986 (Building 11, Figure 19), and 20-26 Evans Way which consists of a 1916 building that was renovated and enlarged in 1986 (Building 13). The buildings on Evans Way, all four to five stories, create a successful urban edge for the Park, and are generally nicely proportioned and detailed.



Figure 19: Tudbury Hall, Building 11



Figure 20: 555 Huntington Avenue, Building 12 viewed from Leopard Park

The building edge along Huntington Avenue has benefited from clear architectural definition over the past decade with the development of 555 Huntington Avenue, an 114,819 square foot 355-bed residence hall. A portion of the ground floor of 555 Huntington also houses the Center for Community & Learning Partnerships, the Institute’s hub for service learning, civic engagement, and college access and success initiatives. The new residence hall integrates the north side of Huntington Avenue with the main campus through design and materials, pulling the Wentworth identity across the street (Building 12 New Figure 20). The development also directly links the main pedestrian passage, “The Pike” to the student residences across Huntington Avenue, extending the campus connection.



Figure 21: Vancouver Street properties adjacent to 555 Huntington Avenue

Moving to the northeast along Vancouver Street toward Louis Prang, Wentworth owns seven buildings: 7, 9, and 15 Vancouver Street (Figure 21), and 60, 62, 66, and 68 Louis Prang. These buildings are used for student housing.

The linkage between the Evans Way section and the main campus is an important link in the daily life of Wentworth, but its importance is not reflected in the organization of the main campus. While one primary Huntington Avenue crossing is located at Louis Prang (Figure 22), it is not unusual for students to cross Huntington Avenue – and the trolley tracks and protective fences – at any number of locations along Huntington. These crossings continue into the main campus, through the West Lot parking area.



Figure 22: Pedestrian Crossing to Louis Prang Street at the Corner of Ruggles St. and Huntington Avenue



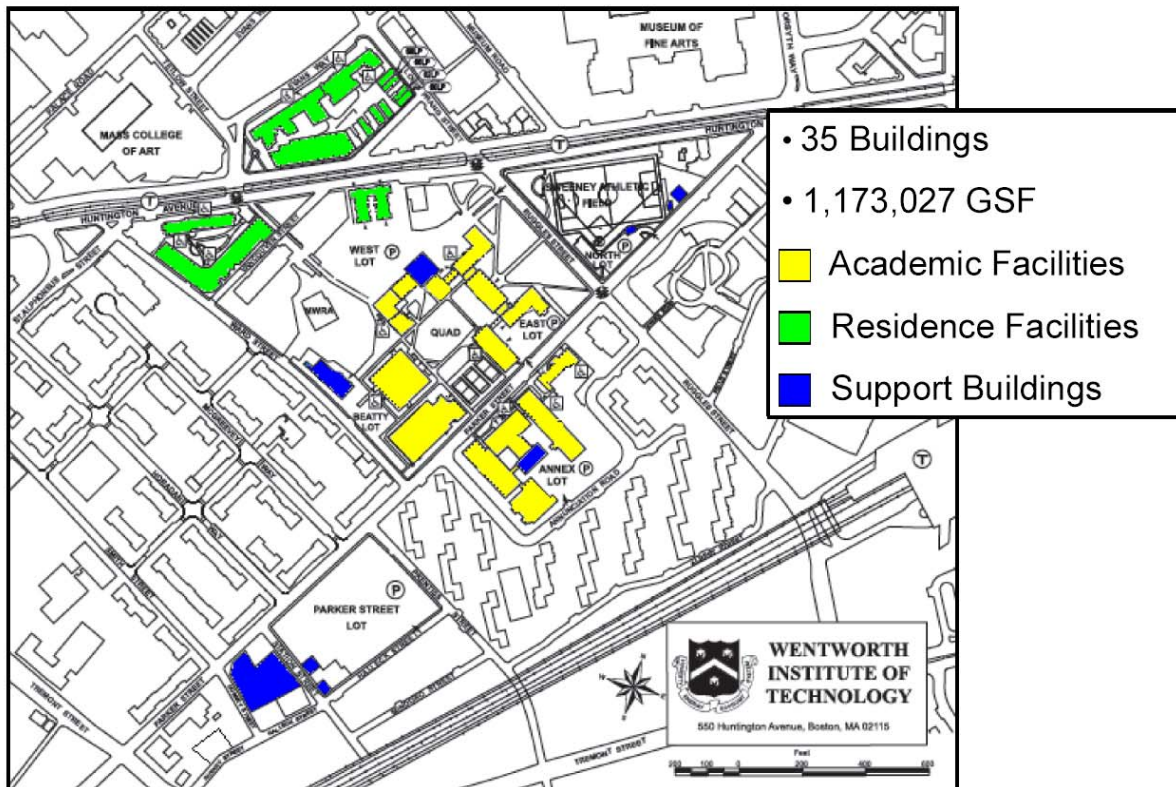
Figure 23: The Pike Crossing Huntington Avenue

The entry of The Pike just west of 555 Huntington Avenue at MassArt Park (Figure 23) should be strengthened with signage to encourage its utilization as the primary pedestrian access route.

The quality of landscaping and site elements in the main campus and the Evans Way section of the campus are excellent. The interior section of the main campus is a green space similar to a traditional New England campus. This “campus green” is a valuable organizational element that future planning will build upon.



Campus Use Plan



Broadly speaking, the Wentworth campus has a straightforward organization with academic, administrative and student life functions clustered in the center of campus around the “Quad” (shown above in yellow) and residence halls clustered along both edges of Huntington Avenue (shown above in green).

Campus Infrastructure System

As noted earlier, Wentworth is comprised of 35 buildings, 11 of which make up the “main” campus and are serviced from the central plant. Over time, other properties and buildings have been added to the campus. The result is that utility feeds are a compilation of systems, but as Wentworth constructs or upgrades buildings; it works towards standardization, energy efficiency and sustainability.

During the term of the Prior IMP, Wentworth experienced a modest amount of physical growth with the acquisition of two former gas station properties on Huntington Avenue and a residential property on Louis Prang. The residential property on Louis Prang was renovated and put into service as a residence hall, and construction of two new residence halls at 555 Huntington Avenue and 610 Huntington Avenue required the demolition of three existing buildings. During this period, many systems (electrical, steam, water, drain and sewer) have been upgraded. Fuel oil is no longer used to heat, drains in the main parking lots recharge the groundwater, fifty percent more electricity is co-generated, and water from some roofs and a 1,500 foot well are used for landscape irrigation.

The following is a description of the infrastructure serving the Wentworth campus:

Electrical Service

The campus is served by NSTAR for some of its electrical power requirements. Referring to Figure 1 (campus plan), the main campus (Buildings 1-10 and 15) receive power from one of two 13.8 KV service lines terminating in Building 1. From this point, the electrical service is distributed to Buildings 1-10 and 15 by conduits which run in service tunnels between these buildings and underground duct systems. A 600 KW gas fired co-generation plant provides steam for heating, steam absorption for cooling and electrical generation for normal demand. Electrical energy can be resold to NSTAR, depending on demand.

The Ira Allen Building and most of the Annex Complex (formerly known as Boston Trade High School) Buildings 18, 20, 21, 22 and 23, are fed from a 4160 volt - 1200 amp service from the front of the Annex at 550 Parker Street. Annex East (Building 24) is fed from a 4160 volt - 1600 amp service off Annunciation Road.

The residence halls along Evans Way and the north side of Huntington (Buildings 11, 12 and 13) are fed from a 13.8 KV service from Evans Way. 610 and 620 Huntington Avenue residence halls (Building 14 and 16) are together fed from a service off Ward Street. Both Buildings 12 and 14 have two-75 KW co-generator systems that provide electricity and hot water for heating. Emergency power and lighting are provided by oil or natural gas fired generator sets strategically located throughout the campus.

Residence halls located at 60, 62, 66 and 68 Louis Prang Street and 7, 9 and 15 Vancouver Street have separate single phase distribution in each dwelling. Here, emergency lighting is provided by battery packs.

Heat and Cooling

Wentworth's Power Plant (Building 1) provides low pressure steam (12 PSIG) for heating to the main campus (Buildings 1 – 10 and 15). The steam is produced from three boilers and a co-generator system which together can deliver 2,400 pounds of steam per hour. Steam is also used to create chilled water used for cooling in Williston, Wentworth, Dobbs, Watson and Beatty Halls (Buildings 2, 3, 4, 5 and 8). The 174-ton steam absorption chiller is supplemented by a 350-ton gas fired chiller located in the Power Plant. Where chilled water is not available, package, split or window air conditioners are used.

The rest of the campus buildings have a range of HVAC systems and equipment, varying in age and efficiency. The newer residence halls at 555 and 610 Huntington Avenue (Buildings 14 and 12) have modern systems, while the Annex Complex (Buildings 20 – 24) has an older mix of systems and equipment.

Gas

Natural gas provided by National Grid is the primary fuel used at Wentworth. There are 11 gas mains servicing campus buildings. The Power Plant, serving Buildings 1 -7, is fed from an elevated pressure main in Ruggles Street. Beatty Hall (Building 8) is fed from Ward Street. The Nelson and Ira Allen Buildings (Buildings 9 and 18) are both fed from Parker Street. The Annex Complex is fed from both Parker Street (Buildings 21- 23) and Annunciation Road (Buildings 20 and 24). Tudbury Hall (Buildings 11 and 13) is fed from Evans Way. 555 Huntington, Edwards/Rodgers Hall and Baker Hall (Buildings 12, 15 and 16) are fed independently from Huntington Avenue. 610 Huntington Avenue (Building 14) is fed from Ward Street. 60, 62, 66 and 68 Louis Prang Street, and 7, 9 and 15 Vancouver Street apartment buildings all have independent feeds from the street.

Water and Sewer

On the central part of the campus, Buildings 2, 8, 9, 10, 14, 15 and 16 each have separate water, sewer and fire mains from the street and each are metered separately. Moving across Huntington Avenue, Buildings 11, 12, 13 and 60, 62, 66 and 68 Louis Prang Street and 7 Vancouver Street apartment buildings (part of Building 27) are also each separately serviced and metered. The Annex Complex (Buildings 20 – 24), south of Parker Street, have one point of service for water and fire mains, and two sewer mains. Building 18 has separate services. The following is a detailed description of those services:

For Buildings 1-7, the city water and fire mains come into Building 2's tunnel from Ruggles Street and then branches-out throughout the main complex. There is a back up city water line that comes into Building 4's tunnel from Ruggles Street. There is a fire sprinkler booster pump in Building 2 which services this complex of buildings. There are three sewer lines exiting these buildings: from Building 2 (handling sewerage from Buildings 1, 2, 6 and part of 3), from Building 4 (handling sewerage from Buildings 4, 5 and part of 3) and from Building 7, which runs under the Quad to Parker Street.

For Building 8, city water and fire mains come from Ward Street into the basement mechanical room. The sewer leaves from the same room to Ward Street.

For Building 9, city water and fire mains are fed from Parker Street into the basement mechanical room. The sewer leaves from the same room to Parker Street.

For Building 10, city water is fed from Building 8 through a connecting tunnel. The sewer leaves from under the men's bathroom into Ward Street.

For Buildings 11 and 13, city water and fire mains are fed from Evans Way, and the sewer leaves the building to Evans Way.

For Building 12, city water and fire mains are fed from Huntington Avenue into the basement, and two sewer mains leave the building to Huntington Avenue.

For Building 14, city water and fire mains are fed from Ward Street, and sewer leaves the building to Ward Street.

For Building 15, city water and fire mains are fed from Huntington Avenue into the basement, and two sewer lines leave the building to Huntington Avenue.

For Building 16, city water and fire mains are fed from Huntington Avenue. The sewer line runs to Ward Street.

For Building 18, city water and fire sprinkler mains are fed from Parker Street. The sewer line runs to Annunciation Road.

For Buildings 20-24, the fire main is fed from Parker Street into Building 21 and branches out inside the complex. City water is fed from Parker Street into Building 22. There are two sewer lines, one serving Buildings 21 and 22 and the other serving Buildings 20, 23 and 24. Both run into Annunciation Road.

As buildings on the campus are upgraded, fire sprinkler coverage is being extended. Recently, sprinkler systems were installed into the seven Louis Prang and Vancouver Street apartment buildings (Building 27) where there previously had been no coverage, and into the apartments of Edwards/Rodgers Hall (Building 15) where previously only the hallways and stairs had been covered. All residence halls now have up-to-date fire detection, alarm and suppression systems.

A 1,500 foot well, outside Williston Hall (Building 2) feeds a 25,000 gallon UST used for landscape irrigation. Rainwater is captured from the roof of the residence hall at 555 Huntington (Building 12), held in a 30,000 gallon UST, and used for landscape irrigation. Storm water diversion systems were installed in the East, West, Parker and Annex Parking Lots, which avoids the use of the city's storm drain system and instead recharges groundwater.

Wentworth provides the water to irrigate the Huntington Avenue street trees between Ruggles Street and Brigham Circle. Although Wentworth doesn't provide the water, it maintains the irrigation system (and the park) at Evans Way under an agreement with Boston Parks and Recreation.

Potential Future Property Acquisitions

While Wentworth is not seeking to increase substantially its campus area, it would consider the purchase of one or more of the following properties if they became available in the future:

- 11, 17, and 19 Vancouver Street and 64 Louis Prang Street. Currently these are the only buildings in the block bounded by Huntington Avenue, Evans Way, Vancouver Street and Louis Prang Street that are not owned by Wentworth. The acquisition of one or more of these properties would offer the opportunity to provide additional campus housing for the Institute's students, faculty or staff.
- The Engine 37 and Ladder 26 Firehouse of the Boston fire Department located at 560 Huntington Avenue. Should the City of Boston choose to relocate this firehouse and make the property available for sale, Wentworth would be interested in acquiring the property to allow for future development of the site in conjunction with the re-development of Edwards/Rogers Hall. Wentworth would also consider replacing the firehouse within a development of the combined 560 Huntington Avenue and Edwards/Rogers Hall.
- The Greek Orthodox Cathedral of the Annunciation at 520 Parker Street. Should the congregation of the Cathedral ever consider selling this property, the Institute would consider acquiring the property for use as an academic auditorium. In the unlikely event that this property became available, an acquisition by Wentworth would also serve to ensure the proper preservation of this important structure for the long term.

Summary Matrix of Wentworth Buildings

#	Building Name	Address	Year of Construction (or Acquisition)	Year of Latest Renovation	GSF	NSF	Principal Use	Floors	Ht (Ft)	FAR
1.	Power Plant	550 Huntington Ave.	1910	1989(P)	15,804	11,453	Labs, Central Boiler & Cogen. Plant	3	27	0.9
2.	Williston Hall*	360 Ruggles St.	1910	1998(P)	45,999	37,791	Labs, Admin. & Faculty Offices	5	67	0.9
2A.	Rubenstein Hall	550 Huntington Ave.	1941	1989(P)	15,191	11,431	Labs, Admin. & Faculty Offices	3	32	0.9
3.	Wentworth Hall*	360 Ruggles St.	1914	1995(P)	41,564	33,840	Labs, Classrooms & Admin. Offices	5	73	0.9
4.	Dobbs Hall*	543 Parker St.	1916	1995(P)	48,248	39,420	Labs, Classrooms & Faculty Offices	5	67	0.9
5.	Watson Hall	547 Parker St.	1927	1989(P)	25,550	21,760	Auditorium & Student Services Offices	4	59	0.9
6.	Kingman Hall	550 Huntington Ave.	1950	1984	12,053	11,146	Labs & Faculty Offices	2	27	0.9
7.	Willson Hall	550 Huntington Ave.	1962		7,500	6,577	Labs, Classrooms & Admin. Offices	2	26	0.9
8.	Beatty Hall	103 Ward St.	1967	1997(P)	114,802	101,604	Library, Food Service, Bookstore, Classrooms, Admin. & Faculty Offices	5	66	0.9
9.	Nelson Rec. Center, Tansey Gym	95-99 Ward St.	1969	1997(P)	38,201	35,277	Athletic Facilities & Offices	4	39	0.9
10.	Service Building*	115 Ward St.	1895	1991(P)	11,313	9,871	Admin. Offices & Maint. Shops	2	28	0.9
11.	Tudbury Hall	30/40 Evans Way	1927	1986	70,184	57,607	Student Housing	5	50	1.8
12.	555 Huntington Ave.	555 Huntington Ave.	2005		114,819	91,753	Student Housing	8	110	4.13
13.	Evans Way	20/26 Evans Way	1916	1987	74,861	61,857	Student Housing	6	62	1.8
14.	610 Huntington Ave.	610 Huntington Ave.	2001		160,000	135,000	Student Housing	6	75	2.7

15.	Edwards/Rodgers Hall	572/574 Huntington Ave.	1924		62,424	48,047	Student Housing	5	48	0.9
16.	Baker Hall	620 Huntington Ave.	1971	1997	48,760	42,416	Student Housing	5	48	1
18.	Ira Allen Building	540 Parker St.	1901	1991(P)	21,189	15,772	Labs, Classrooms & Faculty Offices	3	42	1.4
20.	Power Plant Annex	550 Parker St.	1915	1994	5,306	4,735	Recycling Center	2	20	1.4
21.	Annex North	550 Parker St.	1924/1935	1994(P)	53,306	47,436	Labs, Studios & Faculty Offices	3	44	1.4
22.	Annex Central	550 Parker St.	1915	1993(P)	49,791	40,803	Labs, Classrooms & Auditorium	4	49	1.4
23.	Annex South	550 Parker St.	1915	1998(P)	30,888	28,232	Labs, Studios, Admin. & Faculty Offices	3	44	1.4
24.	Annex Gymnasium	75 Annunciation Rd.	1956	1992(P)	26,875	23,020	Labs, Studios & Athletic Facilities	3	44	1.4
25.	Storage Building	660 Parker St.	1986		24,545	21,403	Storage	1	16	1.2
26.	Brewery Buildings	133 Halleck St.	1984		6,801	6,125	Office Building: Not in Service	2	30	0.7
	Sweeney Viewing Stand	333 Ruggles St.	2001		1,468	1,262	Athletic Facilities & Offices	2	48	0.02
	Sweeney Field House	333 Ruggles St.	2001		1,134	1,020	Athletic Facilities & Offices	1	37	0.02
	Sweeney Service Bldg.	333 Ruggles St.	2001		448	366	Athletic Facilities & Offices	1	37	0.02
27.	60 Louis Prang	60 Louis Prang	1991		7,128	3,335	Student Housing	4	38	1.7
	62 Louis Prang	62 Louis Prang	1991		5,211	3,606	Student Housing	4	38	1.7
	66 Louis Prang	66 Louis Prang St.	1888		4,832	3,308	Student Housing	4	41	1.7
	68 Louis Prang	68 Louis Prang	1994		8,176	5,627	Student Housing	5	46	1.7
	7 Vancouver St.	7 Vancouver St.	1993		5,252	3,291	Student Housing	4	37	1.7
	9 Vancouver St.	9 Vancouver St.	1991		7,528	4,475	Student Housing	4	38	1.7
	15 Vancouver Street	15 Vancouver St.	1990		5,876	4,259	Student Housing	4	38	1.7
					1,173,027	974,925				

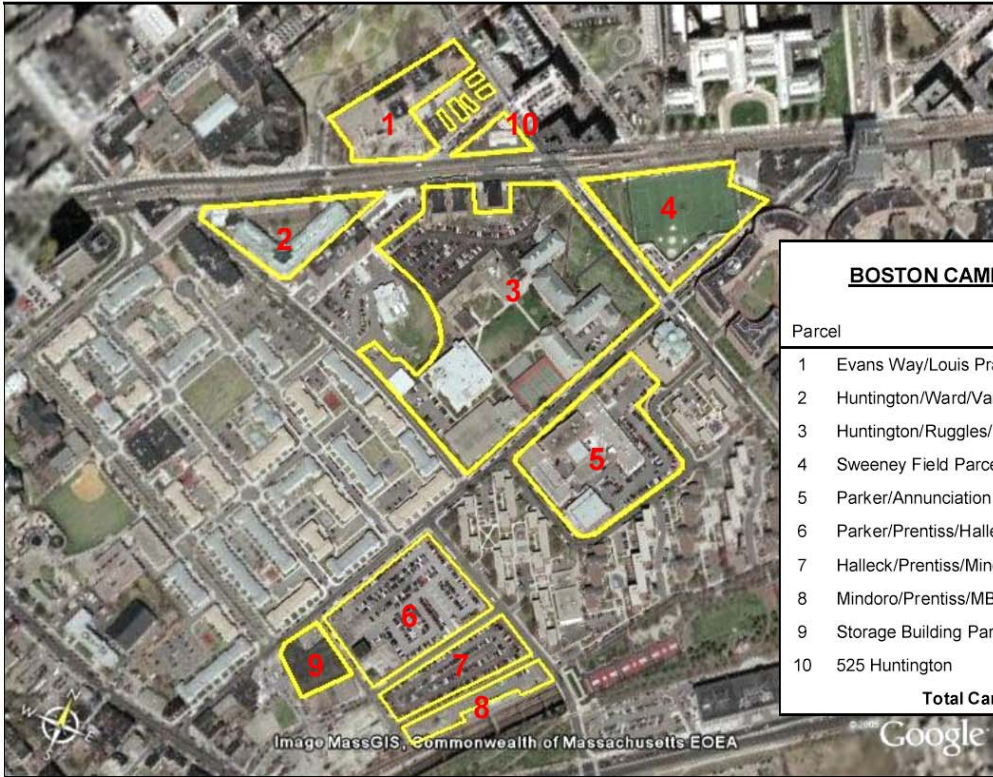
Notes:

1. (P) indicates partial renovation.
2. * indicates facility has been granted historical status by the Boston Landmarks Commission.

3. All property contained within the central campus bounded by Parker Street, Ward Street, Vancouver Street, Huntington Avenue and Ruggles Street is considered one lot for the calculation of FAR. The same is true for the property which contains the Annex, Ira Allen and Annex Lot bounded by Parker Street and Annunciation Road.



Campus Aerial Photograph



BOSTON CAMPUS ACREAGE		
Parcel		Acreage
1	Evans Way/Louis Prang/Huntington	3.17
2	Huntington/Ward/Vancouver	2.35
3	Huntington/Ruggles/Parker/Ward	12.2
4	Sweeney Field Parcel	3
5	Parker/Annunciation Road	3.9
6	Parker/Prentiss/Halleck/Station	2.8
7	Halleck/Prentiss/Mindoro/Station	1.5
8	Mindoro/Prentiss/MBTA/Station	0.9
9	Storage Building Parcel	0.8
10	525 Huntington	0.38
Total Campus Acreage		31.00

Image MassGIS, Commonwealth of Massachusetts EOEA

Google

3. SUMMARY OF PROGRAM NEEDS

The Institute's year long strategic planning process identified the need for an investment of approximately \$112 million for the development of new facilities, and \$36 million for the renovation of existing facilities and other campus improvements, over the ten year term of the Institutional Master Plan. The primary needs of the institution include the expansion and modernization of instructional facilities to keep the Institute's academic programs at the forefront of technology; the addition of dormitory space to house more students; and the addition of recreational, athletic and campus life facilities to enhance the campus experience and to motivate additional members of the student body to reside on campus rather than in surrounding neighborhoods.

Academic Facilities

Wentworth has not constructed a new academic building since 1967 when it constructed Beatty Hall which houses the library. While the Institute has attempted to renovate academic facilities whenever possible (given the demand to make full use of its facilities), it is now faced with the need to develop new state of the art classrooms, teaching laboratories, studios, and instructional workshops to keep pace with changes in technology and pedagogy. As an institution that focuses on providing a hands-on, real world education in technology, the need for modern instructional spaces that reflect current and emerging practices is of critical importance. Wentworth will address this need through the development of a new 45,000 square foot Center for Engineering and Technology and an 18,000 square foot addition to the Ira Allen building and a series of renovation projects throughout the campus. The renovations to existing facilities will be phased over the term of this IMP with an expense of approximately \$1 million to \$4 million per year.

As has been stated, it is important to note that Wentworth is not seeking to substantially increase the size of its full-time student population during the term of this Institutional Master Plan (IMP). As of fall 2009, the Institute served 3,527 full-time students on the campus. This total included 555 students who were on semester long co-op assignments (a Wentworth requirement) and 84 full-time graduate students. Wentworth projects that enrollment levels during the term of this IMP will range from 3,400 to 3,800 full-time students. Therefore, the primary objective of the new and renovated academic facilities is to enhance the educational experience of its students and the rigor of its programs, not to increase the size of the student population. While new academic offerings such as Biomedical Engineering may be introduced over the course of this IMP in response to emerging technology and the ever evolving nature of industry and student interests, a significant growth of the full-time student population is not expected. As a result, no net addition to the Institute's parking supply is proposed in this IMP. In fact, the Transportation and Parking Management and Mitigation Plan found in Section 5 calls for the elimination of 197 existing parking spaces.

Student Life Services and Recreation

As Wentworth has transitioned from a commuter school to a residential campus, the need for student life and recreation space has increased significantly. Student activity, fitness and recreation space were added opportunistically during the term of the Prior IMP as a part of the development of the Baker Hall Addition and 555 Huntington Avenue, but these incremental additions have not been sufficient to keep pace with increasing need for student life programs.

To address this need, the Institute proposes to establish the new Flanagan Campus Center at Beatty Hall. This new facility will enliven the campus with new spaces for students to study, eat, interact with friends, exercise and enjoy a wide range of social, cultural and educational activities. With this new center, the Institute will be able to increase significantly the number of supervised student activities and social events held on campus each semester. An active campus center of this kind will serve to strengthen the attractiveness of Wentworth's student residences and keep more students on-campus during nights and weekends. In addition to the new campus center, the Institute also proposes to relocate Sweeney Field, its soccer field and outdoor recreational facility, to the site of the current Parker Street parking lot. This relocation will allow Wentworth to increase the size of the field to comply with NCAA regulations and will move it in closer proximity to the new student center and the existing Nelson Recreation Center, which will be updated and renovated. This relocation will also make the field more accessible to individuals and organizations located in the surrounding residential neighborhoods.

Student Housing

During the term of the Prior IMP, Wentworth made significant progress towards the City of Boston's goal of expanding the institution's capacity to house students on campus, increasing the total number of student bed spaces from 1,033 to 1,936. The Institute plans to continue this progress by creating 305 new bed spaces with the development of a new dormitory to be located at 525 Huntington Avenue. This development of additional student housing is responsive to the City's desire to reduce demand on local rental housing stock as delineated in Mayor Thomas Menino's policy strategy published in "Leading the Way II." The Institute's Student Housing Plan is presented at the conclusion of this section. The Student Housing Plan presents information on the current student housing inventory, current utilization and goals for the future, as well as plans and procedures for retaining students in campus housing, promoting responsible student behavior, and mitigating the impacts of the Institute's housing demand on surrounding neighborhoods.

Commercial Development

The potential future development of the Sweeney Field parcel as a commercial office/ research and development and facility is being considered. The development of this parcel would provide a substantial portion of the capital needed to build the campus enhancing facilities proposed in this IMP, and also would provide new job opportunities for local residents, graduates of Wentworth and surrounding institutions, and Wentworth co-op students.

The development of such a facility would also allow the Institute to partner with technology firms housed within the site to support real-world education through the development of co-op opportunities, internships and research collaborations.

The review and approval process for this potential future project will be initiated at a later time, and based on Wentworth's level of involvement in the project will be reviewed through either an amendment to this IMP or a Planned Development Area Review which would include an amendment to Article 59 of the Boston Zoning Code.

If the development of the Sweeney Field site is not pursued, the Institute will have to rely solely on more traditional sources of funding such as philanthropy, allocations from the operating budget, and the issuance of debt obligations. Should that be the case, the development of a new soccer field would be deferred and the development of the other IMP projects would be carried out as funds become available.

Student Housing Plan

The development of additional on-campus housing for full-time Wentworth students is one of the key objectives of this Institutional Master Plan. Specifically, the housing plan outlined in this IMP will add 305 new beds of undergraduate housing at 525 Huntington Avenue which, together with existing residence facilities, will provide sufficient housing capacity on campus to accommodate 95% to 100% of the Wentworth students seeking local housing within the City of Boston.

As previously stated, Wentworth is not seeking to substantially increase the size of its full-time student population during the term of this Institutional Master Plan (IMP). As of fall 2009, the Institute served 3,527 full-time students on the campus. This total included 555 students who were on semester long co-op assignments (a Wentworth requirement) and 84 full-time graduate students. Of this total complement of 3,527 students, Wentworth housed 1,759 on campus, 1,306 students resided with their families and 462 students lived independently in off campus housing within the City of Boston. Wentworth projects that enrollment levels during the ten year term of this IMP will range from 3,400 to 3,800 full-time students.

The following steps will be taken to support this level of enrollment and attract Wentworth's students living in Boston's neighborhoods back to on-campus housing:

- Beginning with the Fall of 2011, traditional sophomores not living at home with their families will be required for the first time to live on campus as a condition of enrollment.
- Wentworth will continue to expand its communication program to upperclassmen and parents, presenting the financial, educational, social and cultural benefits associated with living on campus. The Institute's recent student housing retention initiatives are fully described in the next section.
- With the development of the new Flanagan Campus Center at Beatty Hall, the number of student activities, entertainment offerings, and social and cultural events held on campus each semester will be increased substantially. It is hoped that these new programs will strengthen the attractiveness of Wentworth's student residences, and also will serve to keep more students on-campus during nights and weekends.
- The new 305 bed dormitory will be designed to attract juniors and seniors back to campus housing. Unlike the majority of the Institute's current housing inventory, 80% of the bedrooms (244) in this apartment style dormitory will be occupied by one student rather than two. This layout will provide the increased degree of privacy that many students seek when they opt for off campus housing. If warranted by enrollment levels, an additional 100 bed apartment style student residence will be developed at 630 Huntington Avenue as an addition to the existing six-story Residence Hall at 610 Huntington Avenue.

**Wentworth Institute of Technology
10 Year Enrollment and Student Housing Projections**

	Fall 2009	Fall 2010	Fall 2011	Enrollment Inc. of 4%	Enrollment Inc. of 7.7%
Full-time Enrollment	3527	3392	3527	3668	3800
Students in W.I.T. Housing	1759	1652	1842*	2217	2298
W.I.T. Housing Capacity	1936	1936	1936	2241 ¹	2341 ²
Beds Leased to Others	165	266	70	-	-
Bed Spaces Available	12	18	24	24	43
Students Living in Boston Independently	462	444	374*	92 ³	95 ³
Students Living in Boston with Families	213	208	213	222	230
Students Commuting from Homes outside of Boston	1093	1088	1098	1137	1177

*** Sophomores not living at home will be required to live on campus beginning 2011**

¹ 305 bed spaces added at 525 Huntington Avenue

² 100 bed spaces added at 610 Huntington Avenue

³ It is assumed that up to 2.5% of the student population will require independent living due to cultural, religious or health concerns.

Student Housing Retention Initiatives

Both national and Wentworth's own data overwhelmingly show that students who live on campus during their college years earn higher GPAs, graduate faster, and have higher levels of satisfaction with their undergraduate experience than those students who live off campus.

Based on this information, the Office of Housing and Residential Life began a purposeful marketing campaign in October 2007, and restructured the process and timeline for Fall housing selection, in an effort to retain more continuing students in campus housing. The marketing campaign targets both returning students and, more importantly, their parents. Informational brochures outlining the benefits of residential living are now mailed home during the month of December prior to the Winter Break. The rationale behind this timeline change (information was previously mailed in late January) was that students begin talking to their parents about moving off campus while home on Winter Break. Providing parents with information which outlines the benefits of living on campus better prepares them for this conversation, and gives them the knowledge to see past the "it's cheaper" argument the students normally provide.

The housing selection timeline changed significantly as well, to better support efforts to keep students on campus. Housing deposits of \$500 are now due in February, and room selection takes place prior to the students' departure for Spring Break. Additionally, the deadline for requesting a refund of the room deposit has also been moved up to precede Spring Break. It is widely known that students often spend their Spring Break looking for an apartment for the following September. In the past, students would make their deposit for on campus housing in order to "save a space" in case they didn't find an off campus apartment that suited their needs. If they did find an off campus apartment, they could request their deposit back and suffer no negative consequences. By having students commit to housing and place a room deposit before Spring Break, it is Wentworth's goal to reduce the number of students looking for housing off campus. Now students who decide to secure off campus housing during Spring Break after paying a room deposit must forfeit the entire \$500 room deposit for breaking their contract with the Institute. Also, any student who desires to break their housing agreement during the course of the academic year must pay a \$1,000 fee. This \$1,000 forfeiture has proven to be a financial "stop sign" for many students, resulting in their remaining in on-campus housing.

As the combined result of the marketing campaign and timeline changes, over 1,100 returning students submitted a room deposit for Fall, 2009. Of these, approximately 50 were students who were living off campus and decided to move back to campus housing. This result represents a new record for the total number of returning students living on campus for the Fall, 2009 semester.

As noted above, beginning with the incoming class of 2010, students will be required to live on campus for both their first and second year. Exceptions will be made for students living with their parents, veterans, non-traditional students, married students, and students with children. Wentworth is pleased to have this new requirement in place to enhance the experience of its

students and to better support our neighboring communities. The feedback thus far has been very positive from prospective students and parents.

Wentworth only promotes and markets on-campus housing. The Institute does not permit the on-campus marketing or advertising of off-campus housing options and does not participate in off-campus housing fairs.

Lastly, to better support Wentworth students while living on campus, the Institute has made a concerted effort to provide additional resources and activities for its students, especially during weekend and evening hours. Weekends@WIT began its inaugural year in the Fall of 2009. This new initiative provides programming every Saturday night in order to provide students with on campus entertainment, activities and social events designed to induce them to remain on campus rather than seek such activities in the surrounding neighborhoods. Participation has been strong and the feedback has been overwhelmingly positive. Weekends@WIT and other student programming will be further expanded with the development of the Flanagan Campus Center at Beatty Hall. As currently envisioned, the proposed project will include the construction of approximately 7,000 square feet of new building space and the renovation of approximately 23,000 square feet of existing space. The central goal of this project is to increase the quality and quantity of space available for student activities and events within this facility. This goal will be accomplished by repurposing and upgrading excess space currently located in the Institute's library and other areas of the building, and through construction of new food service space which will allow for the expansion of the student dining areas, the updating of the student dining concepts, and the creation of a new function space and meeting rooms. Taken together, the enhancements planned for this facility will create a new central locus for student programs, activities and entertainment on the first three floors of Beatty Hall. Finally, while the Flanagan Center will function as the hub of student life activities, the Division of Student Affairs also plans to continue to expand the utilization of existing space at Tudbury, Watson and Blount Auditoriums to support additional programming.

Student Housing at Wentworth

The Institute currently has the capacity to provide housing to a total of 1,936 students within six coeducational residential communities. Each of these communities is staffed by a professional resident director and resident assistants, and all are operated as licensed dormitories. The Institute's residence halls provide a variety of residential units and accommodations which are described below:

- **Baker Hall** 620 Huntington Avenue: Provides housing to 277 freshmen in 141 rooms. Baker Hall is a traditional residence hall comprised of single, double and triple occupancy rooms with common bathrooms and student lounges on each floor.
- **Evans Way/Tudbury Residence Halls** 20-40 Evans Way: Provides housing to 528 first and second year students. This facility is a suite style residence hall. A typical suite consists of a living room, two bathrooms and two to five bedrooms. Occupancy within the 62 suites ranges from 4 to 14 students based on the number and size of the bedrooms. Most bedrooms house one to three students. Ten out of a total of 242

bedrooms house four students. This residence hall also includes a fitness area, TV lounge, and a 2,800 square foot multi-purpose room.

- **555 Huntington Avenue:** Provides housing to 355 sophomores, juniors and seniors. This dormitory is an apartment style residence hall. This facility includes 61 apartments ranging in occupancy from 5 to 9 residents in single, double and triple occupancy bedrooms. Each apartment includes a furnished living room, dining area, kitchen, and one or two bathrooms. Each floor also includes a community room utilized as either a study/project room or a student lounge.
- **610 Huntington Avenue:** Provides housing to 464 sophomores, juniors and seniors. 610 Huntington is an apartment style residence hall. This facility includes 83 apartments. A typical apartment contains 3 two-student bedrooms, a kitchenette, a living room and two bathrooms. This residence hall also includes a fitness center, student lounge, 4 study rooms, a project room with drafting tables, a game room and a large multi-purpose lobby which can be used for functions and events.
- **Edwards/Rogers Hall 572-574 Huntington Avenue:** Provides housing to 201 sophomores, juniors and seniors. This dormitory is an apartment style residence hall with 88 units. The facility consists of one and two room apartments. One room apartments house two students and two room apartments house three students. Each apartment features a galley-style kitchen, a breakfast nook and one bathroom. In addition, there is a game room in the basement of the building.
- **Louis Prang and Vancouver Street Apartments 60-62 and 66-68 Louis Prang Street and 7, 9 and 15 Vancouver Street:** Provides housing to 111 juniors and seniors. These seven buildings are operated as apartment style dormitories. Apartments vary in size, but most include one or two bedrooms, a kitchen and one bathroom. Together these buildings include 43 apartments with 45 single occupancy bedrooms and 33 double occupancy bedrooms.

All of these residence halls provide all utilities, cable, high speed internet, building security and local telephone service to the residents at no additional charge above the standard room rate. Students residing on-campus also enjoy easy access to the library, fitness facilities, campus convenience store and on campus dining facilities at Wentworth and MassArt.

With 75% of Wentworth’s students receiving some form of financial aid, the leadership of the Institute has been very mindful of the reality that on-campus housing must be affordable to be attractive to both current and prospective students. The Institute’s commitment to pricing it’s housing at the lower-cost end of the competitive spectrum is demonstrated in the table shown below.

2009-2010 Typical Room and Board Rates at Area Colleges and Universities

Mass College of Pharmacy & Health Sciences	\$12,340
Emerson College	\$12,280
Simmons College	\$12,050
Emmanuel College	\$11,950
Northeastern University	\$11,910
Boston University	\$11,848
Mass College of Art & Design	\$11,288
Wheelock College	\$11,200
Wentworth Institute of Technology	\$10,500

For comparative purposes, Wentworth estimates living expenses for Wentworth students who choose to share rental apartments in the surrounding neighborhoods. The estimate shown below is based on an analysis of 73 apartment listings for the Mission Hill neighborhood published in the on-line addition of the Boston Globe on October 6, 2009.

Expense	Cost per Month	Cost for 9 Months	Annual Costs
Rent	\$870.00	\$7,830.00	\$10,440.00
Electric, Cable, Internet	\$ 70.00	\$ 630.00	\$ 840.00
Meals @ \$6.00 each	<u>\$540.00</u>	<u>\$4,860.00</u>	<u>\$ 6,480.00</u>
Total:	\$1,480.00	\$13,320.00	\$17,760.00

During the term of this IMP, Wentworth will continue to pursue its practice of affordable pricing of room and board rates to make on-campus housing as attractive as possible.

Student Housing Programs, Policies and Procedures

Wentworth works to offer students a rich living and learning experience through the programs offered by the Offices of Housing, Residential Life and Student Affairs. These offices offer a wide array of programs to promote student leadership and development and also sponsor numerous on-campus social, cultural and recreational programs throughout the year to enhance the student experience. In addition to the programs offered by these offices, the Office of Wellness Education provides information on health and wellness topics in an effort to promote healthy activities and lifestyles that enhance personal success and growth. Students in need of individual support due to emotional or health related challenges have access to professional assistance on campus through the Counseling Center and Student Health Services.

Students living on and off campus are expected to act responsibly and with integrity in every aspect of their daily lives. The principles set forth in the Wentworth Creed emphasize the students' duty to themselves, family, colleagues, and community to conduct themselves in such a way that shows respect for themselves and others, and with honesty, fairness, trust, and responsibility. Student's who fail to conduct themselves in alignment with these principles are referred to the Office of Community Standards.

The Office of Community Standards

The Office of Community Standards is part of the Division of Student Affairs. It works to protect and perpetuate the Wentworth Student Code of Conduct and, in conjunction with campus partners, to protect the rights of the community through the enforcement of behavioral expectations and standards. These standards help to construct and reinforce a campus community that supports the academic mission of the Institute by providing a safe, welcoming and supportive campus environment.

Based on the principles set forth in the Wentworth Creed, the Institute is strongly committed to the development of the student and promotion of personal integrity and self-responsibility. Students enrolled at Wentworth become citizens of the community and are entitled to enjoy the privileges and assume the responsibilities associated with this status. All members of the Wentworth community are expected to uphold the Institute's policies as outlined in the Student Code of Conduct. Students who violate these policies are subject to disciplinary action. The discipline process is fair and consistent, concentrating on educating students on the importance of community values and responsible behavior.

The basic functions of the Office of Community Standards are as follows:

- Serves as a clearinghouse for behavior-related reports from the campus community
- Takes action to address behaviors that may violate the Student Code of Conduct
- Imposes educational sanctions to help Wentworth members learn and understand the community's standards
- Works proactively to educate and reinforce the standards of the community
- Collaborates with campus partners to maintain an ongoing dialogue concerning the community standards

Wentworth expects all students to adhere to its rules and regulations as outlined in the Student Code of Conduct. The rules are not meant to unnecessarily limit students' independence, but to ensure the well being and rights of all students. Students are adults who are responsible for the consequences of their actions. Wentworth disciplines any student who violates institutional rules, particularly when the student's conduct interferes with the safety or rights of other members of the institutional community, including fellow students, faculty, staff, and visitors to the campus.

Wentworth is not a sanctuary from the law. Criminal and civil laws apply within the academic community. Students who violate criminal codes put themselves at risk of criminal prosecution. In short, students neither relinquish civil rights nor acquire additional rights by virtue of being within an academic community; they do, however, take on additional responsibilities.

The Institute has the right to discipline students for off-campus behavior if their actions affect their academic performance, if the behavior demonstrates disregard for the rights of others, or if it casts a negative light on the reputation of the Wentworth community. Students are not exempt from proceedings occurring simultaneously in both the criminal arena and the Institute's discipline system.

The disciplinary process is designed to be educational. To that end, the Office of Community Standards has outlined learning outcomes that may result from a student's participation in the disciplinary process which it attempt to achieve both in hearings and in educational outreach.

Intellectual / Personal Growth

- Students will identify the consequences of personal actions
- Students will interpret the purpose of institutional policies
- Students will consider the concepts of self-respect and respect for others
- Students will consider the impact of current decisions on academic and professional future

Clarified Values

- Students will articulate personal ethics and values
- Students will evaluate the level of congruence between their values and actions
- Students will understand how to use personal values in decision making
- Students will articulates rationale for personal behavior

Understanding of process/ rights and responsibilities

- Students will understand their rights and responsibilities prior to hearing

Managing Academic and Personal Life

- Students will explore balance between academic time and leisure
- Students will examine behavior as obstacle to goal attainment
- Students will able to articulate long-range life goals

Addressing Student Behavior Problems in Surrounding Neighborhoods

Wentworth students are held to the same standard of behavior whether they live on or off campus. The Institute has implemented a community policing and outreach program to address and mitigate student behavior problems in the local neighborhoods. Due to the urban nature of the campus, the Wentworth police department monitors the public streets and adjacent residential neighborhoods as well as the Institute's campus property. One of the department's Sergeants works full-time as the off-campus community liaison officer. In this role, he coordinates initiatives to promote off-campus student safety and to improve student/neighbor relationships. He also addresses student behavior problems in the neighborhood and refers students for disciplinary action to be adjudicated by the Institute's Office of Community Standards and/or for criminal prosecution as may be warranted by the character of the incident. The Sergeant also attends the Mission Hill Crime Committee and Problem Property Task Force and participates in "Ride-Alongs" with the Boston Police Department to maintain a proactive approach and presence in the community.

Student Housing Assignment Process

All students admitted to Wentworth are eligible for campus housing for the entire four to five year term of their course of studies. Traditional first-year students not living at home with their families are required to live on campus. Beginning in September of 2011, all sophomores not living at home with their parents will also be required to live on campus. Student housing locations are determined through the housing assignment process.

All first year students are assigned housing locations, roommates and suite-mates by the Office of Housing and Residence life based on information provided in their applications.

Sophomores, juniors and seniors are permitted to form their own living groups (roommate + suite-mates) for the room selection process. These groups are then entered into the room selection process to determine the location and layout of the housing assignment. Students are assigned selection numbers based on the following criteria: number of semesters in attendance at Wentworth, grade point average and involvement in student life programs and athletics.

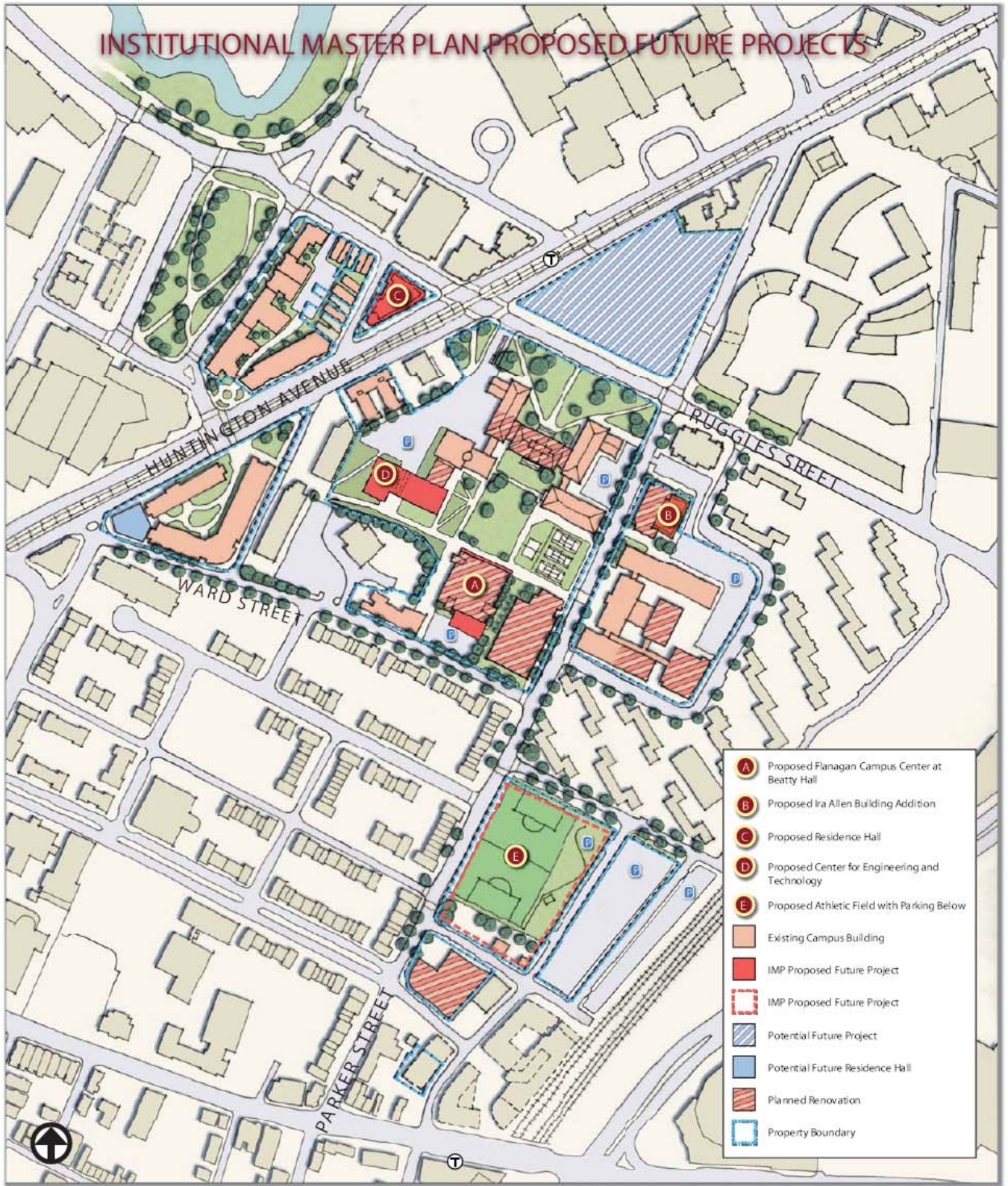
4. PROPOSED FUTURE PROJECTS

As stated in previous sections, the Institute's year long strategic planning process identified the need for an investment of approximately \$148 million for the development of new facilities and the renovation of existing buildings over the ten year term of this Institutional Master Plan. The proposed future projects presented in this section will require an investment of \$119 million and the remaining investment of approximately \$29 million will be made during the ten year term of the IMP to update the Institute's existing facilities. The primary needs of the institution include the expansion and modernization of instructional facilities to keep the Institute's academic programs at the forefront of technology; and the addition of dormitory, recreational, athletic and campus life facilities to enhance the campus experience and to motivate additional members of the student body to reside on campus rather than in surrounding neighborhoods. The following five projects are proposed to respond to these requirements.

- A.** The Flanagan Campus Center at Beatty Hall (Renovation & Building Addition)
- B.** 18,000 square foot academic addition: Ira Allen Building at 540 Parker Street
- C.** New 7-story Student Residence at 525 Huntington Avenue to house 305 students
- D.** 45,000 square foot Center for Engineering & Technology
- E.** New Soccer field on a single level deck above 330 surface parking spaces

It is anticipated that Wentworth will move ahead with the development of the Flanagan Campus Center and the Ira Allen academic addition within one year of the filing of this IMP. The remaining proposed future projects will be subject to Small Project Review or Large Project Review, as appropriate to the size of the proposed future project, at such time as Wentworth is prepared to proceed with each such proposed future project. The Institute will seek to begin development of the new student residence during the first five years of the term of this IMP. The timing of the new soccer field will be dependent on the viability of a future potential development at the current Sweeney Field. The proposed Center for Engineering & Technology will most likely be developed during the last half of the term of this IMP. The exact timing of each of these projects will be highly dependent on the status of the economy, debt markets, and the availability of funding from philanthropy, debt offerings, operating results, and income from investments.

INSTITUTIONAL MASTER PLAN PROPOSED FUTURE PROJECTS



A. Flanagan Campus Center at Beatty Hall

As currently envisioned, the proposed project will include the construction of approximately 7,000 square feet of new building space and the renovation of approximately 23,000 square feet of existing space. The project will entail the development of a new two story addition to the Ward Street side of Beatty Hall, the removal of pre-cast panels from the northerly façade of the building and the installation new fenestration which will enhance the appearance of the building and allow for a modest expansion of floor space, and the development of a new main entrance to the building facing the Campus Quadrangle which provide a new interior lobby and enhanced access and egress to the first three floors of the facility. The central goal of this project is to increase the quality and quantity of space available for student activities and events within this facility. This goal will be accomplished by repurposing and upgrading excess space currently located in the Institute's library and other areas of the building, and through construction of new food service space which will allow for the expansion of the student dining areas, the updating of the student dining concepts, and the creation of a new function space and meeting rooms. Taken together, the enhancements planned for this facility will create a new central locus for student programs, activities and entertainment on the first three floors of Beatty Hall.

This project will also include an array of improvements aimed at enhancing pedestrian access to, and connections through, Wentworth's campus. These include: creation of a new pedestrian friendly entryway on Ward Street and additional landscape and lighting improvements along Ward Street and Parker Street.

This new facility will allow for a substantial increase in the number of supervised student activities and social events which can be held on campus each semester. These new programs will strengthen the attractiveness of Wentworth's student residences and will serve to keep more students on-campus during nights and weekends.

Project Size:	New construction 7,000 sq. ft. / Renovation 23,000 sq. ft.
Estimated Cost:	\$10,000,000
Building Height:	Building Addition: 2 stories (24 feet)
Building Footprint:	Building Addition: 3,500 sq. ft.
Floor Area Ratio:	1 (Note: All property contained within the central campus bounded by Parker Street, Ward Street, Vancouver Street, Huntington Avenue and Ruggles Street is considered one lot for the calculation of floor area ratio).
Job Creation:	The development of this facility is expected to create 87 construction jobs and 7 permanent staff positions.

Initial renderings of the proposed improvements to Beatty Hall are presented on the following pages.



BEATTY HALL
Wentworth Institute of Technology

Rendering



Conceptual Rendering of Improvements to Beatty Hall viewed from the Campus Quadrangle



Conceptual Rendering of Addition to Beatty Hall viewed from Ward Street

B. Ira Allen Addition 540 Parker Street

An 18,000 square foot addition to the rear of the Ira Allen Building will provide new state of the art teaching laboratories, classrooms and offices to Wentworth’s math and science curriculum. The development of this new facility will allow the academic departments significantly to improve the instructional technology and lab equipment utilized in their experiential, “hands-on,” approach to pedagogy. The construction of this new space will also temporarily free up instructional spaces located throughout campus so that those spaces may be moderately renovated and refreshed following the opening of the addition. In addition, the development of this new addition will allow for significant improvements to the circulation pattern and accessibility within the main building. The height of this project will be the same as the existing building.

Project Size:	Gross floor area 18,000 square feet
Estimated Cost:	\$12,000,000
Building Height:	3 stories (52 feet)
Building Footprint:	6,000 square feet
Floor Area Ratio:	1.8 (Note: The property consisting of the Annex, Ira Allen Hall and the Annex Lot, bounded by Parker Street and Annunciation Road, is considered one lot for the calculation of floor area ratio).
Job Creation:	The development of this facility is expected to create 100 construction jobs and one permanent staff position.

Initial renderings of the addition to the Ira Allen Building are presented on the following pages.



Conceptual Rendering of the addition to the Ira Allen Building viewed from Annunciation Road

Conceptual Rendering of the addition to the Ira Allen Building viewed from Parker Street



C. New Student Residence 525 Huntington Avenue

Development of a new student residence facility is planned for the corner of Louis Prang Street and Huntington Avenue. This facility will be located in close proximity to existing student residences on Vancouver and Louis Prang Streets, Evans Way and at 555 Huntington Avenue. This student residence will be designed to attract juniors and seniors to on-campus housing and will provide 305 bed spaces in apartment style units. Unlike the majority of the Institute's current housing inventory, 80% of the bedrooms (244) in this apartment style dormitory will be occupied by one student rather than two. This layout will provide the increased degree of privacy that many students seek when they opt for off campus housing. One important change has been made in the objectives of this IMP from those described in the IMPNF. The proposed new dormitory will provide housing to 305 Wentworth students on 7 floors rather than the alternative described in the IMPNF which would have provided up to 395 beds on up to 9 floors. As previously envisioned, the first six floors would have provided 260 bed spaces for Wentworth, and floors 7-9 would have provided an additional 135 bed spaces to house students from other Colleges of the Fenway. In response to concerns from the community regarding the potential height of this facility, the proposed project has been limited to 7 stories and will provide housing solely for Wentworth students.

The site of this new student residence facility was a former Shell gas station. Under the Prior IMP, demolition of the gas station and its replacement with landscaping were proposed and carried out as an interim condition until a permanent use for the site was identified.

Project Size:	Gross floor area 119,142 square feet
Estimated Cost:	\$53,600,000
Building Height:	7 stories (84 feet)
Building Footprint:	16,225 square feet
Floor Area Ratio:	6.9
Job Creation:	The development of this facility is expected to create 466 construction jobs and 5 permanent staff positions.

An initial massing and shadow study of this proposed future project is presented below. Studies of all impacts, similar to those conducted for the student residence at 555 Huntington Avenue constructed in 2005, are anticipated when the Student Residence at 525 Huntington Avenue project is submitted for Large Project Review under Article 80B of the Boston Zoning Code.

Potential Future Dormitory

The Institute has also identified a potential site for an additional dormitory if required to meet the objectives outlined in the Student Housing Plan of this IMP. As envisioned, this site would provide housing for an additional 100 students in a six story addition to the existing six-story Residence Hall at 610 Huntington Avenue. If development of this project is required to meet the Institute's housing objectives outlined in the Student Housing Plan, the Institute will initiate a review of this potential facility by filing an amendment to the IMP.



Proposed Residence Hall - 525 Huntington Ave.

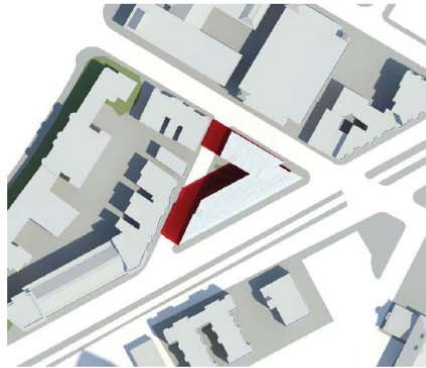


Conceptual Massing Study

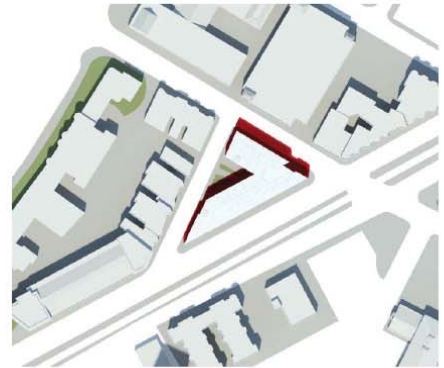
SUMMER SOLSTICE, 6.21

Due to the high sun angle, shadowing from the proposed building will fall primarily onto Vancouver St. and Louis Prang St. during summer months. Shadowing will occur in the late afternoon on Huntington Avenue.

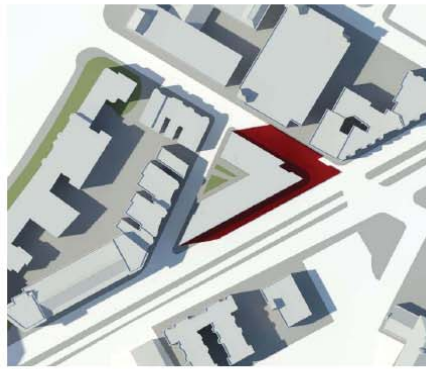
* New shadows from the proposed project are shown in red.



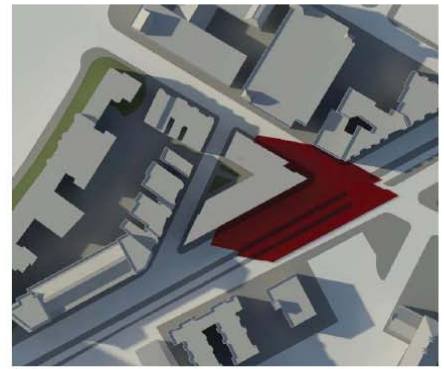
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12pm



3pm

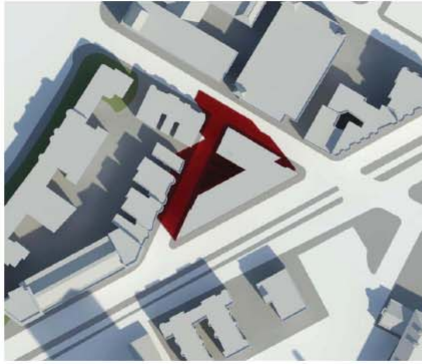


5pm

EQUINOX, 3.20 / 9.22

Lower sun angles during the spring and autumn months cause shadowing from the proposed building across Vancouver and Louis Prang St. Shadowing will briefly occur near mid-day on buildings North of the proposed site.

* New shadows from the proposed project are shown in red.



10am



12pm



3pm



WENTWORTH
INSTITUTE OF TECHNOLOGY

Proposed Residence Hall - 525 Huntington Ave.
Shadow Study: Equinox

PERKINS
+ WILL

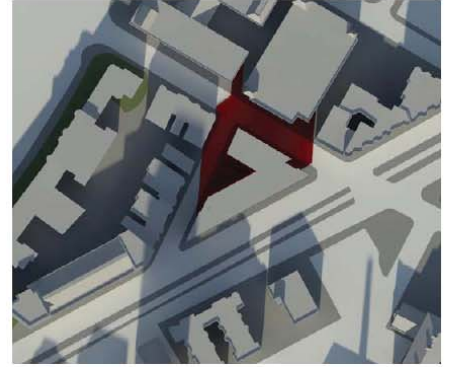
WINTER SOLSTICE, 12.21

Due to the Low sun angle during winter months, shadowing from the proposed building will extend beyond Vancouver and Louis Prang St. and onto neighboring buildings to the north. The extent of the shadowing is consistent with shadows extending from buildings of a similar scale that currently exist near the proposed site.

* New shadows from the proposed project are shown in red.



10am



12pm



3pm

D. Center for Engineering & Technology 550 Huntington Avenue

Development of a new 45,000 academic facility is planned on the Campus Quadrangle at the site of Willson Hall. The new Center for Engineering & Technology will provide state of the art classrooms, teaching laboratories, seminar rooms, and faculty offices for Wentworth’s Computer Science and Mechanical, Civil and Electrical Engineering and Technology Programs. The proposed project will also provide space for a new Admissions Center and library facilities for the Institute. The development of this new facility will allow the academic departments significantly to improve the instructional technology utilized in their experiential, “hands-on,” approach to pedagogy. The construction of this new space will also temporarily free up instructional spaces located throughout campus so that those spaces may be moderately renovated and refreshed following the opening of the Center. Undertaking the development of the Center for Engineering & Technology will entail the demolition of the two story, 8,135 square foot Willson Hall built in 1962, and a one story, 4,000 square foot addition to Kingman Hall constructed in 1950 and renovated in 1984. Both of these buildings have been modified several times and lack the historical significance of the four and five story signature buildings located on the Campus Quadrangle.

Project Size:	Gross floor area 45,000 square feet
Estimated Cost:	\$23,175,000
Building Height:	3 stories (55 feet)
Building Footprint	15,000 square feet
Floor Area Ratio:	1 (Note: All property contained within the central campus bounded by Parker Street, Ward Street, Vancouver Street, Huntington Avenue and Ruggles Street is considered one lot for the calculation of floor area ratio).
Job Creation:	The development of this facility is expected to create 175 construction jobs and three permanent staff positions.

Studies of all project impacts will be conducted and presented when the project is submitted for Small Project Review under Article 80E of the Boston Zoning Code. At 55 feet in height the proposed facility will be somewhat lower than the heights of the historic buildings on the Campus Quadrangle which range in height from 59 to 67 feet. The building design of the new facility will be respectful of the exterior brick and stone materials of the heritage buildings with windows that are sized appropriate to function and view. An initial rendering of the Center for Engineering & Technology is presented on the following page.



Proposed Center for Engineering and Technology

PERKINS
+ WILL

Conceptual Rendering viewed from the West Parking Lot

E. New Soccer Field on a single level deck above 330 surface parking spaces

A new soccer field is planned for the site of the current 2.8 acre Parker Street Parking Lot which is bordered by Parker Street, Prentiss Street, Halleck Street and Station Street. This lot currently provides approximately 403 surface parking spaces. The proposed project entails construction of a one level structure which will provide a soccer field and practice area on the top surface of the deck. 330 surface parking spaces of the existing 403 surface space would remain below the deck. The development of this new facility will allow Wentworth to comply with NCAA dimensional rules for competition soccer (the current Sweeney Field does not comply), improve the appearance and lighting of the Parker Street area, upgrade the playing surface to field turf, move the playing field closer to the Nelson Recreation Center and the local neighborhood, and free up the current Sweeney Field for development. The development of this project will also provide for new tree plantings, lighting and sidewalk re-construction along the perimeter of the project on Parker, Prentiss and Halleck and Station Streets and construction of a new sidewalk on the West side of Mindoro Street.

Project Size:	122,000 gross square feet (but no gross floor area)
Estimated Cost:	\$20,200,000
Building Height	The structure is at grade at Station Street and 13 feet above grade at Prentiss Street.
Job Creation:	The development of this facility is expected to create 176 construction jobs and 5 permanent staff positions.

A one story deck is to be constructed, which is only partially above grade. Renderings and elevations of the proposed facility as viewed from Parker and Prentiss Streets are presented below to illustrate the general appearance of this facility from the vantage point of its neighbors. The surface parking below the deck will provide 73 fewer spaces than the existing parking lot on the site. The deck and its surface soccer field will replace the current Sweeney Field which has an Astroturf surface and is therefore a largely impervious site. Lighting of the soccer field will be designed to minimize impact on adjacent residential areas. Studies of all impacts of this project will be conducted and presented when the project is submitted for project review under Article 80 of the Boston Zoning Code. Early conceptual renderings and elevations of each side of the proposed facility were reviewed with members of the Wentworth Community Task Force and other local residents prior to the submission of this IMP and revisions to the conceptual plans were made as a result of their comments and suggestions and are reflected in the renderings and elevations presented on the following pages.

In addition to impact review under Article 80, because this project affects land and buildings which are part of the landmark Vienna Brewery Complex, this project will be subject to review by the Boston Landmarks Commission and the Massachusetts Historical Commission. Those reviews will be guided by the Standards and Criteria imposed on the portion of this project site which is governed by the landmark designation.

Among such criteria are preservation of the Keg Shed wall, and maintaining the site of the former central courtyard in whole or in part as open space. The proposed project meets these criteria in several ways: the Keg Shed wall will be re-pointed and window openings will be

restored which are currently bricked closed; the soccer field adjacent to the remaining brewery building will create a true open space at the same grade level as those buildings; and the surface of the deck immediately adjacent to the Vienna Brewery buildings will be paved in grey masonry pavers evocative of the cobblestone courtyard of the former brewery.



Sept. 15, 2010



CORNER OF PARKER AND PRENTISS STREET
LOOKING SOUTH

PERKINS
+ WILL



Sept. 15, 2010



PARKER STREET ELEVATION

Scale: 1/16" = 1'-0"

PERKINS
+ WILL



Sept. 15, 2010

Scale: 1/8" = 1'-0"



PARKER STREET ELEVATION
NORTH HALF

PERKINS
+ WILL



Sept. 15, 2010

Scale: 1/8" = 1'-0"



PARKER STREET ELEVATION
SOUTH HALF

PERKINS
+ WILL

View looking towards the corner of Parker Street and Station Street



Sept. 15, 2010



**VIEW DOWN PARKER STREET
LOOKING NORTH**

**PERKINS
+ WILL**



Sept. 15, 2010



STATION STREET ELEVATION

Scale: 1/16" = 1'-0"

**PERKINS
+ WILL**



Sept. 15, 2010

Scale: 1/8" = 1'-0"



WENTWORTH
INSTITUTE OF TECHNOLOGY

STATION STREET ELEVATION
WEST HALF

PERKINS
+ WILL



Sept. 15, 2010

Scale: 1/8" = 1'-0"



WENTWORTH
INSTITUTE OF TECHNOLOGY

STATION STREET ELEVATION
EAST HALF

PERKINS
+ WILL



Sept. 15, 2010



VIEW DOWN HALLECK STREET
LOOKING NORTH

PERKINS
+ WILL



Sept. 15, 2010



HALLECK STREET ELEVATION

Scale: 1/16" = 1'-0"

PERKINS
+ WILL



Sept. 15, 2010

Scale: 1/8" = 1'-0"



HALLECK STREET ELEVATION
SOUTH HALF

PERKINS
+ WILL



Sept. 15, 2010

Scale: 1/8" = 1'-0"



HALLECK STREET ELEVATION
NORTH HALF

PERKINS
+ WILL



Sept. 15, 2010



VIEW DOWN PRENTISS STREET
LOOKING WEST

PERKINS
+ WILL



Sept. 15, 2010



PRENTISS STREET ELEVATION

Scale: 1/16" = 1'-0"

PERKINS
+ WILL



Sept. 15, 2010

Scale: 1/8" = 1'-0"



PRENTISS STREET ELEVATION
EAST HALF

PERKINS
+ WILL



Sept. 15, 2010

Scale: 1/8" = 1'-0"



PRENTISS STREET ELEVATION
WEST HALF

PERKINS
+ WILL



Sept. 15, 2010

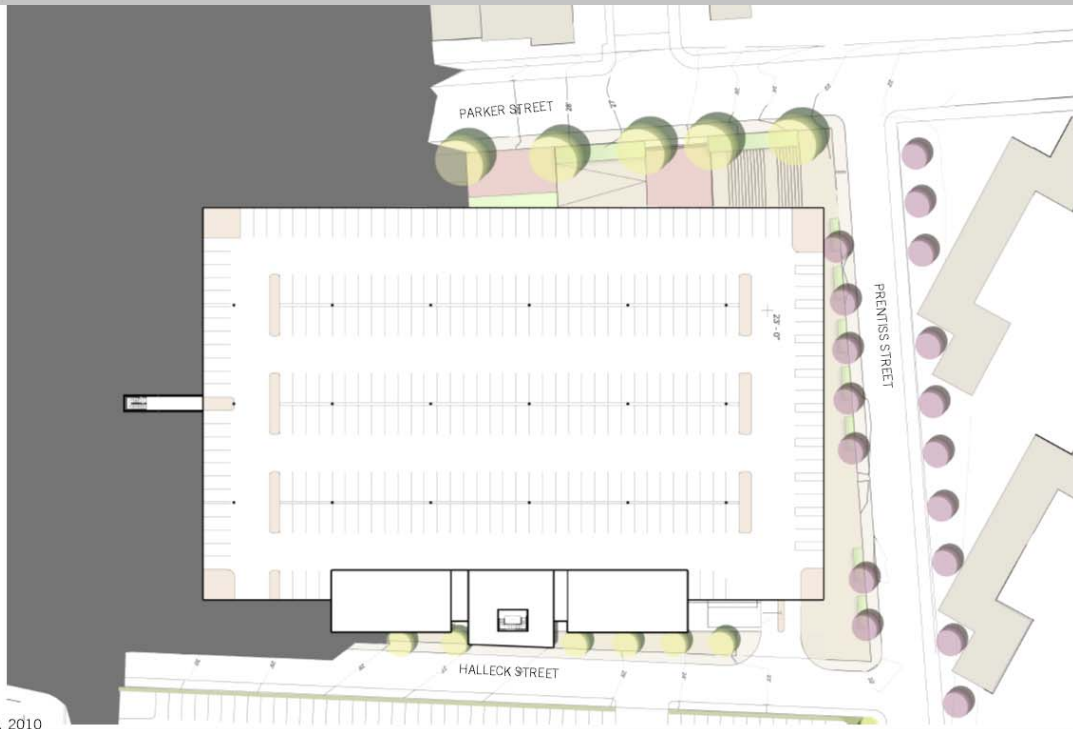
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WENTWORTH
INSTITUTE OF TECHNOLOGY

ATHLETIC FIELD PLAN

PERKINS
+ WILL



Sept. 15, 2010

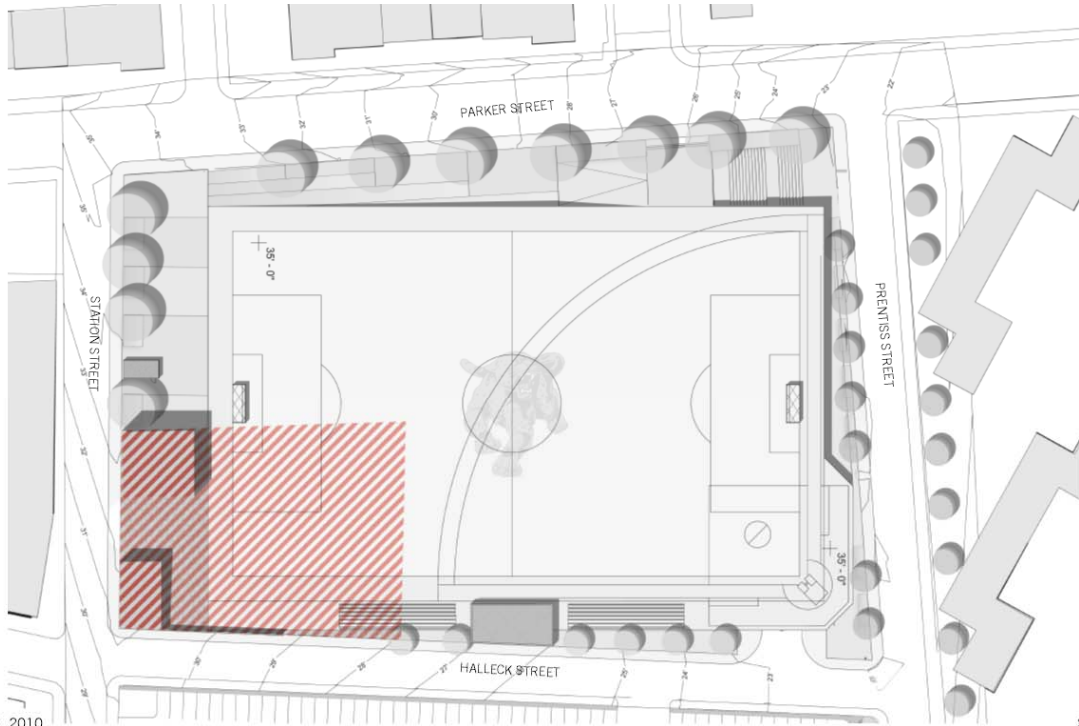
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WENTWORTH
INSTITUTE OF TECHNOLOGY

PARKING PLAN

PERKINS
+ WILL



Sept. 15, 2010

Scale: 1:20



FORMER VIENNA BREWERY SITE

PERKINS
+ WILL

Zoning

The Wentworth campus lies within the Mission Hill Neighborhood Zoning District established by Article 59 of the Boston Zoning Code, enacted in 1996. Section 59-27 of Article 59 established the Mission Main/Parker Street Special Study Overlay Area, an area where further comprehensive planning studies may be appropriate. The section acknowledges that “planning for the area is presently underway by the Boston Housing Authority and Wentworth Institute, the major property owners in the Special Study Overlay Area.” Those planning processes were completed subsequent to adoption of Article 59 in 1996, and resulted in action by the Boston Zoning Commission approving a Planned Development Area plan for the Mission Main site, and the Prior IMP for the Wentworth campus.

Map 6D of the Boston Zoning Code currently reflects that the entire Wentworth campus, including the locations of all five of the proposed future projects, lies within the Wentworth Institute of Technology Institutional Sub-district.

The whole of the campus is also within the Groundwater Conservation Overlay District established by Article 32 of the Boston Zoning Code. The Institute will incorporate systems into each of these projects that meet the groundwater conservation standards of Article 32. Following the Boston Redevelopment Authority’s process for compliance with Article 32 by projects governed by an institutional master plan, Wentworth will obtain a written determination for each proposed future project from the Boston Water and Sewer Commission as to whether the groundwater conservation standards have been met. This determination will be submitted to the Boston Redevelopment Authority and the Boston Groundwater Trust prior to the issuance of a Certification of Consistency with the IMP. This process supplants the requirement to obtain a conditional use permit from the Board of Appeals.

Potential Future Project

In addition to the five Proposed Future Projects, Wentworth is also considering a “Potential Future Project” for the current Sweeney Field site.

Commercial Research and Development/Office Project

Wentworth is considering the future development of up to 650,000 square feet of facilities to be used for Research and Development Uses and Office Uses on the site which is the current Sweeney Field, bordered by Huntington Avenue, Parker Street and Ruggles Street. To pursue this project, Wentworth would enter into a long-term ground lease arrangement with an entity seeking to locate research and development/office facility in close proximity to Wentworth, Northeastern, the Longwood Medical Area, and other local educational and health care institutions. Wentworth’s first objective in considering such a project is to attract a tenant which will create jobs, co-op placements, and internship opportunities for local residents, its students and graduates, and those of other local colleges and universities.

Wentworth's second and equally important objective is to generate an income stream from such a ground lease to defray costs associated with the campus-oriented proposed future projects outlined in this IMP.

As currently envisioned, the 650,000 square foot development would include two to three buildings, ranging in height from six to fourteen stories along with below grade parking of approximately 490 spaces on the three acre site.

The approval process for this project will be initiated at a later time, and based on Wentworth's level of involvement will be reviewed through either an amendment to this IMP or a Planned Development Area Review which would include an amendment to Article 59 of the Boston Zoning Code.

5. Transportation and Parking Management/Mitigation Plan

The Transportation and Parking Management/Mitigation Plan chapter of the Wentworth Institutional Master Plan (IMP) evaluates the impacts of the following five projects (as described in Section 4 of this IMP) on the transportation system serving Wentworth (see Figure 5-1):

- A. The Flanagan Campus Center at Beatty Hall (Renovation & Building Addition)
- B. 18,000 square foot academic addition: Ira Allen Building at 540 Parker Street
- C. New 7-story Student Residence at 525 Huntington Avenue to house 305 students
- D. 45,000 square foot Center for Engineering & Technology
- E. New soccer field on a single level deck above 330 surface parking spaces

The Campus Center and new soccer field are intended to enhance the quality of the on-campus experience for Wentworth students, especially those who live on campus. These projects will provide improved opportunities for on-campus activity, thereby reducing the need for off campus travel. The new student residence will add to the on-campus population, increasing the size of the resident community and reducing commuter travel to the campus. The new Center for Engineering & Technology and the expansion of the Ira Allen Building will provide enhanced academic facilities that are not expected to generate additional travel to the campus. This transportation analysis also provides a preliminary projection of the trip generation for two “Potential Future Projects.” One includes up to 650,000 square feet of office, and research and development uses on the current site of Sweeney Field, bordered by Huntington Avenue, Parker Street and Ruggles Street. The other is a 100-bed residence hall on the corner of Huntington Avenue and St. Alphonsus Street.

The four major sections of this Transportation chapter of the Wentworth IMP include:

- Key Findings
- Study Methodology
- Existing Transportation Conditions and
- Future Transportation Conditions

Key Findings

This section highlights the expected impacts of the proposed IMP projects on various transportation modes, including roadways; bus, subway and rail transit; pedestrian circulation; bicycle accommodation; transportation demand management (TDM); parking; loading and move-in, move-out. It identifies positive impacts such as improved pedestrian circulation or potential reductions in traffic resulting from more students living on campus and more activities being available on campus.

The Wentworth campus is served by a transportation system which provides good vehicular and transit access, and pedestrian and bicycle accommodations. In addition, Wentworth provides a

comprehensive transportation demand management (TDM) program to encourage use of alternative modes of travel instead of driving alone.

Traffic

A reduction in student vehicular trips resulting from an increase in on-campus housing and a decline in the number of commuting students is expected to offset a projected increase in employee vehicles trips by 2020. As a result, *there will be no additional vehicle trips to the area because of the IMP projects and Build condition traffic operations will be the same as the No-Build condition. The proposed future projects will have no impact on traffic in the area.*

Existing

The Wentworth campus is located at the intersection of Huntington Avenue, a major east-west corridor through the city, and Ruggles Street, a major north-south corridor that connects I-93 with the Longwood Medical and Academic Area (LMA). Traffic operations were analyzed at ten signalized and one unsignalized intersection adjacent to, and near, the Wentworth campus.

No-Build

Traffic operations for No-Build conditions were analyzed to establish a base for comparison with projected traffic conditions with the IMP projects. Future traffic conditions in 2020, the term of the IMP, were projected without development of the IMP projects. Future traffic volumes were projected based on an expected growth of 0.5 percent per year in general background traffic as well as traffic from several specific proposed development in the area. The No-Build analysis also included growth at Wentworth expected to take place with or without the IMP projects. Under No-Build conditions, faculty and staff size is expected to increase by 90, and although student enrollment is expected to remain level, approximately 83 commuter students will move into on-campus housing because sophomores who are not living at home will be required to live on campus.

Build

The Build condition is based on the mid-range of enrollment projected in the student housing plan (+4%) and assumes the development of the proposed future projects included in this IMP. An additional 21 faculty and staff, and 141 students are expected with development of the IMP projects. Although the total number of students will increase over the term of the IMP, the number of commuter students is expected to decrease by 234 due to the addition of a 305-bed residence hall at 525 Huntington Avenue and new housing policies.

Transit

As with future traffic, there will be no significant increase in the number of transit trips and no significant impacts on transit services from the Wentworth IMP projects. None of the proposed IMP projects is adjacent to, or will have any impact on, the currently planned route for the Urban Ring project.

The Wentworth campus is readily accessible by public transportation, including rapid transit, bus service, and commuter rail. Two E Branch Green Line stations (Museum of Fine Arts and Longwood) are located on Huntington Avenue within a 5 to 10 minute walk of the entire campus. Two Orange Line stations at Ruggles and Roxbury Crossing are within a half mile of most buildings on campus. Ruggles station also provides access to three commuter rail lines serving the south side (Needham, Providence, and Stoughton) and about a dozen bus routes. Five of the bus routes travel along Ruggles Street past the Wentworth campus. A bus stop and shelter is located on the northbound side of Ruggles Street just before the intersection with Huntington Avenue and a bus stop is located on the southbound side of Ruggles Street in front of Wentworth Hall.

Pedestrians and Bicycles

Two of the Proposed Future Projects, the Flanagan Campus Center and the Center for Engineering and Technology, will be directly accessible from the Pike, which is the major east/west walkway across the campus between Huntington Avenue and Parker Street. In addition, the Flanagan Campus Center project will include improvements to enhance pedestrian access to the campus, including a new pedestrian friendly entryway on Ward Street, and landscaping and lighting improvements along Ward Street and Parker Street.

Wentworth is a compact campus with all of its facilities located within a 5 to 7 minute walk of each other. For students, faculty, staff, and visitors the primary mode of transportation while on campus is walking. The Pike, which runs through the campus in an east/west direction between Parker Street and Huntington Avenue, is Wentworth's primary pedestrian spine and a path heavily traveled each day by those making their way on to, and through, the campus. In most places on campus the Pike is about 12 feet wide although a short section near the West Lot entrance is only about 9 feet wide.

Pedestrian and bicycle counts taken along the Wentworth Pike show it is used extensively with about 4,700 pedestrians between 9:00 a.m. and 4:00 p.m. on weekdays. Peak hourly pedestrian volumes ranged from a high of 965 at Huntington Avenue to a low of 783 at the West Lot pedestrian entrance. Bicycle volumes between 9:00 a.m. and 4:00 p.m. ranged from 32 at the West Lot entrance to 49 at Huntington Avenue.

Wentworth provides 160 bicycle spaces at outdoor racks distributed throughout the campus. As part of its 2011 capital budget, Wentworth is planning to build an external bicycle storage structure that will accommodate up to 60 bicycles. The storage area will be caged and covered by a roof. Access to the cage will be controlled and available by ID card. Wentworth anticipates building the structure in May 2011. Wentworth has also committed to participating in the Colleges of the Fenway bike-sharing program.

Parking

The change in future parking demand by Wentworth users is expected to be small because the decline in commuter student parking will offset much of the increase in faculty and staff parking. In addition, the number of spaces available to Wentworth users will increase. As a result, there will continue to be sufficient parking on the Wentworth campus.

The on-campus parking supply includes nine parking areas with 1,133 spaces. Of that total, 813 spaces are reserved for use by Wentworth staff, students and visitors and 320 spaces are leased to MASCO to serve the LMA. Peak utilization of parking provided for Wentworth users occurs at 11 AM, when approximately 82 percent of the spaces are occupied.

The parking supply available to Wentworth users is expected to increase by 133 net new spaces. The 403-space Parker Lot, which is currently used partially by Wentworth users (282 spaces) and partially used by MASCO (116 spaces), will be replaced by a 330-space facility under the proposed soccer field. The entire new facility will be available for Wentworth users. The 204-space Halleck Lot, which is leased to MASCO, will be made available to Wentworth users. Because of these two changes, 320 spaces will no longer be available for lease to MASCO.

The current parking available to Wentworth users will see a net reduction of 197 spaces because of the proposed future projects. To accommodate the planned IMP projects, the West Lot will lose 80 spaces, the Parker Lot will lose 73 spaces, the Annex Lot will lose 30 spaces, and the Beatty Lot will lose 14 spaces. The loss of these 197 spaces, however, will be more than offset by the return to Wentworth use of 320 spaces in the Parker and Halleck lots currently leased to MASCO.

The change in future parking demand by Wentworth users is expected to be small. Based on an average vehicle mode share of 49 percent for faculty and staff, the 111 new employees expected on campus by 2020 would generate a maximum parking demand of 54 parking spaces. The reduction of 314 commuting students expected by 2020 would result in a reduction in commuter student parking demand of about 32 spaces based on an average vehicle mode share of 10 percent. The net change in parking demand for commuting students and employees would be about 22 spaces. No significant change in resident student parking demand is expected because freshmen and sophomores are not allowed to park overnight on campus and the amount of overnight parking is limited. Based on current peak utilization and the additional demand for 22 spaces, the future parking supply would be about 74 percent utilized at peak times.

Transportation Demand Management

Wentworth has an extensive program of transportation demand management (TDM) measures, including the following:

- A \$60 per month MBTA Charlie Card subsidy to employees
- Participation in the MBTA Corporate Pass Program, providing tax-free withholding from employees' pay for transit passes
- Participation in MBTA Student Semester Pass program
- Membership in the MASCO Transportation Management Association (TMA)
- Financial support for MASCO shuttle service to campus
- Carpool/vanpool matching through MASCO TMA
- Preferential parking for carpools/vanpools
- Fees for parking for staff, faculty and students
- 160 bicycle spaces at racks scattered throughout the campus
- Participation in the Bike Week Commuter Challenge
- Posting transit schedules and routes
- Provisions for motorcycle parking
- Emergency Ride Home
- Additional on-campus residential beds
- Although there are no car sharing spaces on campus, there are four Zipcars near the campus: two at the Museum of Fine Arts and two at Vancouver and Ward streets

In addition to continuing its existing transportation demand management measures, Wentworth will investigate:

- *Providing up to two Zipcar spaces on campus*
- *Increasing the number of motorcycle and motor scooter parking spaces to meet increased demand*

Move-In/Move-Out

Move-in/move-out for first-year students at the planned residence hall at 525 Huntington Avenue will be conducted in the same fashion as for the current residence hall at 555 Huntington Avenue. Parents will arrive at the West Lot to check-in and pick up keys. Large carts will be used to move student belongings from their parents' car to the assigned residence. MBTA police will guide movers across Huntington Avenue and the MBTA Green Line tracks at Tetlow Street. After move-in, the carts will be returned to the West Lot and parents' cars will be moved to the Parker Lot.

The move-out process is similar to move-in. Students are provided with carts to move their belongings from their rooms to cars. An off-street location where the contents of the carts can be loaded into cars is designated for each residence hall and the operation is managed by the University.

Move-in/move-out for upper class students will be conducted in the same fashion as for upper class students at Louis Prang and Vancouver Apartments. Families will move-in from their cars on Vancouver Street. A color-coded parking pass is required and only one vehicle per student is allowed. After moving in is complete, vehicles must be relocated to the Parker Lot. Students will be allowed to load one vehicle on Vancouver Street.

Loading

Although the proposed addition to Beatty Hall will eliminate parking in the Beatty Lot, deliveries and loadings will continue to be accommodated at the Service Building and Beatty Hall.

Potential Future Projects

Wentworth is considering two “Potential Future Projects” in addition to the five Proposed Future Projects. Although these two projects are not included in the IMP for approval at this time, projections of potential trip generation for the projects are presented.

One potential future project, located on the three-acre Sweeney Field site, would include up to 650,000 square feet of office, and research and development (R&D) space with below grade parking of approximately 490 spaces. Two alternative land use scenarios were analyzed: one consisting of 25 percent office space and 75 percent R&D space and the second consisting of 50 percent office space and 50 percent R&D space. Based on ITE Trip Generation rates for Office, and Research and Development uses, and vehicle mode shares from Census journey to work data, the 25 percent office and 75 percent R&D alternative would generate about 380 vehicle trips in the morning peak hour and 340 trips in the evening peak hour. The vehicle trips for the 50 percent office and 50 percent R&D uses are about 6 percent higher in the morning peak hour (about 400) and 9 percent higher in the evening peak hour (about 375). ***Neither of the potential development scenarios for the Sweeney Field site would impact the currently planned corridor for the Urban Ring along Ruggles Street.***

The second potential future project is a 100-bed residence hall that would be located at the corner of Huntington Avenue and St. Alphonsus Street. The 100 additional beds would be provided if enrollment approaches the upper end of the range noted in the Student Housing Plan (+7.7%). Under this scenario, the number of commuter students would be expected to increase by about 50. ***The increased enrollment associated with providing the 100-space residence Hall would produce a negligible number of new vehicles trips and would have no impact on traffic operations at study intersections.***

Study Methodology

The transportation assessment was conducted in three stages. The first stage involved an assessment of existing transportation systems serving the Wentworth campus. This included traffic, parking, transit, pedestrian and bicycle accommodations, and transportation demand management. The traffic and parking inventory included existing roadway geometry and traffic volumes; peak period intersection turning movement counts; traffic operations analysis and review of vehicular crash data.

The second stage of the study established the framework for evaluating the transportation impacts of the proposed future projects. Specific travel demand forecasts for the proposed projects were assessed along with future traffic demands on the study area roadways due to projected background traffic growth and other proposed development that is expected to occur in the area, independent of the proposed Wentworth projects. Because the proposed plan is a ten-year plan, the year 2020 was chosen as the analysis year for identifying the transportation impacts of the proposed projects.

The third and final stage involved conducting traffic analyses of projected future roadway capacities and demands with (Build) and without (No Build) the proposed Wentworth projects. Comparison of the Build and No Build conditions provides an assessment of the likely traffic impacts associated with the proposed projects. Possible impacts on other transportation systems were also analyzed and, where warranted, potential mitigation measures were explored and identified.

Existing Transportation Conditions

This section provides a description of the existing transportation system serving Wentworth (see Figure 5-1), including roadways, parking, transit, bicycle accommodations, pedestrian access, and transportation demand management (TDM). It includes an inventory of the infrastructure and services provided by each system as well as analyses of traffic operations and intersection levels of service.

Traffic

The traffic section includes existing roadway and intersections, traffic volumes and traffic operations and levels of service. The existing conditions description for the roadway network serving the campus includes number of lanes, traffic volumes from 48-hour traffic recorder counts, and circulation. Traffic volumes, and traffic operations and level of service analyses are presented for eleven intersections.

Roadway System

The most significant roadways serving the Wentworth campus includes two regional arterial roadways, one collector roadway, and streets providing local circulation. These roadways are shown in Figure 1 and described below.

Huntington Avenue – Huntington Avenue is a four-lane median divided highway, which borders the Wentworth campus on the north. It is designated as Route 9, which is a major east-west corridor between downtown Boston, and communities to the west, including Brookline and Jamaica Plain. The median contains the MBTA’s E Branch of the Green Line. Each side of the roadway provides two travel lanes and no parking is allowed on either side.

Ruggles Street – Ruggles Street is part of a major north-south corridor that connects I-93 to the south with the Longwood Medical and Academic Area to the north. It separates the main part of the Wentworth campus on the west from Sweeney Athletic Field on the east. Adjacent to the Wentworth campus it provides three lanes, one in the southbound direction and two northbound. No parking is allowed on Ruggles Street.

Parker Street – Parker Street is a two-way, two-lane roadway between Huntington Avenue and Tremont Street. It separates the main campus on the north from the Annex buildings on the south. Metered parking is provided on both sides between Huntington Avenue and Ruggles Street. West of Ruggles Street unrestricted parking is generally allowed on both sides adjacent to the Wentworth campus.

Ward Street -- Ward Street forms the western boundary of the Wentworth campus. It is a two-way, two-lane roadway connecting Huntington Avenue with Parker Street. No parking is allowed on either side of the roadway.

Traffic Volumes

Automatic traffic recorder (ATR) counts were taken in April 2009 for periods of 48 consecutive hours at four locations adjacent to the campus:

- Huntington Avenue between Vancouver Street and Evans Way
- Ruggles Street between Parker Street and the Wentworth main driveway
- Ruggles Street between Leon Street and Parker Street
- Ward Street between Ponce Street and Parker Street

The Ruggles Street location was counted a second time in early December 2009 before Wentworth classes ended to determine if there might be any significant seasonal difference. The total daily and peak hour traffic volumes for each location are presented in Table 5-1. Average hourly volumes by direction at each location are presented in Table 5-2. Count data sheets are included in the Appendix.

Huntington Avenue is the busiest roadway in the area, averaging approximately 25,400 vehicles per day in both directions. Volumes are nearly balanced in each direction in both peak hours. Ruggles Street is the next busiest roadway with approximately 17,000 vehicles north of Parker Street and almost 18,000 south of Parker Street. The December count was slightly lower than the late April count for both daily and peak hour volumes. Ward Street, which is part of the local circulation system in the area, carries about 3,800 vehicles per day. The busiest morning hour was 7:00 to 8:00 except for Huntington Avenue which peaked between 8:00 and 9:00. At all locations, the evening peak hour volume occurred between 5:00 and 6:00.

Table 5-1, Existing Daily and Peak Hour Traffic Volumes¹

Location	Weekday Morning Peak Hour				Weekday Evening Peak Hour		
	Daily ²	Volume ³	K ⁴	Peak Direction	Volume ³	K ⁴	Peak Direction
Huntington Avenue <i>Between Vancouver and Evans</i>	25,379	1,576	6%	51% EB	1,705	7%	51% EB
Ruggles Street <i>Between Parker and Campus Driveway</i> <i>April 2009</i>	16,938	1,251	7%	58% NB	1,148	7%	53% NB
<i>December 2009</i>	16,555	1,155	7%	52% SB	1,077	7%	51% SB
Ruggles Street <i>Between Leon and Parker</i>	17,837	1,281	7%	56% NB	1,317	7%	50% NB/SB
Ward Street <i>Between Ponce and Parker</i>	3,767	376	10%	73% WB	304	8%	57% WB

1. Based on automatic traffic recorder counts taken April 2009 except where noted otherwise
2. vehicles per day
3. vehicles per peak hour
4. percentage of daily traffic that occurs during the peak hour

Table 5-2, Existing Hourly Traffic Volumes

Start Time	Huntington Ave (Vancouver – Evans)			Ruggles St (Parker – Campus Driveway) April 2009			Ruggles St (Parker – Campus Driveway) December 2009			Ruggles St (Leon – Parker)			Ward Street (Ponce-Parker)		
	EB	WB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	WB	EB	Total
12:00	144	150	294	74	104	178	88	73	161	72	108	180	20	11	31
1:00	86	103	189	45	52	97	48	47	95	41	58	99	9	5	14
2:00	67	81	148	40	30	70	30	34	64	38	35	73	11	7	18
3:00	43	52	95	36	22	58	28	31	59	36	25	61	6	4	10
4:00	67	70	137	69	25	94	28	61	89	64	31	95	13	6	19
5:00	169	221	390	236	62	298	66	218	284	267	67	334	45	20	65
6:00	406	518	924	473	235	708	223	439	662	524	253	777	137	72	209
7:00	781	737	1,518	722	529	1,251	561	594	1,155	712	569	1,281	274	102	376
8:00	798	778	1,576	688	441	1,129	463	587	1,050	693	488	1,181	215	84	299
9:00	762	774	1,536	496	338	834	456	550	1,006	500	472	972	161	82	243
10:00	673	784	1,457	598	424	1,022	434	540	974	287	353	640	86	66	152
11:00	719	712	1,431	433	377	810	462	450	912	382	475	857	88	54	142
12:00	755	754	1,509	557	429	986	470	489	959	413	518	931	94	67	161
13:00	710	740	1,450	519	476	995	458	489	947	513	383	896	117	69	186
14:00	790	796	1,586	605	543	1,148	555	510	1,065	658	607	1,265	136	79	215
15:00	841	766	1,607	583	546	1,129	594	483	1,077	653	664	1,317	157	120	277
16:00	870	760	1,630	560	552	1,112	545	517	1,062	652	605	1,257	168	114	282
17:00	878	827	1,705	619	509	1,128	533	544	1,077	660	604	1,264	174	130	304
18:00	771	800	1,571	574	467	1,041	511	529	1,040	590	498	1,088	161	81	242
19:00	621	598	1,219	395	425	820	421	362	783	452	462	914	89	63	152
20:00	491	550	1,041	322	363	685	359	320	679	388	396	784	80	59	139
21:00	421	569	990	225	280	505	300	264	564	295	324	619	51	43	94
22:00	340	476	816	232	224	456	225	226	451	258	248	506	46	36	82
23:00	286	284	570	155	241	396	206	145	351	192	261	453	41	26	67
Total	12,484	12,895	25,379	9,251	7,687	16,938	8,060	8,495	16,555	9,339	8,498	17,837	2,373	1,394	3,767

1. Based on automatic traffic recorder counts taken April 2009

Notes: Each hourly volume is the average of two days counts rounded to the nearest integer. The total for each column may not match the sum of the numbers shown due to rounding. Shaded boxes highlight peak hourly volumes in the morning and evening.

Traffic Operations

The relationship between the capacity of an intersection and the demands placed on it is a fundamental consideration in evaluating how well an intersection accommodates the traveling public. The assessment of traffic operations provides a technical evaluation of the operational qualities of intersections using the procedures documented in the *2000 Highway Capacity Manual*.⁴

Level of service (LOS) is the term used to denote the different operating conditions which occur at an intersection under various traffic volume loads. It is a qualitative measure of the effect of a number of factors including roadway geometry, speed, and travel delay. Level of service provides an index to the operational qualities of an intersection. Level of service designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. Levels of service A through D are considered acceptable conditions in urban areas. Levels of service E and F are considered deficient.

LOS designation is reported differently for signalized and unsignalized intersections. For signalized intersections, the analysis considers the operation of each lane or lane group entering the intersection and provides a LOS designation for each approach as well as for the overall intersection. For unsignalized intersections, the analysis assumes that traffic on the main road is not affected by traffic on the side streets. The LOS is only determined for left turns from the main street and for all movements from the minor street. The intersection LOS designation is for the most critical (i.e., worst) minor movement, which is often the left-turn movement from the side street.

Traffic operations at the following eleven intersections near the Wentworth campus were analyzed:

- Huntington Avenue and Longwood Avenue
- Huntington Avenue and Evans Way
- Huntington Avenue and Ruggles Street/Louis Prang Street
- Huntington Avenue and Parker Street/Forsyth Way
- Evans Way and Louis Prang Street
- Ruggles Street and the main Wentworth Driveway
- Ruggles Street and Parker Street
- Ruggles Street and Leon Street
- Ruggles Street and Ruggles Station Busway
- Ruggles Street and Tremont Street/Whittier Street
- Tremont Street and Prentiss Street

⁴ 2000 Highway Capacity Manual, Transportation Research Board, National Research Council, Washington D.C., 2000.

Except for the Wentworth driveway at Ruggles Street, all the intersections are signalized. Descriptions of the intersections, including traffic control, number of lanes, lane usage, turn restrictions, and signal phasing are provided in the Transportation Appendix.

Morning (7:00 to 9:00) and evening (4:00 to 6:00) peak period turning movement counts were conducted at all but one of the locations in late April 2009 while Wentworth classes were in session. The intersection of Prentiss Street and Tremont Street was counted on December 1, 2009 while Wentworth classes were in session. The morning peak hour (7:15 – 8:15 AM) and evening peak hour (4:45 – 5:45 PM) for the area were determined from the intersection counts. Morning and evening peak hour turning volumes at each intersection are shown in Figures 5-2 and 5-3, respectively.

Existing levels of service for each of the ten signalized intersections are presented in Table 5-3 for both the morning and evening peak hour. Results for the one unsignalized intersection are presented in Table 5-4. Eight of the signalized intersections and the unsignalized intersection operate at acceptable levels of service in both peak hours under Existing conditions. The intersection of Huntington Avenue and Longwood Avenue operates at LOS F in the morning peak hour and LOS E in the evening peak hour. The intersection of Ruggles Street and Tremont Street operates at LOS F in both peak hours.

Table 5-3, Signalized Intersection Capacity Analysis Summary – 2009 Existing

<i>Signalized Intersection</i>	Weekday Morning			Weekday Evening		
	<i>V/C</i> ¹	<i>Delay</i> ²	<i>LOS</i> ³	<i>V/C</i> ¹	<i>Delay</i> ²	<i>LOS</i> ³
Huntington Avenue-Longwood Avenue	>1.0	>80	F	0.97	69	E
Huntington Avenue-Tetlow Street/ Evans Way	0.78	43	D	0.62	16	B
Huntington Avenue-Louis Prang/ Ruggles Street	0.98	37	D	0.94	47	D
Huntington Avenue-Parker Street/ Forsyth Way	0.69	26	C	0.59	22	C
Louis Prang-Evans Way	0.83	55	D	0.59	20	B
Ruggles Street-Parker Street	0.84	27	C	0.89	31	C
Ruggles Street-Leon Street	0.62	4	A	0.50	6	A
Ruggles Street-Ruggles Station Busway	0.92	20	B	0.53	10	A
Ruggles Street-Tremont Street	>1.0	>80	F	>1.0	>80	F
Tremont Street-Prentiss Street	0.89	36	D	0.88	44	D

Source: VHB, Inc. using Synchro 6 (Build 614) software.

1. Volume-to-capacity ratio. V/C ratios range from 1.0 when demand equals capacity to 0 when demand is zero. Values over 1.0 indicate demand in excess of capacity.
2. Average control delay per vehicle for all entering vehicles, expressed in seconds, includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.
3. Level of Service. LOS A indicates free flow conditions with minimal delays. LOS E and F indicate congested conditions.

Table 5-4, Unsignalized Intersection Capacity Analysis Summary – 2009 Existing

<i>Unsignalized Intersection</i>	<i>Critical Movement</i>	<i>Weekday Morning</i>		<i>Weekday Evening</i>	
		<i>Delay¹</i>	<i>LOS²</i>	<i>Delay¹</i>	<i>LOS²</i>
Ruggles Street-Campus Driveway	EBL	22	C	26	D

Source: VHB, Inc. using Synchro 6 (Build 614) software.

1. Average control delay per vehicle for all entering vehicles, expressed in seconds, includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.
2. Level of Service. LOS A indicates free flow conditions with minimal delays. LOS E and F indicate congested conditions.

Crash Analysis

In order to identify crash trends, historical crash data were obtained from MassDOT Highway Division for the most recent three-year period available (2006 – 2008) for the study area intersections. For each intersection included in the study area, vehicle crash data were broken down into specific crash factors such as crash date, crash type, severity, weather, and time of day. Table 5-5 presents the results of the crash analysis.

Crash rates were calculated based on the number of crashes at an intersection and the volume of traffic traveling through that intersection in a year. Crash rates are reported as the number of crashes per one million entering vehicles. Rates that exceed the statewide average could indicate safety or geometric issues at an intersection. The Highway Division District 4 crash rates are 0.59 for unsignalized intersections and 0.78 for signalized intersections.

Between 2006 and 2008, 92 crashes occurred at the nine of the eleven study area intersections. There were no crashes reported for two of the intersections: Ruggles Street at the Wentworth Driveway and Ruggles Street at the Ruggles station busway. Seventy-seven percent of the 92 crashes (71crashes) occurred at the following four intersections:

- Huntington Avenue at Ruggles Street/Louis Prang Street (29 crashes)
- Huntington Avenue at Parker Street/Forsyth Way (17crashes)
- Huntington Avenue at Longwood Avenue (13 crashes)
- Ruggles Street at Parker Street (12 crashes)

The majority of the 71 crashes were angle type crashes (29), with a maximum severity of property damage only (32), occurring on weekdays during off-peak hours (45), and on dry surface conditions (43). No fatalities occurred at any of the study area intersections and none of the intersections exceeded the District 4 crash rates.

Table 5-5, Vehicular Crash Summary (2006 - 2008)

	Huntington Ave at Evans Way	Evans Way at Louis Prang St	Huntington Ave at Ruggles St/Louis Prang St	Ruggles St at Leon St	Huntington Ave at Longwood Ave	Huntington Ave at Parker St/Forsyth Way	Ruggles St at Parker St	Tremont St at Prentiss St	Ruggles St at Tremont St/Whittier St	Total
Year										
2006	1	3	11	0	5	4	4	2	0	30
2007	2	1	12	0	4	10	8	3	3	41
2008	0	2	6	1	4	3	0	2	1	19
Total	3	6	29	1	13	17	12	7	4	92
Yearly Average	1.0	2.0	9.7	0.3	4.3	5.7	4.0	2.3	1.3	30.7
Collision Type										
Angle	1	1	15	0	3	7	4	2	1	34
Head-on	0	1	1	0	1	1	0	0	0	4
Rear-end	1	1	8	1	2	2	1	3	1	20
Rear-to-Rear	0	0	0	0	0	0	0	0	0	0
Sideswipe, opposite direction	0	0	3	0	0	1	0	1	0	5
Sideswipe, same direction	0	0	0	0	2	2	3	0	1	7
Single vehicle crash	1	0	1	0	3	0	1	0	1	6
Unknown	0	0	0	0	0	0	0	0	0	0
Not reported	0	3	1	0	2	4	3	1	0	14
Total	3	6	29	1	13	17	12	7	4	92
Crash Severity										
Fatal injury	0	0	0	0	0	0	0	0	0	0
Non-fatal injury	1	2	11	0	4	4	3	2	2	28
Property damage only	1	4	10	0	7	8	7	2	0	39
Not Reported	1	0	7	0	1	5	1	3	1	18
Unknown	0	0	1	1	1	0	1	0	1	5
Total	3	6	29	1	13	17	12	7	4	92
Time of Day										
Weekday, 7:00 AM - 9:00 AM	0	1	3	0	1	3	1	3	0	12
Weekday, 4:00 PM - 6:00 PM	0	2	3	0	1	2	1	1	1	10
Saturday, 11:00 AM - 2:00 PM	1	0	0	0	0	1	0	0	0	2
Weekday, other time	2	2	13	1	6	8	8	2	3	44
Weekend, other time	0	1	10	0	5	3	2	1	0	22
Total	3	6	29	1	13	17	12	7	4	92
Pavement Conditions										
Dry	2	3	21	0	4	11	11	4	3	57
Wet	1	2	5	1	5	4	0	3	0	21
Snow	0	0	2	0	3	1	0	0	1	7
Ice	0	0	1	0	0	0	0	0	0	1
Sand, mud, dirt, oil, gravel	0	0	0	0	0	0	0	0	0	0
Water (standing, moving)	0	0	0	0	0	0	0	0	0	0
Slush	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0
Not reported	0	1	0	0	1	1	1	0	0	4
Total	3	6	29	1	13	17	12	7	4	92
Non Motorist (Bike, Pedestrian)	0	0	0	0	0	0	1	0	0	1
Calculated Crash Rate	0.10	0.26	0.72	0.05	0.32	0.51	0.38	0.16	0.07	
MassDOT Crash Rates (District 4)	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	

Parking

This section describes the existing on-campus parking supply and on-street parking adjacent to the campus. The description of the on-campus parking supply includes location, number of spaces and users. The description of adjacent on-street parking includes metered spaces with time limits and fees, and unrestricted spaces. The utilization of parking facilities is also described.

On-Campus Parking Supply and Utilization

Table 5-6 summarizes Wentworth's on-campus parking supply, including location of each parking area, number of spaces, permitted users and peak utilization. The supply includes nine parking areas with 1,133 spaces. Of that total, 813 spaces are reserved for use by Wentworth staff, students and visitors and 320 spaces on Halleck Street are leased to MASCO.

A breakdown of the number of Wentworth spaces by user group is not available because several lots are available to more than one user group. All day parking counts were conducted on Thursday September 9, 2010 and an 11:00 AM peak hour count was conducted on Tuesday, September 21, 2010. Based on the September 9 count, peak utilization of parking provided for Wentworth users occurs at 11:00 AM. Based on the September 21 count, approximately 82 percent of the spaces (668 spaces) are occupied. About 145 spaces were still available to the various user groups at that time. About 80 of those spaces were available in the Parker Lot, which is open to faculty, staff and students, and about 25 spaces were available in the West Lot, which is open to faculty, staff, and contractors. The Mindoro Lot was only about half occupied.

Wentworth students also use motorcycles for transportation. As a result, Wentworth provides two areas for motorcycle parking in the West Lot. Eleven motor cycles were observed parked in these areas at 10:00 AM on September 9, 2010.

On-Street Parking

On-street parking near Wentworth is provided on both sides of Parker Street, Annunciation Road, both directions of Evans Way and Vancouver Street north of Huntington Avenue. Parking on Parker Street northeast of Ruggles Street is controlled by two-hour parking meters and on Evans Way by four-hour meters. There are no restrictions on parking on Parker Street southwest of Ruggles Street, Annunciation Way or Vancouver Street. Weekday, mid-day occupancy counts showed all the streets were fully utilized. No on-street parking is permitted on three sides of the Wentworth campus along Huntington Avenue, Ruggles Street and Ward Street. Table 5-7 shows the number of spaces and parking controls on the streets near Wentworth. There are 328 spaces available on these streets.

Table 5-6, Fall 2009 On-Campus Parking Supply

Facility	Location	Users	Number of Spaces	Peak Utilization (11 AM ¹)	Facility Peak Hour ²
Wentworth Use					
North Lot	469 Parker St.	Students	42	44	
West Lot	380 Ruggles St.	Faculty, staff, visitors, contractors	199	173	
East Lot	539 Parker Sr.	Overnight students	45	38	
Beatty Lot	115 Ward St.	Staff, contractors, deliveries	22	21	2 PM
Annex Lot	57 Annunciation Rd.	Students, faculty, staff, overflow overnight students	144	148	12 PM
Parker Lot	115 Halleck St.	Students, faculty, staff	282	200	
Vanc/LP rear	70 Louis Prang St.	Staff, contractors	12	11	12 PM
Mindoro Lot	20 Mindoro St.	All	67	33	
Total Wentworth Use			813	668 82%	
Other Users					
Halleck Lot	100 Halleck St.	Leased to MASCO	204		
Parker Lot	115 Halleck St.	Leased to MASCO	116		
Total All Users			1,133		

1. Peak hour 11 AM based on September 9, 2010 count; peak hour volumes are from September 21, 2010 follow up count.
2. Peak hour of facility, if different from system peak hour of 11 AM

Table 5-7, On-Street Parking Inventory

Street	Segment	Side of Street	Number of Spaces	Parking Control	Average Duration
Parker Street	Huntington -- Ruggles	East	24	Two-hour Meters	n/a
		West	28	Two-hour Meters	n/a
Parker Street ¹	Ruggles -- Horaden	East	48	Unrestricted	7.2 Hours
		West	47	Unrestricted	6.2 Hours
Annunciation Way ¹	Parker -- Ruggles	East	44	Unrestricted	5.0 Hours
		West	39	Unrestricted	5.3 Hours
Vancouver Street ¹	Louis Prang - - Huntington	East	8	Unrestricted	n/a
		West	12	Unrestricted	n/a
Evans Way NB	Tetlow -- Louis Prang	East	18	Four-hour Meters	n/a
		West	23	Four-hour Meters	n/a
Evans Way SB	Louis Prang -- Tetlow	East	22	Four-hour Meters	n/a
		West	15	Four- hour Meters	n/a
Total			328		

n/a Not available or not applicable

1. Spaces not marked; capacity may vary

The unrestricted section of Parker Street south of Ruggles Street and Annunciation Way contain 178 spaces. Because there are no restrictions, turnover (the average number of vehicles using each space during the day) is low. Turnover counts conducted for this study in December 2009 showed an average of 1.8 vehicles per space on Annunciation Way during the day and an average turnover of about 1.4 vehicles per space on Parker Street. Average lengths of stay were between 6 and 7 hours on Parker Street and about 5 hours on Annunciation Way. Much of the parking is overnight parking, indicating use by local residents. At 6:00 a.m., the east side of Parker Street was 98 percent occupied and the west side was 89 percent occupied. Annunciation Way had an occupancy rate of between 93 and 95 percent.

Transit Service

The Wentworth campus is readily accessible by public transportation, including rapid transit, bus service, and commuter rail (see Figure 5-4). Two E Branch Green Line stations (Museum of Fine Arts and Longwood) are located on Huntington Avenue within a 5 to 10 minute walk of the entire campus. Two Orange Line stations at Ruggles and Roxbury Crossing are within a half mile of most buildings on campus. Ruggles station also provides access to three commuter rail lines serving the south side (Needham, Providence, and Stoughton) and about a dozen bus routes. Five of the bus routes travel along Ruggles Street past the Wentworth campus. A bus stop and shelter is located on the northbound side of Ruggles Street just before the intersection with Huntington Avenue and a bus stop is located on the southbound side of Ruggles Street in front of Wentworth Hall.

The rapid transit service in the study area is summarized Table 5-8. The E Branch of the Green Line operates with six-minute headways during peak periods providing a capacity for 3,434 passengers per hour. Daily boardings at the Museum of Fine Arts station total 1,676. The Orange Line operates with five-minute headways during peak periods providing a capacity for 13,362 passengers per hour. Daily boardings at the Ruggles station total 7,449.

Table 5-8, Rapid Transit Serving Wentworth

Line/Station	Weekday Peak ¹		Weekday Daily
	Headway	Capacity ²	Boardings ³
E Branch Green Line/ Museum of Fine Arts	6 Minutes	3,434	1,676*
Orange Line / Ruggles Station	5 Minutes	13,362	7,449**

Source: MBTA Winter 2010 Rapid Transit Schedules, 2007 & 2008 data (most recent available)

1 based on MBTA Rapid Transit service during rush hours

2 calculated from policy standard vehicle capacity and average number of trips peak period (MBTA furnished data)

3 typical weekday daily boarding counts in both directions.

* counts from 2007

** data collected in 2008

There are two MBTA cross town bus routes and three local bus routes which directly serve the Wentworth campus:

- CT2, Sullivan Station – Ruggles Station via Kendall/ MIT
- CT3, Beth Israel Deaconess Medical Center - Andrew Station via Boston Medical Center
- Route 8, Harbor Point/UMass - Kenmore Station via Boston Medical Center & Dudley Station
- Route 19, Fields Corner - Ruggles Station via Grove Hall and Dudley Square Station
- Route 47, Central Square, Cambridge - Broadway Station via Boston Medical Center and Dudley Street

Table 5-9 presents schedule and ridership information for the MBTA bus routes described above. About 45 buses pass the Wentworth campus in the morning peak period between 7:00 and 9:00 and about 36 buses pass the campus in the evening peak period between 4:00 and 6:00.

Table 5-9, Weekday Peak Period Bus Service on Ruggles Street

Bus Route	Peak Period	Headways ¹	
		(Minutes)	Number of Buses ²
CT2	Morning	20	7
	Evening	20	5
CT3	Morning	15	8
	Evening	20	6
8	Morning	15	13
	Evening	20	9
19	Morning	12	11
	Evening	20	9
47	Morning	22	6
	Evening	20	7
Total	Morning	2.5	45
Buses	Evening	3.5	36

Source: Winter 2010 MBTA Bus Schedules

1. Frequency of buses in minutes
2. Number of buses in the two peak periods 7:00 – 9:00 AM and 4:00 to 6:00 PM

Table 5-10 provides information on the number of peak period and daily trains on south side Commuter Rail. Although Ruggles station experiences a high frequency of outbound commuter rail service, the current track layout at the station reduces the capacity for inbound service. For many inbound trips, commuters going to Wentworth or the surrounding area must get off at Back Bay station and transfer to the Orange Line outbound to back track to Ruggles station. The four commuter rail lines connecting North Station with suburban areas north of Boston and the Worcester Line can be accessed via the Orange Line at North Station and Back Bay station, respectively.

Table 5-10, Weekday Southside Commuter Rail Service

Line	Number of Trains		
	Morning Peak Period (Inbound)	Evening Peak Period (Outbound)	Daily Total ¹
Providence/Attleboro	5	10	35
Needham	5	5	24
Franklin	4	6	19

Source: MBTA Winter 2010 Commuter Rail Schedules

1. Total trains per day stopping at Ruggles Station (in both directions)

Three commuter rail lines that connect South Station with suburban areas to the west and southwest of Boston can be accessed at Ruggles Station:

- Providence/Stoughton
- Needham
- Franklin

Pedestrian and Bicycle Accommodations

Wentworth is a compact campus with all of its facilities located within a 5 to 7 minute walk of each other and a 5 to 10 minute walk to two Green Line MBTA stops (Longwood and Museum of Fine Arts) and two Orange Line Stations (Ruggles and Roxbury Crossing). For students, faculty, staff, and visitors the primary mode of transportation while on campus is walking. The Pike is Wentworth's primary pedestrian spine, a path heavily traveled each day by those making their way on to, and through, the campus.

The Pike runs through the campus in an east/west direction. One end is at the Wentworth Annex on Parker Street and the other is at the MassArt Park adjacent to Wentworth's dormitories on Huntington Avenue and Evans Way. From the Wentworth Annex, the Pike crosses Parker Street on a raised crosswalk with an imprinted architectural pattern and extends through the central campus along the Campus Quad and West Parking Lot to the crosswalk at Leopard Plaza where it crosses Huntington Avenue. In most places on campus the walk is about 12 feet wide although a short area near the West Lot entrance is only about 9 feet wide. The pedestrian way continues from the MassArt Park in a westerly direction as a part of the Colleges of the Fenway Walk – a route connecting the six Colleges of the Fenway institutions.

Pedestrian counts were taken along the Wentworth Pike on December 1, 2009 at the Huntington Avenue east sidewalk, the West Parking Lot pedestrian entrance, and the west sidewalk of Parker Street. As shown in Figure 5-5, the Pike is used extensively by pedestrians. About 4,700 pedestrians used the Pike between 9:00 a.m. and 4:00 p.m. at the three locations counted. For the day, the volume was relatively evenly split by direction. The highest hourly volumes varied by location. The Huntington Avenue location had the highest hourly volume of the three locations with 965 pedestrians between 12:45 and 1:45 p.m. Parker Street location had a peak hourly volume of 853 pedestrians for the hour starting at 12:15 p.m. The smallest peak hour volume of the three locations was 783 at the West Lot pedestrian entrance starting at 9:15 a.m.

Figure 5-5 also shows bicycle volumes between 9:00 a.m. and 4:00 p.m. at the three locations. Bicycle volumes are much lower than the pedestrian volumes, ranging from 32 at the West Lot entrance to 49 at the Huntington Avenue west sidewalk. Peak hourly bicycle volumes range from 4 at Parker Street to 18 at Huntington Avenue.

Wentworth provides 160 bicycle spaces at outdoor racks distributed throughout the campus. As part of its 2011 capital budget, Wentworth is planning to build an external bicycle storage structure that will accommodate up to 60 bicycles. The structure will have a roof and the storage area will be caged. Access to the cage will be controlled and available by ID card. Wentworth

anticipates building the structure in May 2011. Wentworth is also committed to participating in the Colleges of the Fenway bike-sharing program.

Transportation Demand Management

Transportation Demand Management (TDM) measures currently implemented by Wentworth include the following:

- A \$60 per month MBTA Charlie Card subsidy to employees
- Participation in the MBTA Corporate Pass Program, providing tax-free withholding from employees' pay for transit passes
- Participation in MBTA Student Semester Pass program
- Membership in the MASCO Transportation Management Association (TMA)
- Financial support for MASCO shuttle service to campus
- Carpool/vanpool matching through MASCO TMA
- Preferential parking for carpools/vanpools
- Fees for parking; no free parking for staff, faculty and students
- 160 bicycle spaces at racks scattered throughout the campus
- Participation in the Bike Week Commuter Challenge
- Posting transit schedules and routes in all academic buildings and dormitories and at two commuter information tables on campus
- Provisions for motorcycle parking
- Emergency Ride Home
- Additional on-campus residential beds
- Although there are no car sharing spaces on campus, there are four Zipcars near the campus: two at the Museum of Fine Arts and two at Vancouver and Ward streets

Move-in/Move-out Procedures

Wentworth has an established and successful move-in process. Move-in for first-year students begins when students and parents arrive at the West Lot to check-in and pick up keys. Large carts are used to move student belongings from their parents' car to the assigned residence. After move-in, the carts are returned to the West Lot and parents' cars are moved to the Parker Lot.

Move-in for upper class students begins with cars parking in the West Lot for check-in at the center of the campus. After check-in, families move-in from their cars. A color-coded parking pass is required and only one vehicle per student is allowed. Move-in for each residence hall is conducted from the following locations:

- Vancouver Street for 610 Huntington
- Evans Way for 555 Huntington and Evans Way/Tudbury Hall
- West Lot for Edwards and Rogers halls
- Vancouver Street for Louis Prang and Vancouver apartments

After moving in is complete, vehicles must be relocated to the Parker Lot.

Move-out is a less concentrated process because of the greater variety in times when students leave campus at the end of the year. The process is similar to move-in. Students are provided with carts to move their belongings from their rooms to cars. An off-street location where the contents of the carts can be loaded into cars is designated for each residence hall and the operation is managed by the University.

Loading

Loading, deliveries and service take place at several locations on campus:

- Beatty Hall for food service, bookstore and library – food deliveries arrive as early as 6:00 a.m.
- Service building on Ward Street – general campus deliveries with 20-25 trucks per day between 8:00 a.m. and 1:00 p.m. Sizes vary from UPS/FEDEX to 18-wheelers.
- West Lot at the Power Plant and Kingman Hall

In addition, trash pickup occurs at the following locations:

- Dumpsters in the West and East Lots and at the Ira Allen Building – emptied Monday, Wednesday and Friday before 7:00 a.m.
- Compactors in Beatty Lot and at 610 and 555 Huntington Avenue residence halls– Beatty Lot is emptied on Thursday by 7:00 a.m.; residence halls are on-call with pick-ups scheduled after 8:00 a.m.
- Roll Off Dumpsters at Tudbury Hall/Evans Way rear alley, Annex rear (2), Service Building, Brewery Buildings (yard waste), and Warehouse (construction material) – pick up on an on-call basis

Future Transportation Conditions

The Future Transportation Conditions includes analyses of 2020 projected No-Build (without Wentworth IMP projects) and Build (with Wentworth IMP projects) conditions for the transportation systems described in the Existing Transportation Conditions section. This section also projects future trips for the two Potential Future Projects.

No-Build Conditions

Traffic operations for the No-Build condition without the IMP projects were analyzed to establish a base for comparison with projected traffic conditions with the IMP projects. Future traffic conditions in 2020, the term of the IMP, were projected without development of the IMP projects. Future traffic volumes were projected based on an expected growth of 0.5 percent per year in general background traffic as well as traffic from the following specific development proposals in the area:

- Beth Israel Deaconess Medical Center -- Binney Connector and South Service Road Improvements
- Longwood Center Project
- Children’s Hospital Boston -- Main Building Expansion
- Dana Farber Cancer Institute -- Yawkey Center for Cancer Care
- Northeastern University – future IMP projects
- Children’s Hospital Boston -- Longwood Research Institute
- Massachusetts College of Pharmacy and Health Sciences – future IMP projects
- Brigham and Women’s Hospital - Brigham Green Parking and Enhancement Project
- Brigham and Women’s Hospital – Mass Mental Health Center

The No-build analysis also included the impact of an increase in the number of faculty and staff at Wentworth that is expected to take place, irrespective of whether the IMP projects are implemented or not. Table 5-11 shows the expected increase in faculty and staff, and the change in the number of students living in student housing. Under No-Build conditions, faculty and staff size is expected to increase by 90. Although student enrollment is expected to remain level, the number of commuter students will decline by 83 because sophomores who are not living at home will be required to live on campus. Figures 5-6 and 5-7 show 2020 No-Build morning and evening peak hour volumes, respectively.

Table 5-11, Projected Wentworth Growth

Year	Students			Faculty/ Staff
	Resident ¹	Commuter	Total	
Existing (Fall 2009)	1,759	1,768	3,527	938
2020 No-Build without IMP Projects	1,842	1,685	3,527	1,028
<i>Change from Existing</i>	<i>+83²</i>	<i>-83</i>	<i>0</i>	<i>+90</i>
2020 Build with IMP Projects	2,217	1,451	3,668	1,049
<i>Change from 2020 No-Build</i>	<i>+375³</i>	<i>-234</i>	<i>+141</i>	<i>+21</i>
2020 Build with IMP Projects plus 100-bed Residence Hall	2,298 ⁴	1,502	3,800	1,049
<i>Change from 2020 Build</i>	<i>+81</i>	<i>+51</i>	<i>+132</i>	<i>0</i>
<i>Total net difference with all adjustments:</i>	<i>+539</i>	<i>-266</i>	<i>+273</i>	<i>+111</i>

1. The number of resident students does not equal the number of beds because typically there is a vacancy rate of at least 2.5 percent
2. Represents requirement that all sophomores who are not living at home live on campus
3. Includes the addition of 305 bed residence hall at 525 Huntington Avenue
4. Includes Potential Future Project for 100-bed residence hall at 610 Huntington Avenue and enrollment at high end of the range (+7.7% from existing)

Traffic Operations

The No-Build traffic operations analysis results are presented in Tables 5-12 and 5-13 for signalized and unsignalized intersections, respectively. The analysis is based on the projected No-Build traffic volumes and it incorporates any roadway improvements currently planned by the state, city or private development in the area.

Four of the signalized intersections will continue to operate at acceptable levels of service in both peak hours under No-Build conditions. The intersection of Louis Prang Street at Evans Way will also continue to operate at an acceptable level of service in the evening peak hour. However, it is expected to decline to LOS E in the morning peak hour. The intersection of Tremont Street at Prentiss Street will also continue to operate at an acceptable level of service in the morning peak hour. However, it is expected to decline to LOS E in the evening peak hour. The intersection of Huntington Avenue at Louis Prang Street/Ruggles Street is projected to decline to LOS E in both peak hours. The intersections of Ruggles Street at Tremont Street and Huntington Avenue at Longwood Avenue will continue to be deficient in both peak hours.

Table 5-12, Signalized Intersection Capacity Analysis Summary – 2020 No-Build

<i>Signalized Intersection</i>	Weekday Morning			Weekday Evening		
	<i>V/C</i> ¹	<i>Delay</i> ²	<i>LOS</i> ³	<i>V/C</i> ¹	<i>Delay</i> ²	<i>LOS</i> ³
Huntington Avenue-Longwood Avenue	>1.20	>80	F	1.08	>80	F
Huntington Avenue-Tetlow Street/ Evans Way	0.88	48	D	0.69	16	B
Huntington Avenue-Louis Prang/ Ruggles Street	>1.20	66	E	1.11	72	E
Huntington Avenue-Parker Street/ Forsyth Way	0.73	29	C	0.66	23	C
Louis Prang-Evans Way	0.88	76	E	0.64	22	C
Louis Prang Street-Fenway	0.74	18	B	0.61	15	B
Fenway-Evans Way	0.15	15	B	0.16	15	B
Ruggles Street-Parker Street	0.90	26	C	0.97	37	D
Ruggles Street-Leon Street	0.70	4	A	0.56	6	A
Ruggles Street-Ruggles Station Busway	1.03	44	D	0.60	11	B
Ruggles Street-Tremont Street	>1.20	>80	F	>1.20	>80	F
Tremont Street-Prentiss Street	0.94	43	D	0.93	58	E

Source: VHB, Inc. using Synchro 6 (Build 614) software.

1. Volume-to-capacity ratio. V/C ratios range from 1.0 when demand equals capacity to 0 when demand is zero. Values over 1.0 indicate demand in excess of capacity.
2. Average control delay per vehicle for all entering vehicles, expressed in seconds, includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.
3. Level of Service. LOS A indicates free flow conditions with minimal delays. LOS E and F indicate congested conditions.

The unsignalized intersection of Ruggles Street at the Campus driveway will continue to operate at acceptable levels of service during the morning peak hour under No-Build conditions. However, during the evening peak hour it is expected to decline to a LOS E. The high traffic volumes travelling on Ruggles Street during the evening peak hour make it hard for the eastbound traffic to find gaps in order to make left-turns onto Ruggles Street at this intersection.

Table 5-13, Unsignalized Intersection Capacity Analysis Summary – 2020 No-Build

<i>Unsignalized Intersection</i>	<i>Critical Movement</i>	<i>Weekday Morning</i>		<i>Weekday Evening</i>	
		<i>Delay¹</i>	<i>LOS²</i>	<i>Delay¹</i>	<i>LOS²</i>
Ruggles Street-Campus Driveway	EBL	23	C	37	E
Ruggles Street-Albert Street	EBL	>50	F	18	C

Source: VHB, Inc. using Synchro 6 (Build 614) software.

1. Average control delay per vehicle for all entering vehicles, expressed in seconds, includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.
2. Level of Service. LOS A indicates free flow conditions with minimal delays. LOS E and F indicate congested conditions.
3. EBL = Eastbound Left

Build Conditions

As shown in Table 5-11 above, faculty and staff size, and enrollment are expected to increase further with development of the IMP projects. An additional 21 faculty and staff, and 141 students are expected. Although the total number of students will increase, the number of commuter students is expected to decrease by 234 due to the addition of a 305-bed residence hall at 525 Huntington Avenue and new housing policies.

The analysis of Build conditions typically involves projecting the person trips expected to be generated by the new development (the Proposed Future Projects). The new trips are assigned to various modes of travel based on mode share information from Census journey-to-work data or the institution. New vehicle trips are assigned to the roadway network based on employees’ and commuting students’ residence locations or existing traffic patterns in the area. The new traffic from the planned development is added to the No-Build traffic at each analysis intersection to establish Build traffic volumes. Traffic operations with Build traffic volumes are analyzed and compared with No-Build conditions to identify any roadway deficiencies associated with the proposed projects.

Trip Generation

The first step in projecting the transportation impacts of the proposed IMP projects is projecting person trips for the proposed future projects and assigning them to the various modes of travel. Net trip changes from the projects are based on projected changes in student enrollment and the number of faculty and staff.

Tables 5-14 and 5-15 show the person trips and trips by various modes expected to be generated by Wentworth’s proposed future projects for the morning and evening peak hours, respectively, based on the increase in faculty and reduction in commuter students presented in Table 5-11. The reduction in student vehicular trips is expected to offset the increase in employee vehicles trips, resulting in no net new vehicle trips to the area. As a result, the Build condition will be the same as the No-Build condition and the proposed future Projects will have no impact on traffic in the area.

Transit

Tables 5-14 and 5-15, show there will be a small decrease in transit trips resulting from the proposed IMP projects. As a result, the IMP projects will have no impact on bus, rapid transit or commuter rail operations. In addition, none of the proposed IMP projects is adjacent to, or will have any impact on, the currently planned route for the Urban Ring project.

Table 5-14, Changes in Morning Peak Hour Trips from IMP Projects¹

Mode	Commuter Students (-234)		Employees (+21)		Total New Trips by Mode
	Mode Shares ²	Trips by Mode	Mode Shares ²	Trips by Mode	
	Drive Alone	8%	-4	48%	
Carpool/Vanpool	2%	-1	1%	0	-1
MBTA	20%	-10	51%	8	-2
Walk	65%	-32	0%	0	-32
Bike	3%	-1	0%	0	-1
Other	<u>2%</u>	<u>-1</u>	<u>0%</u>	<u>0</u>	<u>-1</u>
Total	100%	-49	100%	15	-34

1. Based on University/College (land use code 550) trip generation rates from *Trip Generation, 8th Edition*, Institute of Transportation Engineers (ITE), 2008
2. Wentworth Institute of Technology Transportation Monitoring and Annual Report to the Boston Transportation Department, December 17, 2009

Table 5-15, Changes in Evening Peak Hour Trips from IMP Projects¹

Mode	Commuter Students (-234)		Employees (+21)		Total New Trips by Mode
	Mode Shares ²	Trips by Mode	Mode Shares ²	Trips by Mode	
	Drive Alone	8%	-4	48%	
Carpool/Vanpool	2%	-1	1%	0	-1
MBTA	20%	-10	51%	9	-1
Walk	65%	-32	0%	0	-32
Bike	3%	-1	0%	0	-1
Other	<u>2%</u>	<u>-1</u>	<u>0%</u>	<u>0</u>	<u>-1</u>
Total	100%	-49	100%	18	-31

1. Based on University/College (land use code 550) trip generation rates from *Trip Generation, 8th Edition*, Institute of Transportation Engineers (ITE), 2008
2. Wentworth Institute of Technology Transportation Monitoring and Annual Report to the Boston Transportation Department, December 17, 2009

Parking

Table 5-16 summarizes Wentworth’s anticipated future on-campus parking supply, including location of each parking area, number of spaces, and existing peak utilization. As described above, the proposed projects are expected to have little effect on traffic generation and, by extension, on parking demand by Wentworth faculty, staff, and students.

Table 5-16, Future On-Campus Parking Supply

Facility	Location	Users	Existing		Future	
			Number of Spaces	Wentworth Peak Utilization	Change in Number of Spaces	Total Spaces
Wentworth Use						
North Lot	469 Parker St.	Students	42	44	0	42
West Lot	380 Ruggles St.	Faculty, staff, visitors, contractors	199	173	-80	119
East Lot	539 Parker St.	Overnight students	45	38	0	44
Beatty Lot	115 Ward St.	Staff, contractors, deliveries	22	21	-14	8
Annex Lot	57 Annunciation Rd.	Students, faculty, staff, overflow overnight students	145	148	-30	115
Parker Lot	115 Halleck St.	Students, faculty, staff, 125 leased to MASCO	282	200	-73	209
Vanc/LP rear	70 Louis Prang St.	Staff, contractors	12	11	0	12
Mindoro Lot	20 Mindoro St.	All	67	33	0	67
Total Wentworth Use			813¹	668 82%	-197	616
Other Users Converting to Wentworth						
Parker Lot	115 Halleck St.	MASCO Lease to Wentworth Use	116	0	0	116
Halleck Lot	100 Halleck St.	MASCO Lease to Wentworth Use	204	0	0	204
Increased Wentworth Demand				22		
Total Wentworth			1,133	690 74%	-197	936

1 Does not include 320 spaces leased by MASCO in the Parker and Halleck Lots, which will become available to Wentworth by the end of the term of the IMP.

The parking supply available to Wentworth users is expected to increase by 133 spaces. The 403-space Parker Lot, which is currently used partially by Wentworth users (282 spaces) and partially used by MASCO (116 spaces), will be replaced by a 330-space facility under the proposed soccer field. The entire new facility will be available for Wentworth Users. The 204-space Halleck Lot, which is currently leased to MASCO, will be made available to Wentworth users. Because of these two changes, 320 spaces will no longer be available for lease to MASCO.

The current parking available to Wentworth users will be reduced by 197 spaces because of the proposed future projects. To accommodate the planned IMP projects, the West Lot will lose 80 spaces, the Parker Lot will lose 73 spaces, the Annex Lot will lose 30 spaces, and the Beatty Lot will lose all 14 spaces. The loss of these 197 spaces will be more than offset by the return to Wentworth use of 320 spaces in the Parker and Halleck lots currently leased to MASCO.

The change in future parking demand by Wentworth users is expected to be small. The change in demand was projected based on the change in the number of employees and commuting students. No significant change in resident student parking demand is expected because freshmen and sophomores are not allowed to park overnight on campus and the amount of overnight parking is limited.

Based on an average vehicle mode share of 49 percent for faculty and staff, the 111 new employees expected on campus between 2010 and 2020 would generate a maximum parking demand of 54 parking spaces. The reduction of 317 in the number of commuting students from existing conditions would cause a reduction in commuter student parking demand of about 32 spaces based on an average vehicle mode share of 10 percent. The net change in parking demand for commuting students and employees would be about 22 spaces. Based on current peak utilization and the additional demand for 22 spaces, the future parking supply would be about 74 percent utilized at peak times.

Transportation Demand Management

In addition to continuing its existing transportation demand management measures, Wentworth will investigate:

- Providing up to two Zipcar spaces on campus
- Increasing the number of motorcycle and motor scooter parking spaces to meet increased demand

Move-In/Move Out

Move-in for first-year students at the planned residence hall at 525 Huntington Avenue will be conducted in the same fashion as for the current residence hall at 555 Huntington Avenue. Parents will arrive at the West Lot to check-in and pick up keys. Large carts will be used to move student belongings from their parents' car to the assigned residence. MBTA police will guide movers across Huntington Avenue and the MBTA Green Line tracks at Tetlow Street.

After move-in, the carts will be returned to the West Lot and parents' cars will be moved to the Parker Lot.

Move-in for upper class students will be conducted in the same fashion as for upper class students at Louis Prang and Vancouver Apartments. Families will move-in from their cars on Vancouver Street. A color-coded parking pass is required and only one vehicle per student is allowed. After moving in is complete, vehicles must be relocated to the Parker Lot.

Move-out is a less concentrated process because of the greater variety in times when students leave campus at the end of the year. The process is similar to move-in. Students are provided with carts to move their belongings from their rooms to cars. An off-street location where the contents of the carts can be loaded into cars is designated for each residence hall and the operation is managed by the University.

Loading

Although the proposed addition to Beatty Hall will eliminate parking in the Beatty Lot, deliveries and loadings will continue to be accommodated at the Service Building and Beatty Hall.

Potential Future Projects

As described in Section 4, Wentworth is considering two "Potential Future Projects" in addition to the five Proposed Future Projects. One potential future project is anticipated to include up to 650,000 square feet of office, and research and development space with below grade parking of approximately 490 spaces. It would be located on the three-acre Sweeney Field site, which is bordered by Huntington Avenue, Parker Street and Ruggles Street. The second potential future project is a 100-bed residence hall that would be located at the corner of Huntington Avenue and St. Alphonsus Street. Although the projects are not included in the IMP for approval at this time, projections of potential trip generation for the projects are presented.

100-Bed Residence Hall at 610 Huntington Avenue

As shown in Table 5-11 presented previously, the 100 additional beds would be provided if an additional increase in enrollment of 132 students were to occur. With this increase, the number of commuter students would be expected to increase by 51. With a 12 percent average vehicle mode share for students, the number of new vehicle trips in the peak hours would be negligible as shown in Table 5-17 and would have no impact on traffic operations at study intersections.

Office and Research and Development Space on Huntington Avenue

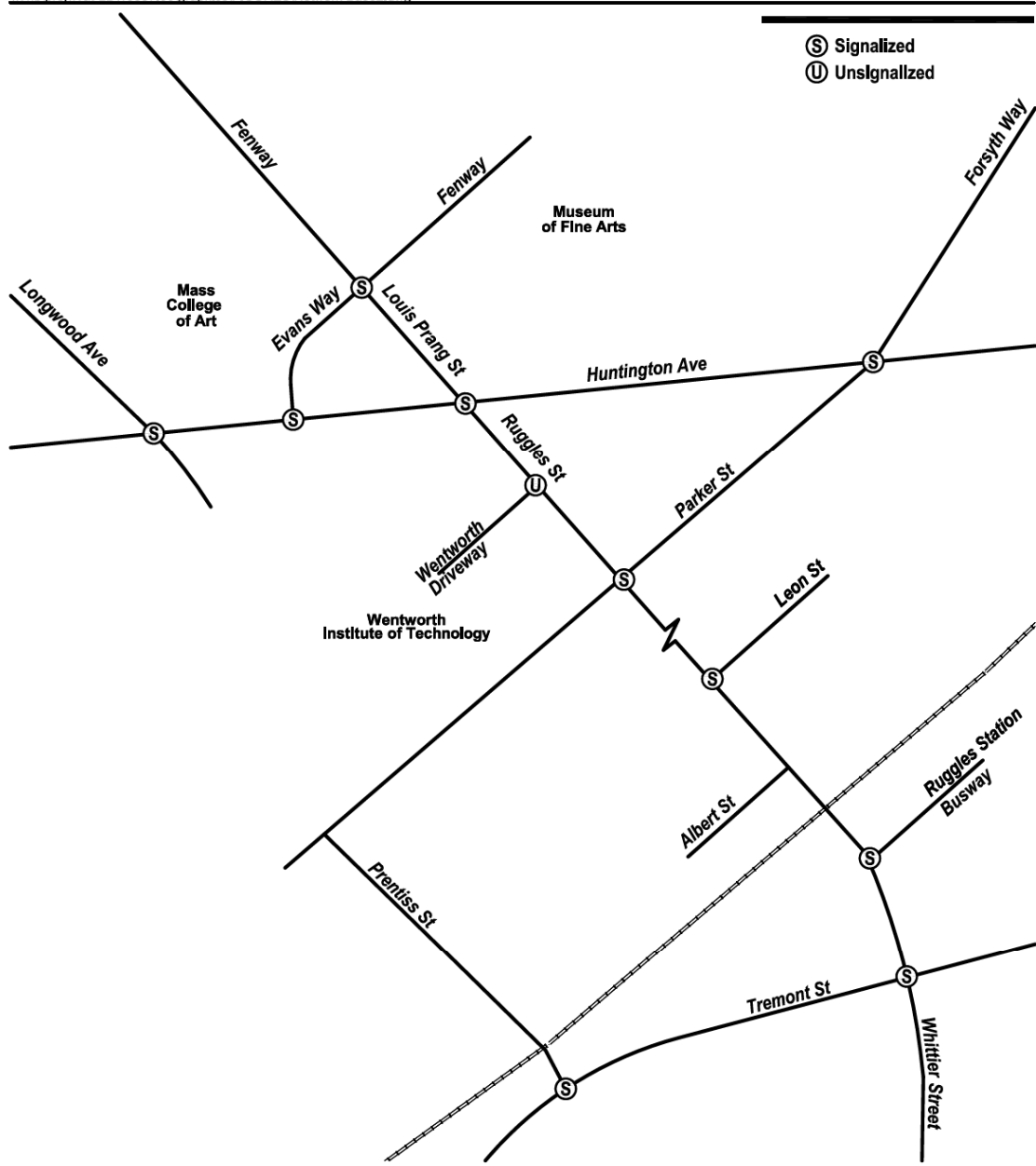
Two alternative land use scenarios were analyzed for up to 650,000 square feet of development on the site of the existing Sweeney Field. One alternative consists of 25 percent office space (162,500 sf) and 75 percent research and development (R&D) space (487,500 sf). The second alternative includes 50 percent each of office space and R&D space (325,000 sf for each). ITE Trip Generation rates for Office, and Research and Development were used to project person trips. The vehicle mode share from Census journey-to-work data for the Wentworth and Northeastern block groups was used to project vehicle trips. The 25 percent office and 75 percent R&D uses would generate about 380 vehicle trips in the morning peak hour and 340 trips

in the evening peak hour. The vehicle trips for the 50 percent office and 50 percent R&D uses are about 6 percent higher in the morning peak hour (about 400) and 9 percent higher in the evening peak hour (about 375). Neither of the potential development scenarios for the Sweeney Field site would impact the currently planned corridor for the Urban Ring project along Ruggles Street.

Table 5-17, Trip Generation for Potential Future Projects

Project	Peak Hour	In	Out	Total
100-Bed Residence Hall				
Person Trips ¹	AM	9	2	11
	PM	3	7	10
Vehicle Trips ²	AM	1	0	1
	PM	0	1	1
Office/R&D Project ³				
Person Trips ⁴	AM	716	131	847
	PM	119	644	763
Vehicle Trips ⁵	AM	321	59	380
	PM	53	289	342
Office/R&D Project ⁶				
Person Trips ⁴	AM	772	127	899
	PM	134	698	832
Vehicle Trips ⁵	AM	346	57	403
	PM	60	313	373

1. Based on University/College (land use code 550) trip generation rates from *Trip Generation, 8th Edition*, Institute of Transportation Engineers (ITE), 2008
2. Average of 12 percent vehicle mode share as reported in Tables 5-14 and 5-15
3. Based on 25 percent office and 75 percent R&D
4. Based on General Office Building (land use code 710) and Research and Development Center (land use code 760) trip generation rates from *Trip Generation, 8th Edition*, Institute of Transportation Engineers (ITE), 2008
5. 49 percent vehicle mode share as reported in Tables 5-14
6. Based on 50 percent office and 50 percent R&D



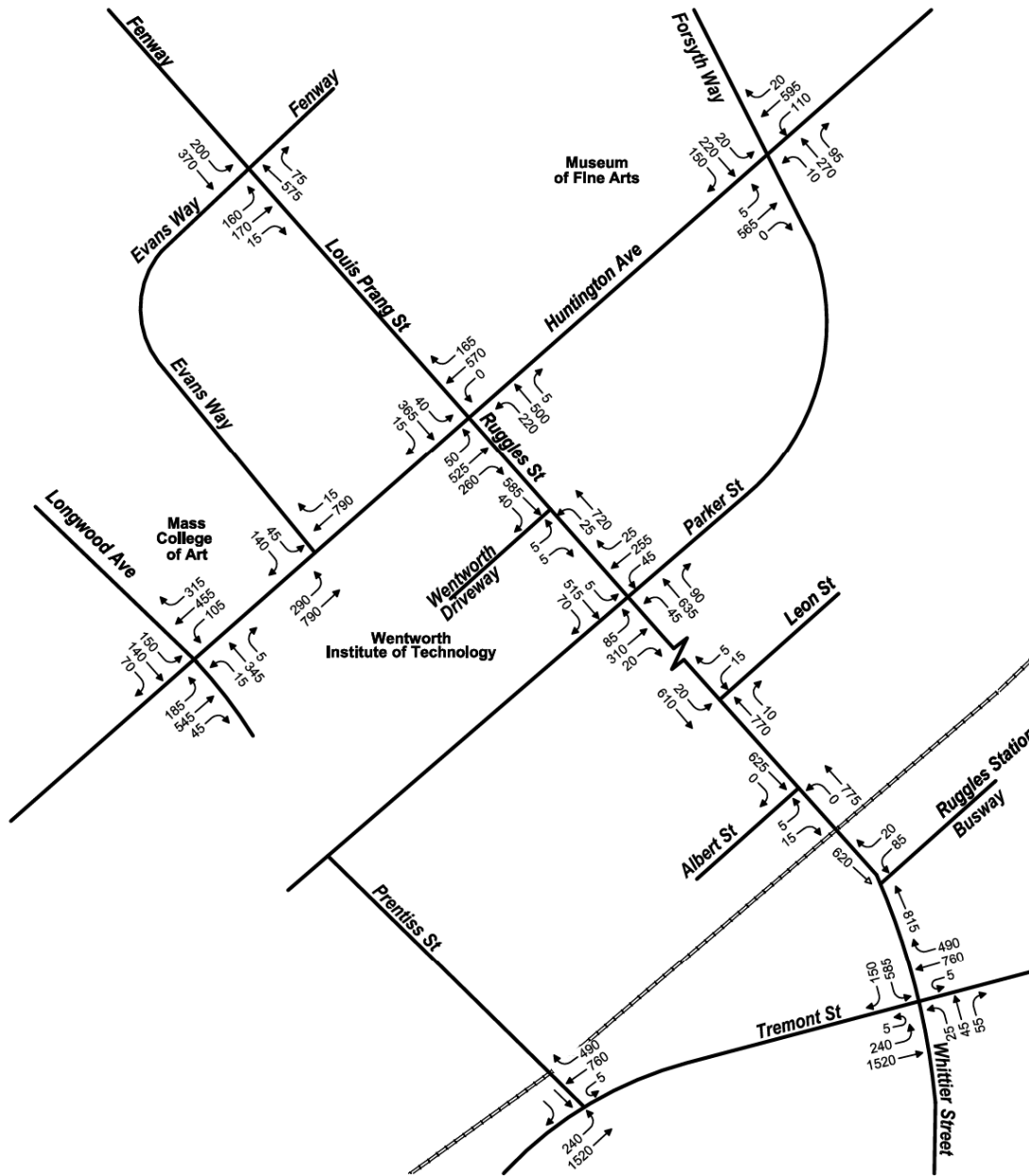
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Not to Scale

Vanasse Hangen Brustlin, Inc.

Traffic Analysis Locations

Figure 5-1

Wentworth Institute of Technology
Institutional Master Plan



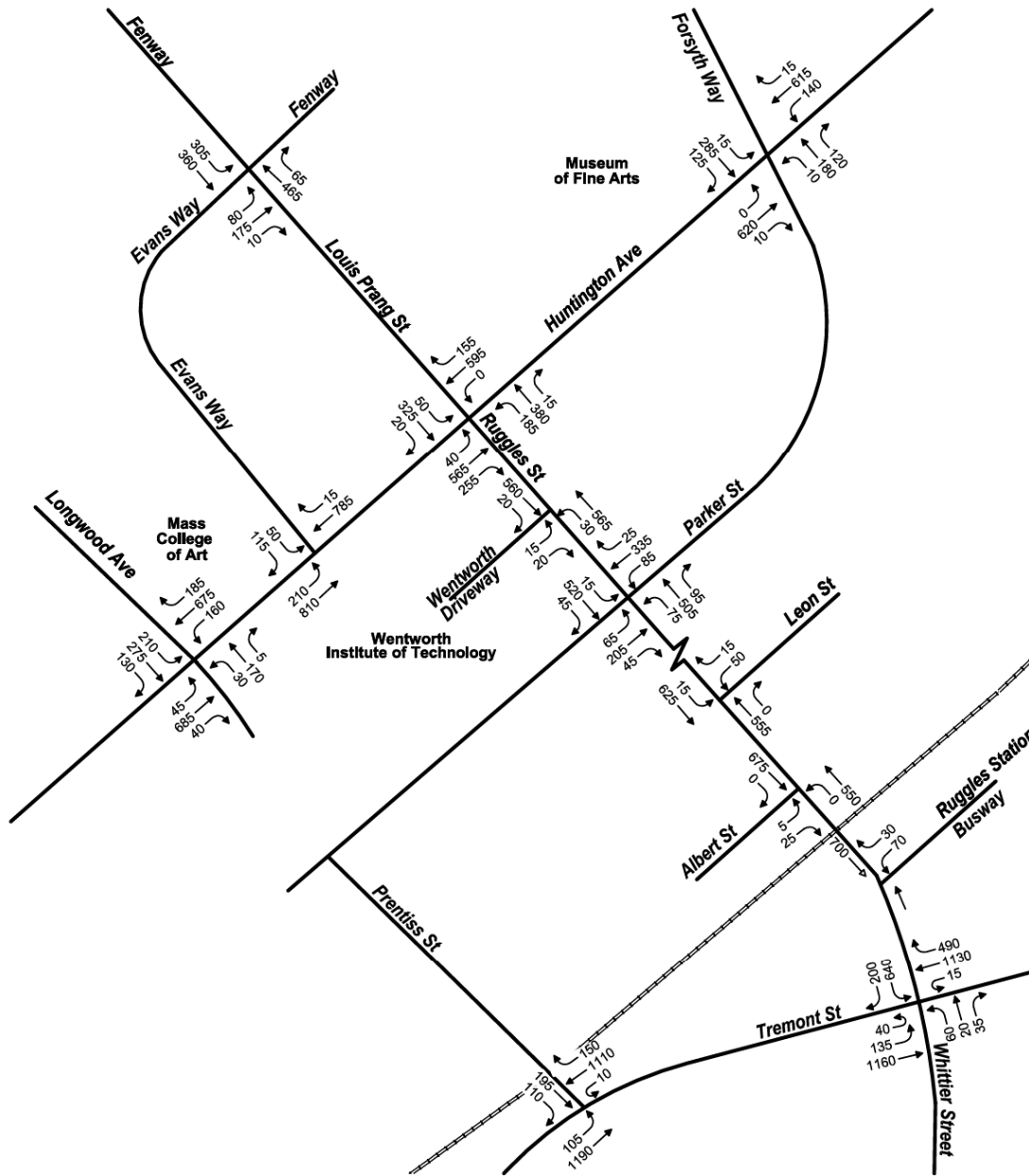
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Vanasse Hangen Brustlin, Inc.

Existing Morning Peak
Hour Traffic Volumes

Figure 5-2

Wentworth Institute of Technology
Institutional Master Plan



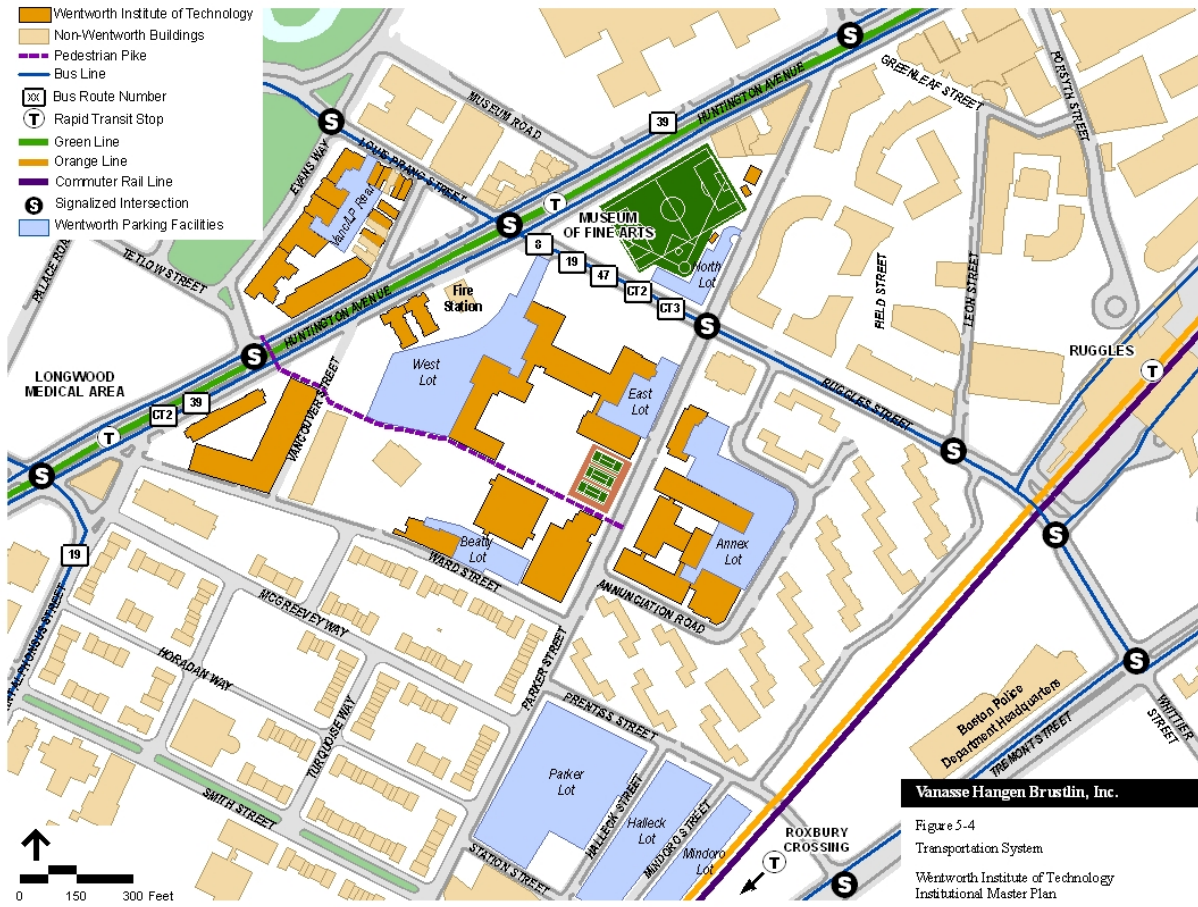
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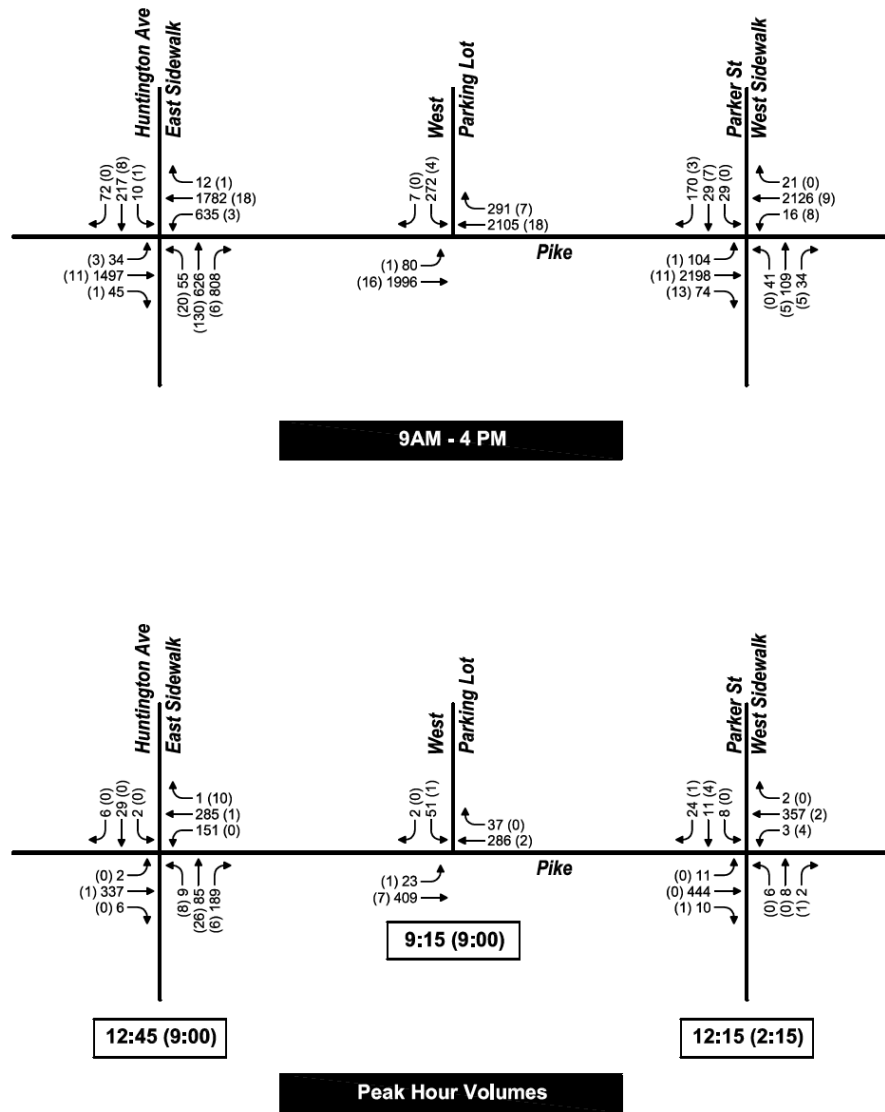
Vanasse Hangen Brustlin, Inc.

Existing Evening Peak
Hour Traffic Volumes

Figure 5-3

Wentworth Institute of Technology
Institutional Master Plan





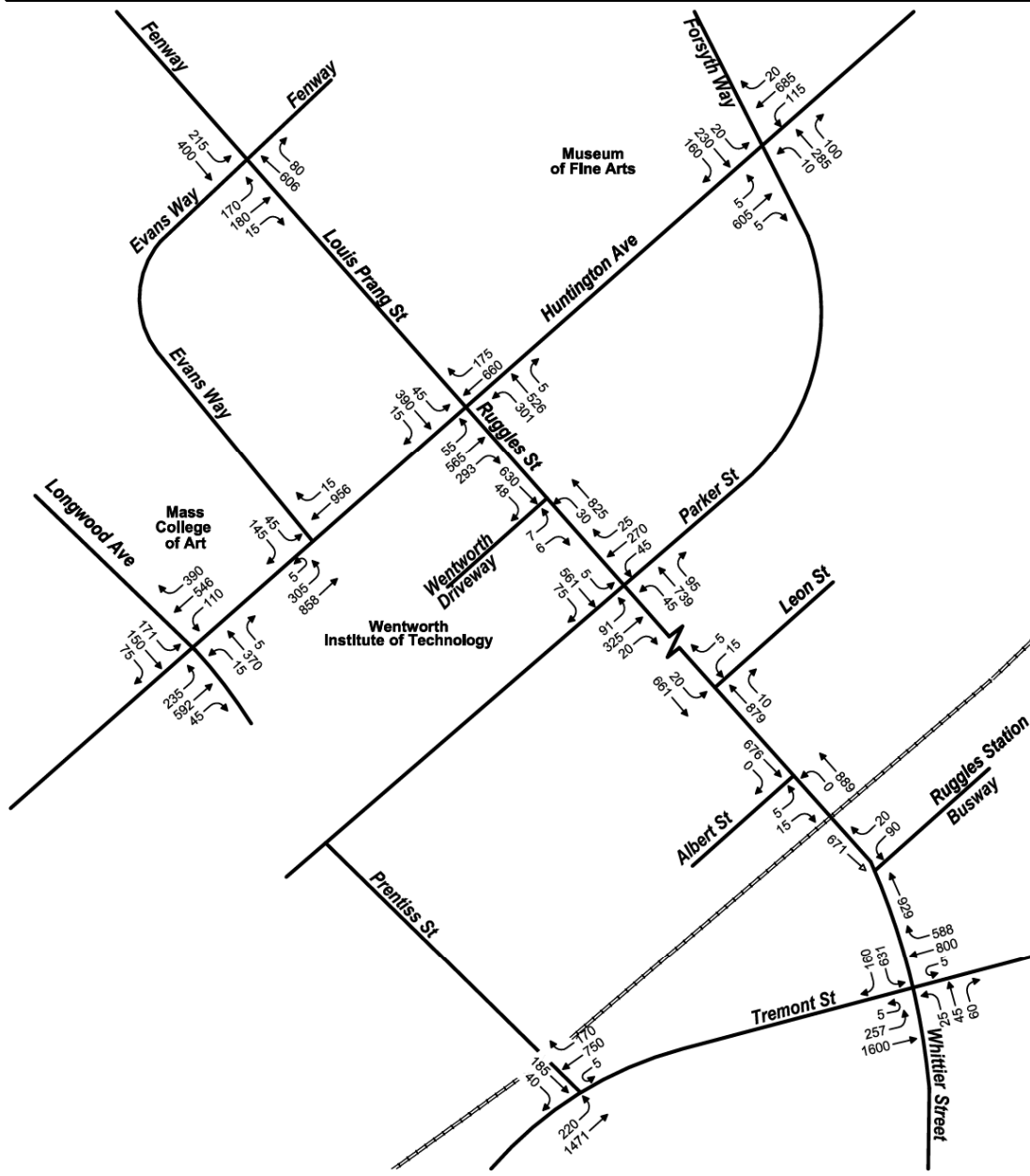
Pedestrian **Bicycles**
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Wentworth Pike Existing
 Pedestrian and Bicycle Volumes

Wentworth Institute of Technology
 Institutional Master Plan

Vanasse Hangen Brustlin, Inc.

Figure 5-5



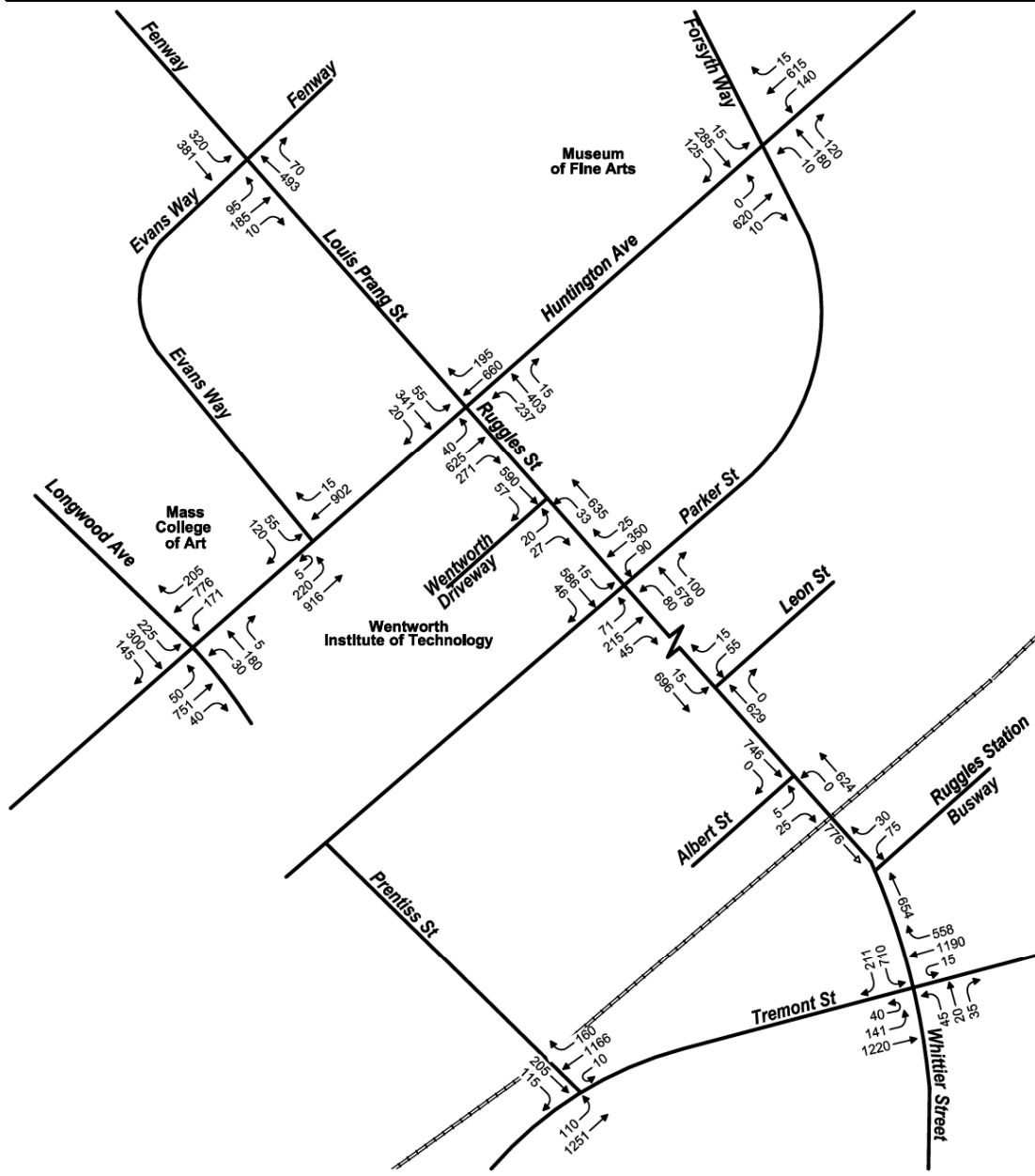
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Vanasse Hangen Brustlin, Inc.

No-Build Morning Peak
Hour Traffic Volumes

Figure 5-6

Wentworth Institute of Technology
Institutional Master Plan



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Not to Scale

Vanasse Hangen Brustlin, Inc.

No-Build Evening Peak
Hour Traffic Volumes

Figure 5-7

Wentworth Institute of Technology
Institutional Master Plan

6. PEDESTRIAN CIRCULATION GUIDELINES AND OBJECTIVES

Wentworth is a compact campus with all of its facilities located within a 5-7 minute walk of each other and a 5-10 minute walk to two Green Line MBTA stops (Longwood and Museum of Arts) and two Orange Line Stations (Ruggles and Roxbury Crossing). For students, faculty, staff, neighbors and visitors the primary mode of transportation while on campus is walking. **The Pike** is Wentworth's primary pedestrian spine, a path heavily traveled each day by those making their way on to, and through, the campus.

The Pike runs through the campus in an east to west direction beginning at the Wentworth Annex on Parker Street, crosses Parker Street via a crosswalk with an imprinted architectural pattern, and extends through the central campus along the Campus Quad and West Parking Lot to the crosswalk at Leopard Plaza where it crosses Huntington Avenue to MassArt Park adjacent to Wentworth's dormitories on Huntington Avenue and Evans Way. This pedestrian way then continues on from the MassArt Park in a westerly direction as a part of the Colleges of the Fenway Walk – a route connecting the six Colleges of the Fenway institutions.

To improve pedestrian access and connectivity into campus facilities and open space, and to surrounding neighborhoods and institutions, Wentworth proposes to make landscape and streetscape improvements at key pedestrian entry points at the east, west, north and southerly edges of the campus.

- At Ward Street (from the south), an enhanced pedestrian entry point will be opened up between Beatty Hall and the Nelson Recreation Center by reducing the service and parking area and creating a new paved pedestrian way to The Pike and the Campus Quadrangle. New lighting and landscape improvements will be made in this area and along Ward Street and Parker Street to enhance pedestrian safety and create more transparency into the Institute's campus during both the daylight hours and the evenings.
- The westerly portion of The Pike which currently abuts the West Parking Lot will be reconstructed with brick pavers and new landscaping to improve the pedestrian experience and to better identify The Pike as a pedestrian way, open to the public, as it enters the central campus.
- At the Ruggles Street main entrance to Wentworth Hall (north), Wentworth Hall will be renovated to allow for direct access through the building to the Campus Quad and The Pike. Currently, navigating from Wentworth's main entrance to the Quad and The Pike requires traveling a winding, multi-floor route through several adjoining buildings. Pedestrian access to the heart of the campus will be greatly enhanced with the development of this new entry point and the related wayfinding signage that will be installed at the time of the renovation.

- The Institute will construct a new sidewalk on the west side of Mindoro Street at the time of the development of the new Soccer Facility to enhance pedestrian safety in the area. There is currently no sidewalk on that side of the street. At that time, the perimeter of the Halleck Street lot also will be upgraded with a new planting area and fence.

The guiding principal and objective of each of these planned improvements is to build strong pedestrian connections into and through the Wentworth campus which link it to surrounding neighborhoods, institutions, open spaces and public pedestrian pathways.

The improvements at Ward Street and Parker Street also serve to significantly increase visibility into the campus and open it to the surrounding community. The proposed improvements on Parker Street and Ward Street will be implemented as a part of the Flanagan Campus Center at Beatty Hall project. The improvements to the westerly portion of The Pike will be carried out as a part of the development of the new Center for Engineering & Technology. Improvements to the main entrance of Wentworth Hall will be made after the completion of the Center for Engineering & Technology. This delay is necessary as the improvement to the Wentworth Hall entrance cannot be made until the existing Admissions Center is relocated from that area to space in the Center for Engineering & Technology.

Images of the proposed pedestrian access improvements and major pedestrian routes are presented on the following pages.

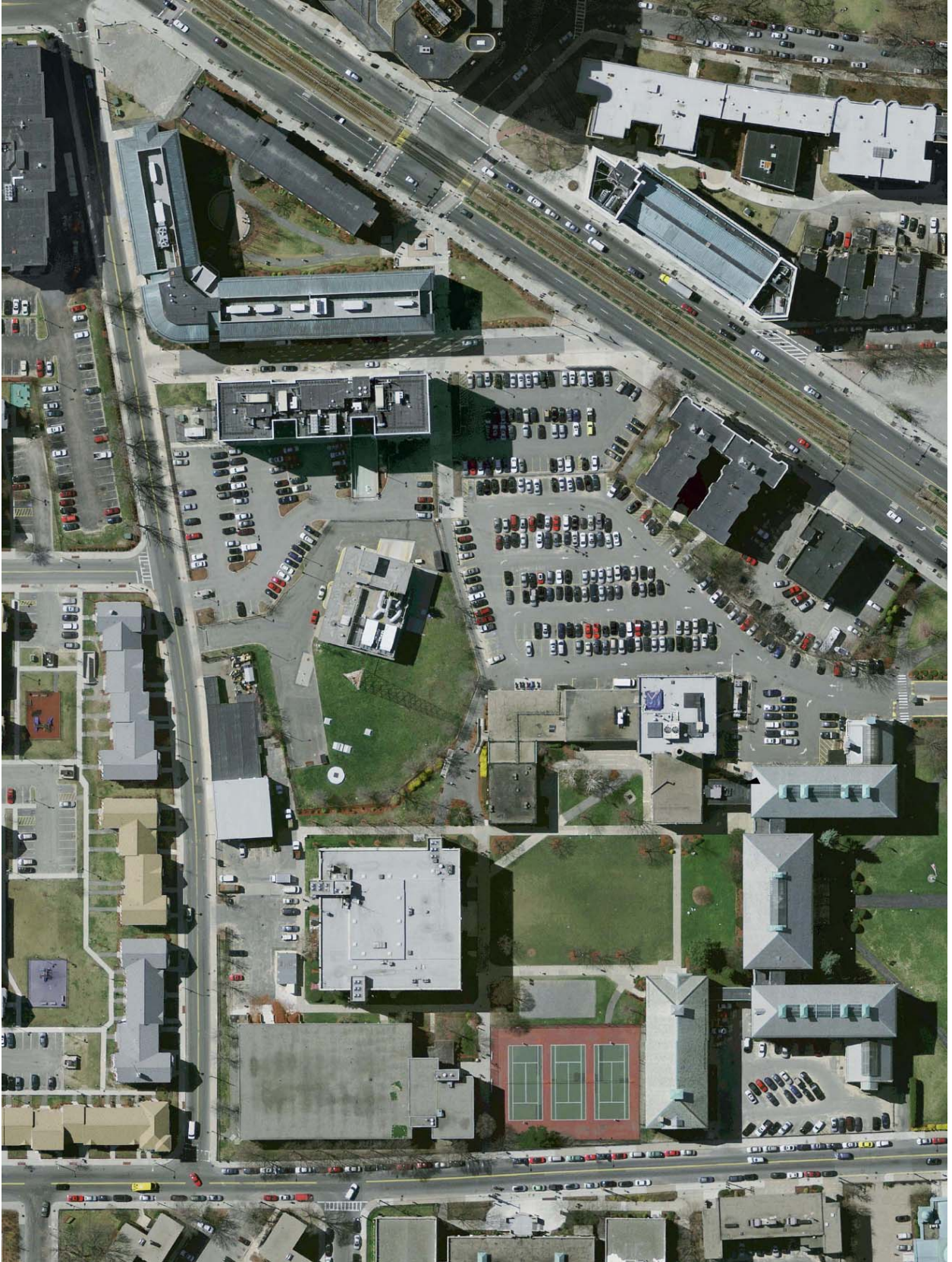


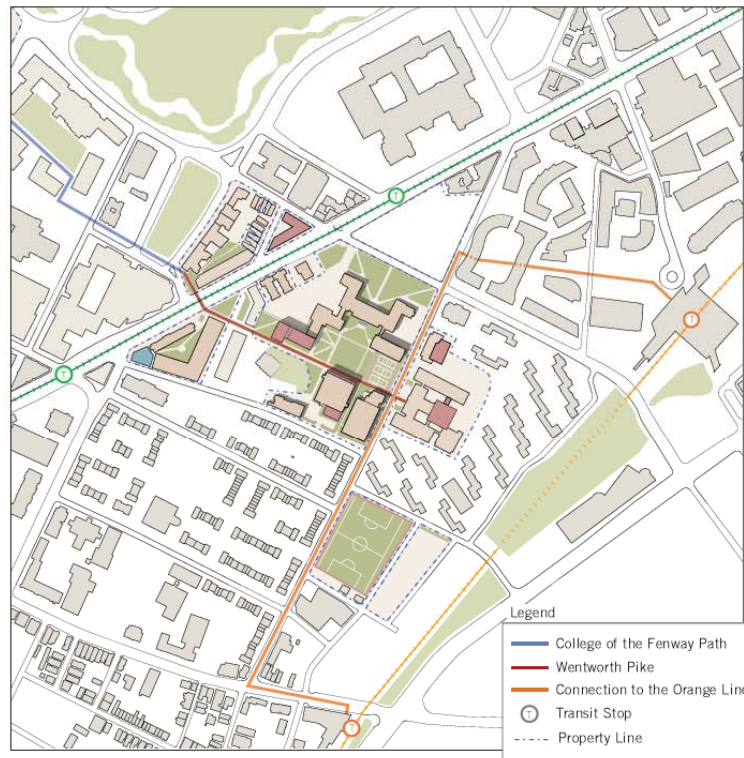
Figure 27: Aerial Picture of Existing Conditions





Enhanced Pedestrian Way and Landscaping on Ward Street

Major Pedestrian Routes to, from and through the Wentworth Campus



7. URBAN DESIGN GUIDELINES AND OBJECTIVES

The following Institutional Master Plan Design Guidelines are proposed by the Institute to create a framework for all future architectural and physical development of its campus.

Urban Design

- In order to successfully integrate Wentworth with the surrounding community, all new buildings developed on its campus shall respect and respond to the physical context of the existing campus facilities, open space and the surrounding urban fabric.
- Landscaping and streetscape at pedestrian entry points along the edges of the campus shall be enhanced to improve pedestrian access and connectivity into the campus, open spaces and the surrounding area.
- The design of new and expanded buildings shall encourage integration with the surrounding community through the expression of ease of access and views to building interiors, open spaces, neighborhoods and other local institutions.
- Any new building along Huntington Avenue shall strengthen the location, identity and campus fabric of Wentworth through transformative architecture that is expressive of Wentworth's mission of excellence in technology. The design of these facilities should also be in keeping with the theme of the Avenue of the Arts.
- In the core of the campus, the central buildings of Dobbs, Williston, Watson and Wentworth Halls will continue to be Wentworth's signature buildings and shall be supported as such through the siting, scale, massing, materials, and form of all new buildings. New buildings in this area such as the proposed Center for Engineering & Technology should express Wentworth's commitment to advanced technology while being respectful of the surrounding traditional facilities.
- The ground level of new buildings will be as public as security will allow.
- The ground level of buildings will be as transparent as possible to allow a view into the educational, cultural and social activities of the Institute within the campus core and along the urban edges.
- During the term of this IMP, Wentworth will enhance campus and urban wayfinding signage to identify Wentworth's campus facilities and provide directions to key destinations. All enhancements will be in compliance with the comprehensive sign program and guidelines approved by the BRA in 2004.

These Design Guidelines have been key in the conceptualizing of the five proposed future projects discussed in Section 4 of this IMP, and will continue to inform the designs as they move forward. Their specific application to each of the proposed future projects can be summarized as follows:

Flanagan Campus Center at Beatty Hall: Located in the heart of the campus, the rejuvenated building will address transparency and accessibility along Ward Street and the campus Pike, the much-used pedestrian pathway across the campus used by students and the community. The existing exterior stair on the Pike will be replaced with a new, interior, open stair that connects the lower level, the main dining level, and the library level. A new elevator will also be

incorporated within the building. The dining level will slightly expand the footprint to add a row of dining that overlooks the Quad through a new window system. The lower level of student activity will become more engaged with the upper levels of the building, creating a more integrated Campus Center. The new window system at the dining level will extend vertically to the library level by replacing the solid precast panels with transparency. No longer hidden within the shell of the building, the library will be directly connected to the entry experience and the visual connection to the Quad. The Ward Street approach to the building and the campus will be improved with a new addition. The new addition will provide expanded support for the dining services and a new façade that creates a welcoming entry sequence to the Quad between Beatty and Nelson Halls. Site improvements along the path between the two buildings will complement the architectural addition.

Ira Allen Expansion and Renovation: The full renovation and expansion on the south side of Ira Allen is a unique opportunity to successfully address the integration of campus and neighborhood, as they are linked by Annunciation Road. In replacing an existing parking lot, this building will reinforce the campus edge along the street while presenting an open, transparent, and active face to the neighbors at Alice Heywood Taylor. A rejuvenated entry on the west side opposite an entry to the Annex will strengthen pedestrian connections to the campus path system and improve accessibility. The building's presence will be strengthened by new landscaping and site amenities that will anchor the building to the site and to the community.

New Student Residence at 525 Huntington Avenue: At seven stories in height, this building will relate in scale and function to its neighbors, both the Wentworth residence hall at 555 Huntington Avenue and the housing on Vancouver Street and Huntington Avenue. This residence hall will reinforce Wentworth's emerging campus organization, with housing located on the northwest side of the campus and linked to the main campus by The Pike, the main pedestrian campus path. The building materials will likely be a modern adaptation of established Wentworth materials, similar to the 555 Huntington Avenue Residence Hall, and the ground floor along Huntington Avenue will be kept transparent to show the activity within the lobby and lounge areas.

New Center for Engineering and Technology: Located on the site of Willson Hall and the westernmost edge of the West Lot, the new Center for Engineering and Technology will provide much-needed academic program space and a strong edge along the Pike. The presence on the Pike will bridge the distance between Beatty Hall and the new Massachusetts College of Art and Design Residence Hall with a building that is scaled relative to the heritage structures, particularly similar to Watson Hall. The building will create a view corridor from the West Lot as visitor's approach, with the view terminating at its entry, rather than the current view of the MWRA plant. This approach will allow the community to have a new front door to the campus, with entries along the axis of the parking lot and an access point between the new building and Kingman Hall that leads directly to the Quad. The building will be respectful of the exterior brick and stone materials of the heritage buildings with windows that are sized appropriate to function and view.

New Soccer Field: The new soccer field on Parker Street will transform an existing parking lot into an area much better suited to the neighborhood. In addition to the soccer field, improvements in the area will include new sidewalks with trees, lighting, benches, and planting. There will be easy access to the playing surface for spectators and participants, by a graceful public stair from Parker Street and on grade at Station Street. The design objective is to integrate this open space into the fabric of Mission Main and Alice Heywood Taylor housing developments.

Sustainable Design

As a signatory to the American College and University Presidents' Climate Commitment, Wentworth will employ sustainable design and construction techniques in the development of all new facilities. The Institute has identified the following goals for this IMP to enhance the sustainability of campus operation:

- Investigate opportunities for increased energy efficiency with each new building or major renovation.
- Reduce campus parking and reliance of the faculty, staff and students on single occupancy vehicles by encouraging use of public transit, biking and other alternative modes of transportation.
- Utilize the Institute's land and facility resources as intensively as possible.
- Investigate opportunities for on-campus alternative energy production such as wind, solar and geothermal systems as well as the development of efficient co-generation systems.
- Optimize solar gain from increased glazing used for transparency, depending on solar orientation.
- Use "dash boarding" technology and other tools to make campus energy performance and consumption an integral part of the daily learning experience at Wentworth.
- Improve energy usage in building renovations through integrated building systems.
- Recycle, reuse, and salvage throughout renovation when appropriate to future campus needs.
- Investigate opportunities for greater use of pervious surfaces in paths and paving; and include native species in landscaping.
- Continue Wentworth's commitment to – and engagement in – sustainability and open space improvements on campus, in The Fens, at Evans Way Park, Mass Art Park, in the Southwest Corridor Park and in other nearby areas, both as sustainability efforts and as education and outreach initiatives.
- Use proposed future projects and other campus improvements as opportunities to build on the work of Wentworth's Sustainability Committee.
- All proposed future projects will include rainwater capture systems for irrigation of campus grounds and stormwater diversion systems to re-charge groundwater where appropriate and avoid inflow to the regional wastewater system. Gray water systems will also be employed within the projects to support irrigation and for use in urinals and water closets in public areas.

Green Buildings and Article 37 Compliance

Wentworth will work with its architects, engineers, consultants and builders to engage in an environmentally responsible construction process, which in turn will yield buildings that reduce their environmental impact in an ongoing way. The Institute will pursue a LEED Silver status as defined by the U. S. Green Buildings Council for the proposed buildings listed within this IMP, which will meet and exceed the requirements of Article 37 (Green Building) of the Boston Zoning Code.

Proposed future projects will research the most appropriate LEED credits to reach a minimum of a Silver Rating. To demonstrate the generalized commitment to future projects, the Institute has identified key project specific sustainable initiatives that include:

- The Center for Engineering and Technology and the Flanagan Campus Center at Beatty Hall will effectively use the existing, recently upgraded, Campus Cogeneration System located in the Power Plant Building. By capturing and using the recovered thermal energy from the system's effluent stream the new and renovated buildings, along with other campus buildings, will operate at utilization efficiencies much greater than those achieved if heat and power were produced in separate processes.
- Energy modeling will be used to analyze and optimize energy conservation in all building systems.
- The building envelope design will be optimized with exterior shading and glazing to maximize daylight harvesting while reducing thermal loads.
- Lighting control systems will allow for effective daylight harvesting in perimeter spaces.
- An energy recovery system will be studied for use within the Flanagan Campus Center to capture and reuse energy from the exhaust air stream.
- Demand control ventilation will reduce the required ventilation air based on occupancy.
- Variable volume pumping systems will reduce flow required pump energy.
- Low flow plumbing fixtures will reduce water usage.
- Gray water harvesting systems will be integrated with site irrigation, flushing urinals, and water closets.
- Interior materials will utilize a high percentage of recycled content.
- Interior adhesives and sealants with low volatile organic compounds will be utilized.
- The selection of building materials and systems will be made only after evaluating their estimated lifecycle carbon footprint

Sustainability Programs at Wentworth

Wentworth's approach to sustainability aspires to simultaneously improve environmental, social, and economic performance. This mindset is reflected in the Wentworth Creed, dating back to the Institute's founding in 1904, which includes the following principle of "Economy":

We seek to use our resources wisely at all times. We accept our obligation to safeguard the earth, its resources, its life, and its energy for the benefit of future generations.

Wentworth has emerged as a leader in campus sustainability as exemplified by its initiatives which have been nationally recognized as best practices. For example, its award-winning recycling program, in existence for over 20 years, has trained and employed over 1,500 Boston public school ("BPS") students with special needs to collect and sort campus recyclables. Wentworth is also among only 80 institutions nationwide to have achieved recognition for its support of alternate modes of transportation in the U.S. Environmental Protection Agency (EPA) "Best Workplace for Commuters" Program.

In 2007, the Institute set forth a series of initiatives in its Strategic Plan, which included “exploring sustainable campus opportunities, including the campus itself as a learning environment, active participation from the campus community and programs on recycling, renewable energy, and water/energy conservation.” That same year, Wentworth joined the top 15% of colleges and universities seeking aggressively to cut greenhouse gas (“GHG”) emissions and publicly report their progress through the American College and University Presidents’ Climate Commitment (“ACUPCC”). Led by the Wentworth Sustainability Committee, the Institute will continue to build on the momentum of past successes and existing initiatives to further embrace sustainability on campus.

Wentworth Institute of Technology Sustainability Committee

Wentworth’s sustainability committee was appointed in 2008, and includes a dynamic cross-representation of campus stakeholders, including faculty, students, and staff from Physical Plant, Planning & Construction, Purchasing, Technology Services, Housing & Residential Life, Business, and Dining Services. The committee meets monthly to coordinate sustainability initiatives across campus and is guided by the following mission statement:

The mission of Wentworth's sustainability committee is concerned with the College's impact on the local, regional and global environment. It will identify, evaluate, and recommend approaches for increasing the Institute's commitment to sustainability in all areas of the campus including materials and energy use, waste management, construction, purchasing, and the campus curriculum while staying within the boundaries of the Institute's financial resources and good business practices. The American College and University Presidents' Climate Commitment will coordinate and lead Wentworth's involvement to promote communication and education about sustainability issues and achievements and assist in outreach and educational activities that encourage sustainable practices within neighborhoods in close proximity to the Wentworth community.

As the central organizing structure for the Institute’s campus sustainability initiatives, Wentworth’s sustainability committee is actively engaged in the development and support of departmentally-driven sustainability projects as well as leading the creation of broader campus-wide sustainability goals, policies and procedures, and operating practices.

Existing Sustainability Initiatives

The Institute’s extensive list of sustainability activities include departmental-level initiatives aimed at improving the performance of operations, as well as pilot projects and outreach programs to promote environmental awareness and the adoption of sustainable behaviors. Highlights of these initiatives are provided in the following sections.

Recycling and Waste Minimization

Wentworth's recycling program, STRIVE (Supported Training to Reach Independence through Vocational Experience), is a school-to-work transition program for BPS students with a variety of special needs. In existence for over 20 years, STRIVE began as a pilot program to reduce the Institute's waste costs through recycling and to train BPS students for employment in the recycling industry. STRIVE has grown from employing four students recycling 26 tons of waste on campus, to 78 students recycling over 80 tons of paper, cans, bottles and other plastics every year. 1,538 BPS students have benefited from the hands-on training and experience, and Wentworth's campus has been enriched through direct community interaction and a significant reduction of landfill-bound solid waste. After piloting the program at Wentworth in 1989, STRIVE was expanded to establish the Citicycle Program within the Boston Public Schools. Citicycle provides training and employment opportunities for over 100 BPS students with disabilities, and has led to the development of curricula on recycling and the environment in K-12 schools. From its roots at Wentworth, Citicycle has become a regional showcase for sustainability in Boston. STRIVE has received recognition from the City of Boston, the Commonwealth of Massachusetts, The President's Committee of Employment of People with Disabilities, and most recently was among the first round of finalists for the International Sustainable Campus Network's Impact Awards.

Wentworth also pursues waste minimization through composting, recycling of electronics and studio/laboratory materials such as metal and building materials (160 tons per year), and residence hall clean-out events at the end of the spring semester (nearly 400 lbs of clothing and household items were donated to Goodwill in 2009).

Green Design and Building Maintenance

Wentworth's new residence hall, 555 Huntington Avenue, incorporated sustainable design principles and systems, including a 30,000 gallon rainwater capture system that provides landscape irrigation for the Evan's Way block. A 1,500 foot deep well is used to irrigate the main campus grounds, thereby avoiding the use of city water. The Institute also installed storm water diversion systems for East, West, Parker and Annex Parking Lot, which avoids using the sewer system and instead recharges groundwater.

Wentworth's cleaning contract employs a green cleaning program that is recognized by the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) Green Building Rating System. This cleaning program uses Green Seal certified, environmentally-preferable cleaning products that reduce the use of toxic chemicals, improving worker safety and indoor air quality.

Wentworth's landscaping program utilizes organic fertilizers for over 90% of grounds applications, and 156 tons of yard waste is composted annually. The Institute also actively pursued the expansion of green space on its urban campus, including converting gas station properties acquired at 525 and 634 Huntington Avenue to interim open space.

The Institute committed to an energy saving - reflective “green” roofing system as its standard as it replaced ten flat roofs over the past fifteen years.

Purchasing

Wentworth has adopted a green purchasing policy, which pursues a goal of seeking out environmentally-preferred goods and materials whenever financially feasible. Within this policy, the Institute has established specific objectives and preferred status for:

- Electronics meeting EPA Energy Star certification and Electronic Product Environmental Assessment Tool (EPEAT) environmental criteria required to be Bronze-certified.
- High efficiency water fixtures and irrigation systems.
- Biodegradable and phosphate free cleaning solvents.
- Integrated pest management.
- Recycled content materials (specifically 30% post-consumer recycled paper).
- Reusable, recyclable, or compostable packaging.
- Biodegradable and compostable plastic consumable products, such as bags, film, food and beverage containers, and cutlery.

Dining

Through its contract with Chartwells, Wentworth offers local and sustainable foods, composts an estimated 45 tons of food waste per year, purchases compostable and biodegradable containers and cutlery, hosts sustainability events, and promotes the use of reusable mugs.

Energy and GHG Emissions

Wentworth has established an energy management program, overseen by a Certified Energy Manager, which is committed to reducing campus energy consumption and GHG emissions. The Institute’s program includes the use of cogeneration units to more efficiently meet the heat and power needs of the campus, energy conservation measures such as additional insulation, reflective roofs, lighting retrofits, and participation in the ISO New England demand response program to reduce the load on the regional electric grid in times of high demand. Many of these measures benefit from rebates and operational cost savings, creating an economic incentive for further action.

Through a collaborative effort between Physical Plant staff, students, and professors, Wentworth recently completed its first GHG inventory, which was publicly reported to the ACUPCC, and provides a rigorous assessment of the campus carbon footprint. This information is being used by the Institute to identify opportunities for GHG reduction, and to track the impact of GHG reduction projects over time.

Transportation

The Institute is committed to reducing the environmental impacts associated with transportation to and from campus. Wentworth's commuter program includes incentives for using public transportation and flexible workweek schedules for eligible employees. In 2009 the Physical Plant department added three electric vehicles to its fleet, minimizing the need for gasoline-powered trucks, and improving the campus environment through reduced local air pollution.

Academics and Outreach

Wentworth promotes the incorporation of sustainability into campus culture and the student learning experience, as highlighted in the following:

- Physical Plant has a funded co-op position for working on sustainability programming, to provide hands-on training in the growing field of "green jobs." Tasks include sustainability web site development, data collection and communication for the Recycle-Mania campaign, and research for the campus climate action plan.
- Wentworth's academic programs include a collaborative environmental forum with the Colleges of the Fenway, and over 80 Wentworth courses include sustainability themes or topics, such as "Building Green: Sustainable Design," "Sustainability of the Built Environment," and "Energy Resources and Conservation".
- Wentworth has hosted or been involved in an array of environmental events and campaigns on campus, including the Climate Change National Teach-In, Earth Hour, Earth Day "green carnival", Chartwells "Sustainability Day", and participation in the national Recycle-Mania competition, which challenges and ranks colleges and universities based on their recycling rates on campus.
- The "Green Team" is a student organization that has been in existence at Wentworth for over 13 years, and is made up of a group of highly energized students who run environmental awareness events and field trips to nearby sites of interest, and mobilizes the student body toward action on sustainability issues. In 2008, the Green Team received a Paragon Award from the Office of Student Leadership for having the best executive board.
- Wentworth has expanded its outreach through the Center for Community and Learning Partnerships, which engages students and faculty in projects for sustainable development (design/build) and adaptive and green technology (engineering/design) with the broader Boston community.

Future Goals of the WIT Sustainability Program

Wentworth's sustainability program includes a diverse range of initiatives and engaged campus stakeholders to drive it forward, and is poised to position itself as a leader in campus sustainability. Future goals for this program focus on fully integrating and expanding sustainability values into the practices of the Institute.

- Develop a unified vision and overarching sustainability principles for the campus.
- Develop a charter for the Sustainability Committee to support the campus vision for sustainability.
- Formulate an annual report that calls out strategic initiatives and tracks indicators of sustainability performance, educational impact, and financial savings.
- Strive to meet the requirements of the American College and Presidents Climate Commitment, particularly the development of a financially sound climate action.

8. EMPLOYMENT AND WORKFORCE DEVELOPMENT

Current Employment

As of January 31, 2009, Wentworth employed a total of 743 full-time and part-time faculty and staff members, approximately 32% (240) of whom are Boston Residents. In addition to the faculty and staff employment levels, Wentworth also funds 195 positions provided through private contractors who provide operational services in the areas of cleaning, food service, health services, copy & mail center, receiving and security; approximately fifty-nine percent (114) of the individuals employed by these service contractors are Boston Residents. In total, Wentworth employs a total of 938 personnel, of which 38% are Boston residents.

Wentworth's payroll and benefits for Fiscal Year 2009 totaled approximately \$39,781,000.

Wentworth Employment Summary

	Faculty	Staff	Contractors	Total
Full-time	139	271	104	514
Part-time	188	145	91	424
Total	327	416	195	938

Future Employment Needs

Wentworth estimates that the five Proposed Institutional Projects (Flanagan Campus Center, Student Residence at 525 Huntington Avenue, Center for Engineering & Technology, Ira Allen Building Addition, and the New Soccer Field) will generate approximately 984 construction jobs and 21 additional faculty and staff jobs over the term of the IMP.

It is also estimated that approximately 90 additional faculty and staff will be added over the ten year term of the IMP.

Workforce Development

Wentworth has been actively working with the Boston Public Schools for over twenty years to provide opportunities for students to gain work skills and practical work experience. Since 1988 Wentworth workforce development programs have served more than 1,700 students. Currently 77 students participate in either Project STRIVE or the BPS School-To-Career Project. The Institute allocated 4,016 square feet of space and \$293,000 for both programs in Fiscal Year 2009.

A. Boston Public Schools / Project STRIVE

Project Strive (Supported Training to Reach Independence through Vocational Experiences) is a school-to-work transition program for Boston Public School (BPS) students with a variety of special needs, including physical, cognitive and emotional disabilities. Over the last 20 years Wentworth's STRIVE collaboration with BPS has served over 1,538 students. Currently (2009-2010) 54 students are working at Wentworth on a daily basis at the Institute's Recycling Training Center; a 2,054 square foot facility that supports student learning and the recycling program operations. Through this work experience program, where they are hired by Wentworth as an employee and supervised by STRIVE "job coaches," students learn valuable work and social skills and also gain the satisfaction of holding a paying job for the first time.

For Fiscal Year 2009 Wentworth invested \$53,000 for participant salaries and uniforms.

B. Boston Public Schools / School-To-Career Project

Since 2002, The Facilities Management Program of Madison Park Vocational School has been working with Wentworth's Physical Plant Department in a joint venture to maintain and upkeep two Residence Life Facilities that have a total population of 796 and a total square footage of 45,504. This unique program has involved students with and without disabilities working together, earning prevailing wages, while learning the skills necessary to become successful and productive citizens.

School site training and education takes place in the BPS feeder schools for students 14 – 18 years of age. Along with competency based goals, Individual Service Plans are reviewed for admission into the cooperative placement training lab site at Wentworth. Once admitted, the students learn all aspects of the trade in an on-the-job training model. The on-site vocational teacher maintains Work Based Learning Plans and teaches life and competency skills while using student teachers and job coaches as support staff. Upon completion of the competencies, students leave with a student packet, resume, competency checklist and letters of recommendation for employment with BPS partner facility management companies.

This program operates out of a 1,962 square foot facility in the 610 Residence Hall seven days a week, 365 days a year. Since the start of the collaboration in 2002 this program has served 163 students. Currently 23 students are working at Wentworth under the supervision of 3 vocational teachers/supervisors.

For Fiscal Year 2009, Wentworth invested \$240,000 in the BPS School-To-Career Project (via the Boston Educational Development Fund).

9. COMMUNITY BENEFITS PLAN

The Wentworth Community Benefits Plan focuses on two primary objectives.

The first objective is to **enhance educational opportunities for the young people of the City of Boston** and the second is to **contribute to and support neighborhoods** of which Wentworth has been a part since its founding in 1904.

The basis on which the Institute will pursue and achieve these objectives is through partnership with its neighbors, community-based organizations, and the City. Wentworth’s long-standing practice of partnerships took a major step forward from the Prior IMP with the establishment of the Center for Community and Learning Partnerships as part of the 555 Huntington Residence Hall. This new IMP (2010-2020) will build-upon these foundations with sustained support, new resources and a renewed commitment to partnerships that will leverage community benefits investments to achieve a greater impact.

Specifically, the Institute will channel resources into four key initiative areas: **(1) Service Learning and Civic Engagement, (2) Workforce Development, (3) College Access and Success, and (4) Community-Campus Relations**. These initiatives will draw upon existing and developing partnerships both with the City and neighborhood groups and organizations. Over the period of the IMP core campus-community engagement efforts such as College Access and Success will be sustained and strengthened. In addition, new resources will be provided to help support community-led collaborations such as the redevelopment of Roxbury Crossing (Parcel 25) being led by Mission Hill Neighborhood Housing Services.

Wentworth Community Benefits Plan Highlights

Wentworth Investment	Annual	Cumulative (2010-2020)
Service Learning and Civic Engagement Operations & Facilities*	\$413,000	\$4,130,000
BPS & Neighborhood Scholarships	\$348,800	\$3,488,000
Project STRIVE and BPS/School-to-Career Project Operations & Facilities*	\$461,600	\$4,616,000
Community Policing	\$150,000	\$1,500,000
Cash and in-kind community support	\$100,000	\$1,000,000
Total	\$1,473,400	\$14,734,000

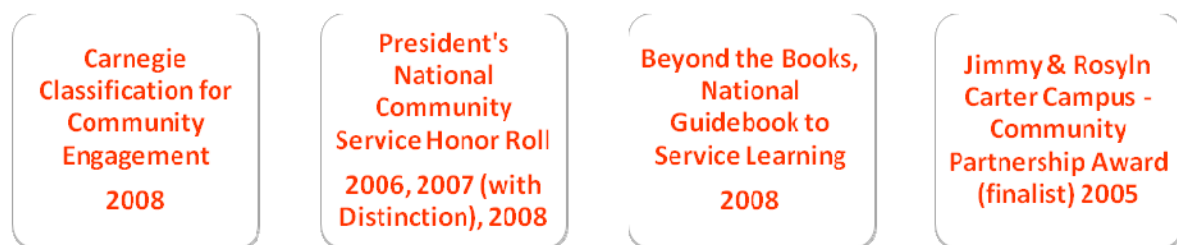
* Note: The value of facilities is calculated at \$42p/sf in 2010 dollars

Context – The Center for Community & Learning Partnerships

The community partnerships and benefits presented here engage the breadth of the Institute from the Office of the President to Community Relations to Academic Departments, Student Affairs, and even our Physical Facilities Department. Tying together many of these threads of engagement is the Center for Community & Learning Partnerships, a venture established in connection with development of the 555 Huntington Residence Hall.

The concept of the Center emerged out of collaboration with numerous community residents and partners and the BRA to activate the street front of the 555 Residence Hall and serve as a hub for Wentworth’s numerous community partnerships. Reporting to the Office of the President, the Center has developed to include both the Service Learning/Civic Engagement and College Access and Success initiatives at the Institute. The Center represents a major investment that acts as an engine for community and economic impact.

The special value the Institute’s community and learning partnerships work has been cited in numerous regional and national awards and recognitions that include:



Center for Community & Learning Partnership Key Facts and Figures

Since 2005, more than 7,000 students contributed approximately 461,000 hours to community-based work and service

Since 2005, 54 faculty members supported community service and civic engagement; contributing an estimated 16,000 hours

Since 2005, Wentworth’s student and faculty contributions through community based work and service had \$11,630,000 in economic value*

Since 2005, 35 faculty members utilized service learning in 42 courses engaging more than 1,500 students

The Institute Provides \$350,000 annually for the Center’s operations; not including more than \$100,000 garnered from outside sources.

Space dedicated to the Center’s core operations (approximately 1,500 square feet) carries a current market value of \$63,300 per year

**Note economic value calculated by number of hours served multiplied by the value of an hour of service in Massachusetts as established by Independent Sector*
[\[http://www.independentsector.org/volunteer_time\]](http://www.independentsector.org/volunteer_time)

1. Service Learning and Civic Engagement

***Purpose** – Service Learning and Civic Engagement at Wentworth seeks to connect students with community organizations and agencies to both enhance learning and constructively contribute to the community.*

Civic engagement initiatives at Wentworth are coordinated by the Center for Community and Learning Partnerships (under the direct report of Community Relations) with significant support provided by Faculty Committee on Service Learning (under the direct report of Academics).

Civic engagement takes many forms at the Institute but can be primarily characterized as curricular service learning, co-curricular service, community-based research, and community-based co-op and work study. More significantly the Center connects these various forms of engagement to produce substantive and sustained partnerships.

Service Learning Areas of Focus – Unique to Wentworth, service learning and civic engagement projects and programs are clustered into three distinct focus areas that represent the nexus of the Institute’s resources and core capacities with those of our community and City of Boston partners. These focus areas (**Digital Divide, Sustainable Design, and Community Enterprise**) align with key community and Institute identified core capacities and needs.

Since the inception of the Center, distinct teams have emerged from these areas of focus. Each team brings together a structured group of faculty, students, and community partners that collaborate on an ever-growing portfolio of projects and programs to address their respective issue areas.

Community Technology Team

The Community Technology Team's primary concern is working with non-profits, public agencies, and small businesses to minimize or eliminate inequities commonly characterized as the Digital Divide.

Example Project:

Boston Centers for Youth and Families Technology Assessment

In Spring 2006 the leadership of Boston Centers for Youth and Families (BCYF) reached out to Wentworth's newly-opened Center for Community and Learning Partnerships with the aim of partnering with the Institute on projects that could improve the agency's use of technology in fulfilling its mission. Discussions quickly led to the idea of conducting an assessment of the technology utilized at the 40 plus BCYF sites across the city. The Center brought together students from two networking systems courses led by a Computer Science faculty member and senior co-op student to tackle the project. Over the span of two semesters the students designed and implemented a technology inventory (hardware, software, networks) and a staff survey (usage, needs, skills). The results of the inventory and survey were compiled and analyzed forming the basis for a comprehensive report. BCYF leadership utilized the report data and recommendations to seek and secure improved funding and support for key technology changes and upgrades.

Lines of Service include: Technology Assessment and Research, Web Application and Database Development, Technology Acquisition and Capacity Development, Mobile/WiFi networking and application development

Operations & Logistics

- Develop and maintain an inventory with inventory control tags for the entire organization
- Allocate/reallocate resources across the system for optimal use
- Establish system-wide standards for operating systems, security protocols, software, and network/equipment
- Implement a universal password/log-in system to enhance security on computers.
- Negotiate with suppliers and service providers (i.e. Microsoft) for non-profit and bulk agreements

Results: Physical Assessment

Data collected from the students, project assistants, and project manager was compiled into a table to illustrate the specifications of all working computers at each community center.

534 computers were assessed from 41 sites.

Key Findings

- Inconsistent OS platforms and update status
- Inconsistent & out of date virus protection
- Non-universal Internet/Network Access
- Patchwork of software versions

Project Presentation Excerpts

Community Design Team

The Community Design Team's primary concern is working with non-profits, public agencies, and small businesses through various stages of the design-to-development process in an effort to create vibrant and sustainable places.

Example Project: Lower Roxbury - Dudley Square Gateway Parcels Visioning

For the past four years faculty from the department of Architecture at Wentworth have conducted a sequence of studios that collaborate with community-based organizations to provide a venue for community design visioning and dialogue. These visioning exercises range from broader neighborhood and community planning to site planning and design to historic preservation and adaptive re-use design.

Often this process preceded or ran parallel to more formal community planning and development initiatives, including those led by the BRA. Since 2005 the Housing and Community Design Studio has collaborated with organizations in neighborhoods across Boston including **Fenway, Allston-Brighton, Roslindale, East Boston, and Roxbury.**

In the 2008-2009 academic year more than a half dozen faculty and nearly 100 students participated in a series of studios producing community planning and site development visions of parcels and 8, 9, and 10 in Roxbury. These studios engaged the Roxbury Strategic Master Plan Oversight Committee (RSMOC) and staff at the BRA to utilize a draft RFP for parcels 8, 9, and 10 to develop and test a range of design visions. The work generated from each studio provides a breadth of design ideas realized in the form of posters, models, and electronic artifacts that can serve to generate community dialogue through exhibitions, forums, publications, and websites

Lines of Service include: Design Visioning, Community Planning/Design Process, Design Research and Assessment, Streetscape Assessment, Public Art & Landscape Design, and Small Project Pre-development Design Assistance



Robert Williams
Ph.D., AIA
and the Community Design Studio
Wentworth Institute of Technology

Project Presentation Sample

Community Enterprise Team

The Community Enterprise Team's primary concern is working with non-profits, public agencies, and small businesses to support organizational and economic development

Lines of Service include: Organizational Planning and Development, Small Business Technical Support (i.e. assessment, secret shopping, business planning), Community and Economic Research

Example Project: Mission Hill Main Streets Market Research Analysis

In 2007 Wentworth's Community Enterprise Team was engaged by Mission Hill Main Streets (MHMS) to help update a business district market analysis conducted seven years prior. The study had been produced by a consultant previously, but with a very limited budget, yielding a "bare bones" analysis.

Wentworth faculty, staff, and students worked with the economic restructuring committee of MHMS to lay out a project plan that would involve more extensive field research including two intercept surveys, traffic and pedestrian counts, a merchant survey, and a cursory building and business inventory. Added to this research, were data collected on building permitting, demolition, and construction, Claritas market tapestry data, BRA planning and development records, MBTA ridership data, and base-line American Community Survey data sets.

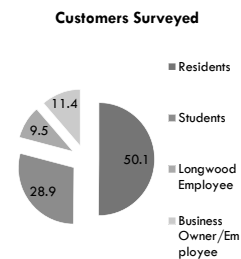
The Wentworth team, worked with MHMS staff and resident/business volunteers to develop an intimate understanding of the district. Analysis was conducted in conjunction MHMS volunteers and staff and not solely by the Wentworth team. The resulting study produced valuable insights about the district and reversed previously held notions that it could not support further business development. As the conclusion of the 2010 Census approaches, the Community Enterprise Team and its Main Streets partners are planning a variety of potential projects to extend this sort of research across multiple districts and with continuous updates.

Anchors & Clusters



Understanding The Mission Hill Patron: Intercept Survey

- Original Survey conducted in 2000 gathered information from 200 customers
- 2007 survey gathered information from more than 600 customers
- Identical survey format



Sustaining Partnerships; Mission Hill Main Streets and Wentworth



Wentworth is committed to community-campus partnerships that are sustained over the long-term, layer resources, projects and programs, and are rooted in a mutual understanding of assets and needs. These partnerships create both a more effective learning environment and a more effective vehicle for constructive community impact.

An example of this ethic is the Institute's partnership with Main Streets. Wentworth's collaboration with Main Streets originates long before the establishment of the Center for Community and Learning Partnerships to include faculty that served on boards and committees of more than one district. When the question of usage on the ground floor of 555 first surfaced the Institute reached out to its own nearby Main Streets District in Mission Hill to get a better understanding of the desired uses that would contribute positively to the community. Out of those initial

discussions evolved the Center.

With the establishment of the Center came more focus to organize partnerships and naturally a need to simply be at the table in the community to first understand what type of partnerships and what type of work should be done. The Center's founding Director was then asked to take part in Mission Hill Main Streets (MHMS) economic restructuring committee, and later serve on the board of directors. Eventually, faculty and students (some now graduates and residents of Mission Hill) would also join committees. Out of that relationship sprang numerous collaborative projects in areas of design, technology, and enterprise. Work Study and Co-op Students worked directly for Main Streets for little or no cost.

The Institute aligned cash and in-kind support to further leverage collaborative efforts and dedicated staff time towards organizational development, collaborative grant-seeking and fundraising. With the PILOT agreement initiated for the 555 Residence Hall the Center has worked closely with both Boston Main Streets and Mission Hill Main Streets on two "community service" PILOT projects that yielded direct investment far-beyond the amount that otherwise would have been contributed to PILOT.

This extensive relationship has come to produce increasingly significant impacts for MHMS and increasingly rewarding educational and professional experiences for students and faculty. Further, the Center has for the past several years gradually extended its partnership work to other Main Streets districts throughout the city of Boston. Wentworth sees the value and great possibilities behind such focused and sustained partnerships as a means of achieving more significant results than our size and capacity might otherwise allow.

Key Mission Hill Main Streets - Wentworth Partnership Projects

Neighborhood Wireless Network
Business District Market Analysis
Elder-friendly Business District Audit
Elder-friendly Project Planning
Website Redevelopment
Business District Market Analysis
T Shirt, Calendar, and Promotional Design
Community-based Co-op
Community Work Study
Small Business Façade & Interior Design
Neighborhood Clean-up Day
Business Owner Networking Breakfasts Sponsorship
Board Retreat Sponsorship
Annual Dinner Sponsorship
Big Belly Project

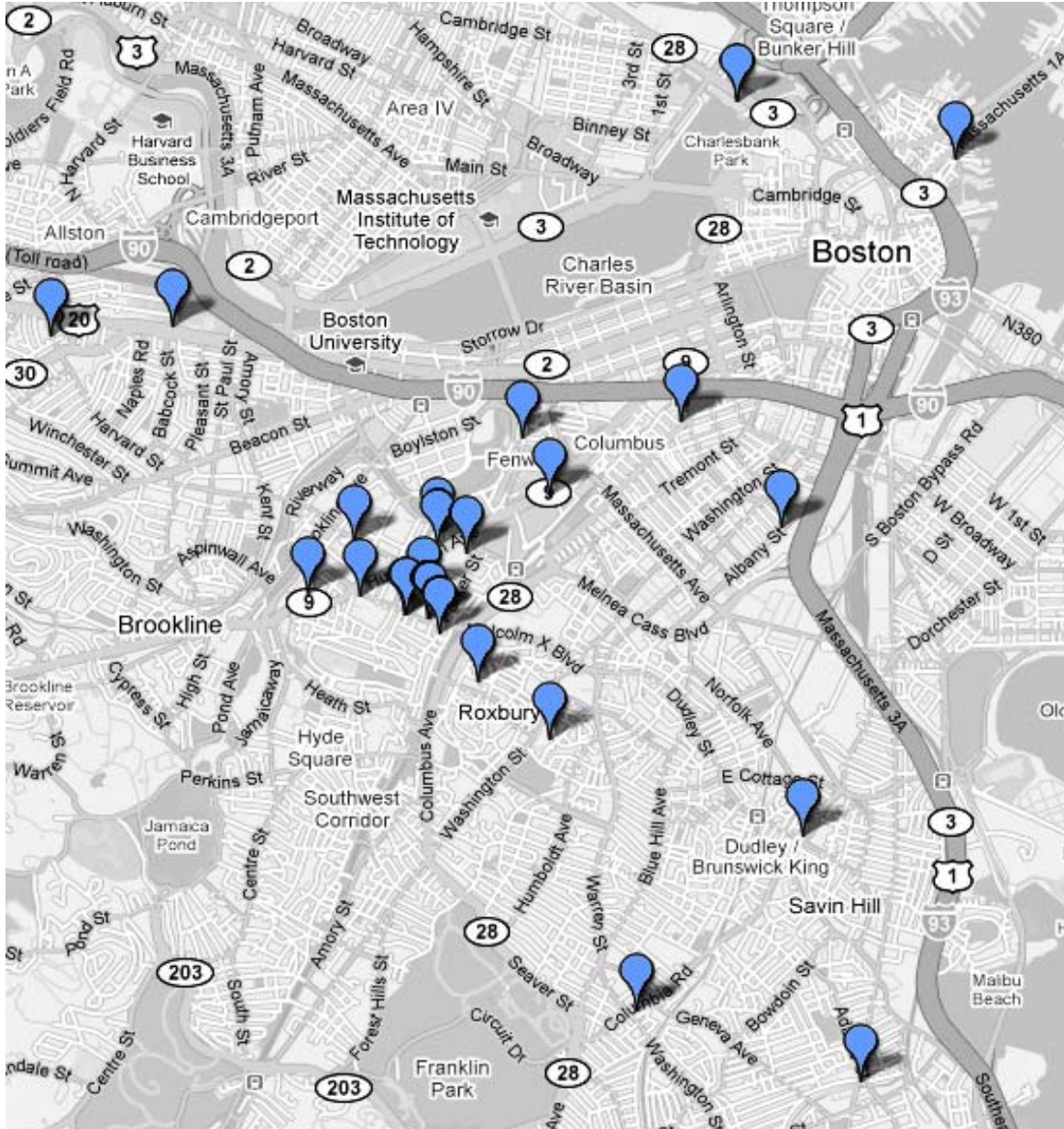
Community-based Co-op and Work Study Program

Beyond Curricular and Co-curricular forms of Service, the Center also coordinates an extensive Community-based Co-op and Work Study Programs. These programs draw-upon the Institute's strong cooperative education and hands-on learning pedagogy to engage in professionally-based, structured volunteer/work experiences. Students can serve as assistants and coordinators for both campus-based community projects and directly with non-profits and public agencies. Combined, students engaged in these programs provided over more than 34,000 hours to projects and programs for the 2008-09 Academic Year.

Wentworth's Community Work Study positions are placed free of charge to partners. In addition, each semester, Wentworth funds or cost shares the funding for co-op students for full and part-time positions at community organizations.

Programs and organizations who have hosted a Wentworth Community-based Co-op or Work Study Student since 2005 include:

ABCD Parker Hill Fenway	Mission Hill Main Streets
Multiservice Center	Uphams Corner Main Streets
ArtForming	Fields Corner Main Streets
Boston Centers for Youth and Families	Allston Village Main Streets
Theroch Apartments Technology Center	Fenway Community Development Corporation
Boston Healthcare & Research Training Institute	Roxbury Tenants of Harvard
City on a Hill Charter School	Mission Hill Afterschool & Summer Programs (Harvard PBHA)
MATCH Public Charter School	Sociedad Latina
Earth Works Boston	South End Technology Center
Habitat for Humanity	YMCA of Greater Boston
Open Air Boston	Volunteer Income Tax Assistance Program (@WIT)
City of Boston Department of Public Works	Children's Hospital
Mission Hill Neighborhood Housing Services	Mission Works
	Museum of Science



Map: Community Partners Host to Wentworth Community-based Co-op and Work Study Students

2. Workforce Development

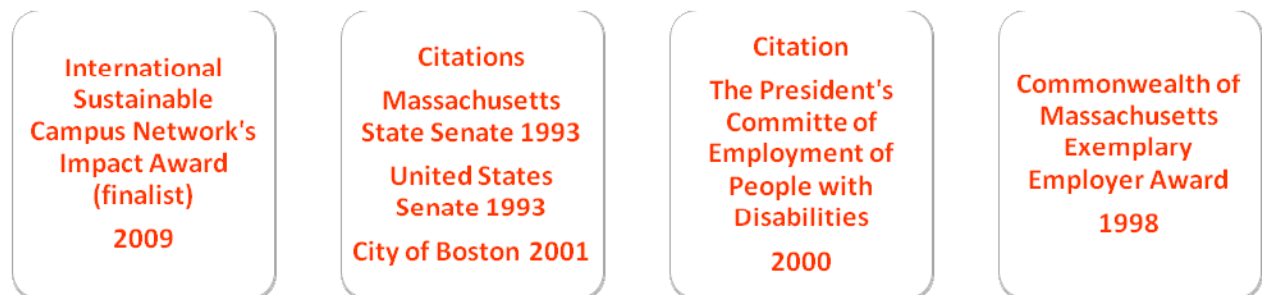
Purpose - The Workforce Development initiative seeks to connect Institute resources and operations (i.e. facilities maintenance) to training and employment opportunities for the residents and youth of Boston.

Wentworth has been actively working with the Boston Public Schools for over twenty years to provide opportunities for students to gain work skills and practical work experience. Since 1988 Wentworth workforce development programs have served more than 1,700 students. Currently 77 students participate in either Project STRIVE or the BPS School-To-Career Project. The Institute allocated 4,016 square feet of space and \$293,000 for both programs in Fiscal Year 2009.

A. Boston Public Schools / Project STRIVE

Project STRIVE (Supported Training to Reach Independence through Vocational Experiences) is a school-to-work transition program for Boston Public School (BPS) students with a variety of special needs, including physical, cognitive and emotional disabilities. Over the last 20 years Wentworth's STRIVE collaboration with BPS has served over 1,538 students. Currently (2009-2010) 54 students are working at Wentworth on a daily basis at The Institute's Recycling Training Center; a 2,054 square foot facility that supports student learning and the recycling program operations. Through this work experience program, where they are hired by Wentworth as an employee and supervised by STRIVE "job coaches," students learn valuable work and social skills and also gain the satisfaction of holding a paying job for the first time.

In recognition of the program's significance and continuous development, Project STRIVE has garnered numerous citations and awards.



B. Boston Public Schools / School-To-Career Project

Since 2002, The Facilities Maintenance Program of Madison Park Vocational School has been working with Wentworth's Physical Plant Department in a joint venture to maintain and upkeep two Residence Life Facilities that have a total population of 796 and a total square footage of 45,504. This unique program has involved students with and without disabilities working together, earning prevailing wages, while learning the skills necessary to become successful and productive citizens.

School site training and education takes place in the BPS feeder schools for students 14 – 18 years of age. Along with competency based goals, Individual Service Plans are

reviewed for admission into the cooperative placement training lab site at Wentworth. Once admitted, the students learn all aspects of the trade in an on-the-job training model. The on-site vocational teacher maintains Work Based Learning Plans and teaches life and competency skills while using student teachers and job coaches as support staff. Upon completion of the competencies, students leave with a student packet, resume, competency checklist and letters of recommendation for employment with BPS partner facility management companies.

This program operates out of a 1,962 square foot facility in the 610 Residence Hall seven days a week, 365 days a year. Since the start of the collaboration in 2002 this program has served 163 students. Currently 23 students are working at Wentworth under the supervision of 3 vocational teachers/supervisors.

In the 2009 Fiscal Year, Wentworth invested \$240,000 in the BPS School-To-Career Project (via the Boston Educational Development Fund).

3. College Access and Success

Purpose - Through a diverse, yet, focused range of partnerships and programs, the Institute seeks to broaden access to college education for Boston Public Schools (BPS) graduates, while further ensuring success of those who matriculate.

In November 2008, the Boston Globe ran an article entitled “Getting in isn’t enough” covering the results of a study concerning the rate of BPS graduates who matriculated to and graduated from college. The research, conducted by the Center for Labor Market Studies at Northeastern University, found that only 35% of BPS students from the class of 2000 had persisted from college matriculation to graduation after six years. Though BPS graduates attending Wentworth fared better; with more than 50% having graduated in the same time period, the need to achieve a better rate of persistence was clear.

In December 2008 a new institute-wide team was established by the President with a charge to focus on College Access and Success. The team was to explicitly focus on sustaining the Institute’s many successful college access and success programs while further developing these initiatives to attract more BPS graduates and ensure their persistence through to graduation.

More specifically, the College Access and Success team, now led by Community and Learning Partnerships staff, supports a cross-divisional effort that includes Academics (Provost) and Student Services (Enrollment Management/Student Leadership). Wentworth faculty, students and staff are encouraged to engage in, evaluate and recommend programming that will help prepare, recruit and graduate BPS students. The Center for Community and Learning Partnerships is working to further connect Boston Public School Partnerships and neighborhood based programs with service learning initiatives.

Key program elements of this initiative include:

- A. Scholarships to Boston Public High School Students and Community Residents** - As a principal part of its commitment to Boston and its residents, Wentworth annually provides 14 full year scholarships to graduates of Boston Public High Schools (four of which are designated for residents of the Mission Hill and Fenway neighborhoods), one additional full scholarship to a community resident attending The Institute’s evening programs, and one scholarship designated each year for employees of the City of Boston who wish to pursue an Associates Degree. The value of these scholarships awarded during the 2008-2009 academic year was \$348,800.
- B. Boston Public Schools Partnerships** - Over the past several years Wentworth has started to align its Boston Public School Partnerships with three key schools/programs that include the John D. O’ Bryant School of Mathematics and Science, the Engineering School and the Tech Boston Program. It is with these key partners that the Institute hopes to layer and invest in a range of programming and coordination that over time will yield a richer experience for students of those schools and programs as well as a larger and more successful pipeline of BPS graduates to attend, and graduate from, Wentworth.

Programs and activities with these partners include:

- i. **ACE** - The Architecture, Construction, and Engineering (ACE) program's Boston chapter is run collaboratively through Gilbane and Turner construction companies. The program seeks out high school students interested in ACE fields and pairs them one-on-one with an industry mentor. The students and mentors meet bi-weekly for 3 hours a session. Students work in teams on hands-on projects which they present at the conclusion of the academic year. A Wentworth alumnus at Turner works with WIT's College Access coordinator to facilitate students' participation from our partner schools, the John D. O'Bryant and Engineering Boston Public schools. Last year, an underrepresented student and ACE graduate enrolled at WIT in the Architecture program.
- ii. **FIRST Robotics** - FIRST Robotics is a national program that encourages high school student development in Science, Technology, Engineering, and Math (STEM) interest by combining hands on learning and interdisciplinary projects with college mentors. Wentworth's team of FIRST Robotics mentors work with the John D. O'Bryant's team of students in the Engineering Pathway program to develop a work plan, model, and build a robot that is able to compete in the national competition. BPS student's participation in this program is a strong indicator of interest in STEM and Wentworth. For the past two years, at least 3 BPS students have enrolled in WIT each year after participating in the program.
- iii. **Environmentors** - In its second year, Environmentors has found a new dedicated group of students and mentors to lead its effort in Environmental education. High school students meet bi-weekly with volunteer mentors to learn about Environmental science. Students work with mentors throughout the academic year to develop science fair projects that are presented at the national conference held in Washington D.C. every spring.
- iv. **Dual Enrollment** - For the past three years, WIT has offered a Technical Communications course for credit to advanced John D. O'Bryant students. WIT faculty have developed and taught the curriculum which focuses on preparation for college work and writing the college admission essay. All participants in the dual enrollment program receive a scholarship for the full tuition of the course and its text books valued at approximately \$2,000 per person. Altogether the scholarships and books represents an investment of nearly \$30,000 per year per course.
- v. **NEXT** - A requirement for all WIT students receiving the Boston City Scholars financial aid award, WIT students are paired with interested students from the John D. O'Bryant and Snowden International high schools in mentoring relationships. These relationships develop STEM appreciation in the high school students, as well as the college students. Mentoring occurs through weekly workshops in the spring semester.

- vi. **College Advising Corps** - A national program, the Massachusetts chapter of the College Advising Corps places advisors in the guidance offices of high schools to work in partnership with a corresponding local college. Wentworth currently partners with the advisor at the O’Bryant. In addition, the CAC umbrella has enabled WIT to support a College Access Coordinator in the Center for Community and Learning Partnerships to help facilitate the relationship with our partners as well as support the CAC advisor as a demonstration project for College Access work. Combined Wentworth’s investment in two CAC members (1 campus based, 1 based at the John D O’ Bryant School) is an investment of approximately \$60,000 per year.
- vii. **STEM Discovery Summer Program** - Wentworth’s three week summer STEM Discovery Program motivates high school students to study in the STEM fields at the introductory college level. 5 full-tuition scholarships are offered to students from the John D O’ Bryant School and the Tech Boston Program. Overall the program is an investment of approximately \$35,000 per year.
- viii. **Dedicated Admissions Representative** – Wentworth’s Office of Admissions maintains 50% of its Associate Director’s FTE to focus on Boston Public Schools. This time includes providing extensive support for programs such as NEXT and collaborating with the College Advising Corps Member located at the John D. O’ Bryant School. With the dedication of a single representative, students from BPS can be better assured close attention and guidance throughout the admissions process while also connecting with key college success contacts in the process. Further, the dedicated BPS admissions representative is a core member of the Institute’s College Access and Success Team.

C. Community and Campus-based Programs

- i. **Mission Hill – Phillip Brooks House Summer Camp and After School Programs** - Mission Hill – Phillip Brook House Summer Camp and After School Programs are hosted by Wentworth on its campus and staffed by student volunteers from Harvard and Wentworth. The vast majority of the children attending these programs are from the local residential neighborhoods surrounding Wentworth. The after school program assists children with homework and promotes learning fundamentals. The summer camp combines multicultural activities, field trips and a focused curriculum in an all day program that runs for eight weeks. During the summer, Wentworth provides dorm space for 15 college students working at the camp each summer, so they can live in the neighborhood and strengthen their bonds to the local community. The value of the living space provided by the Institute equals approximately \$70,500.
- ii. **Urban Mass. Louis Stokes Alliance for Minority Participation** - Wentworth participates in this eight-school alliance which is dedicated to improving the recruitment to, and retention in, baccalaureate programs in the STEM fields among underrepresented minority students. Altogether, LS AMP programming represents an investment of more than \$50,000.
 - a. **Facilitated Study Groups (FSG)** - Over the past 3 years, FSG's have grown from a single Math group to a diverse range including Circuit Theory, Computer Programming, Statics, and next semester, Physics/Chemistry. FSG's are a best practice determined by the National Science Foundation. FSG's offer an open resource location where students seeking help can find faculty and student Teachers Assistants. WIT students use the room as a place to work in groups or have individual questions answered. In Fall of 2009 alone, over 130 students visited FSG's. 80 of them used the Math FSG.
 - b. **Summer Math program** - The Summer Math program is a six week intensive designed to give students a solid foundation for Math before they enter college. The program is offered to matriculating freshman who live within a 30 mile radius of the city of Boston. The program utilizes 3 hours of lecture and 3 hours of FSG like experience to build mathematics fundamentals. At the conclusion of the program, students receive the text book for their Fall math course.
 - c. **Research Stipends** - AMP provides a small number of stipends to support students in research activities. These projects are supervised and facilitated by a Faculty mentor. Past projects have included working with Labview, Lego Mindstorms robotics, Piselectric sensors for detecting pancreatic cancer and observations of electrical impulses of the heart.
 - d. **AMP Scholars** - The AMP scholars cohort receives a stipend of \$800 each for outstanding participation in their STEM discipline. AMP Scholars

meet once monthly to hold workshops around research skill development, faculty mentoring, and graduate school applications.

- iii. **Technology Goes Home** – In partnership with City of Boston, the Institute hosts a number of TGH related programs and activities including the annual citywide graduation and teacher development training sessions and retreats.
- iv. **Robotic Olympics** – For the past three years the Institute has worked with the Tech Boston Program to host the annual Robotic Olympics, a regional-level competition that involves middle school aged youth throughout the City.

4. Community-Campus Relations

***Purpose** – The Office of Community Relations at Wentworth seeks to establish and maintain relationships with the neighbors of the Institute and the broader Boston Community. Specifically the office works with the local community groups to coordinate many of the services to the community outlined in this section including The Center for Community & Learning Partnerships.*

A. Neighborhood Boards and Committees

Members of the Faculty and Staff of Wentworth are proud to serve on a number of committees, task forces and boards of non-profit organizations which provide services to, and support the quality of life in Boston's neighborhoods. The following is a representative list:

- Mission Hill Main Streets: Economic Restructuring Committee
- Allston Village Main Streets: Promotions Committee
- Mission Hill Neighborhood Housing Services Board of Directors: Parcel 25 Committee
- Mission Hill Youth Collaborative
- Fenway Community Development Corporation
- Fenway Ball Committee
- Parker Hill Fenway Multi-Service Center: Board of Directors
- Community Centers Council for the City of Boston
- Mission Hill Problem Property Task Force
- Mission Hill Crime Committee
- Evans Way Park Committee
- Mayor's Wireless Task Force
- Mayor's PILOT Task Force
- Wentworth Community Task Force
- Office of College & Career Connections (OC3): Committee on Dual Enrollment

B. Sponsorship and Contributions

Wentworth also provides annual cash contributions to a wide array of non-profit organizations serving the neighborhoods of Boston including the following:

- Mission Hill Little League
- Emerald Necklace Conservancy
- Fenway CDC
- Alice Taylor Tenants Task Force
- Mission Main Tenants Task Force
- Mission Hill Youth Collaborative
- Mission Hill Neighborhood Housing Services
- Friends of Puddingstone Park (Kevin Fitzgerald Park)
- Mission Hill Road Race
- Boston Housing Authority Sports Banquet
- ABCD Parker Hill/Fenway Multi-Service Center (Summer Works)

Sociedad Latina
“We Are Boston”
Mighty Mission Basketball
One Mission Baseball
Comite Cultural Borinqueno de Massachusetts

C. Campus-Community Policing

Due to the urban nature of the campus, the Wentworth police officers monitor the public streets and adjacent residential neighborhoods, as well as the Institute’s campus property. The Wentworth Police Department operates 24 hours a day – seven days a week with a staff of 11 certified Massachusetts Special State Police Officers who are also sworn deputy sheriffs of Suffolk County and certified Emergency Medical Technicians. For Fiscal Year 2009 the Institute’s public safety operations expenditures amounted to \$1,434,012.

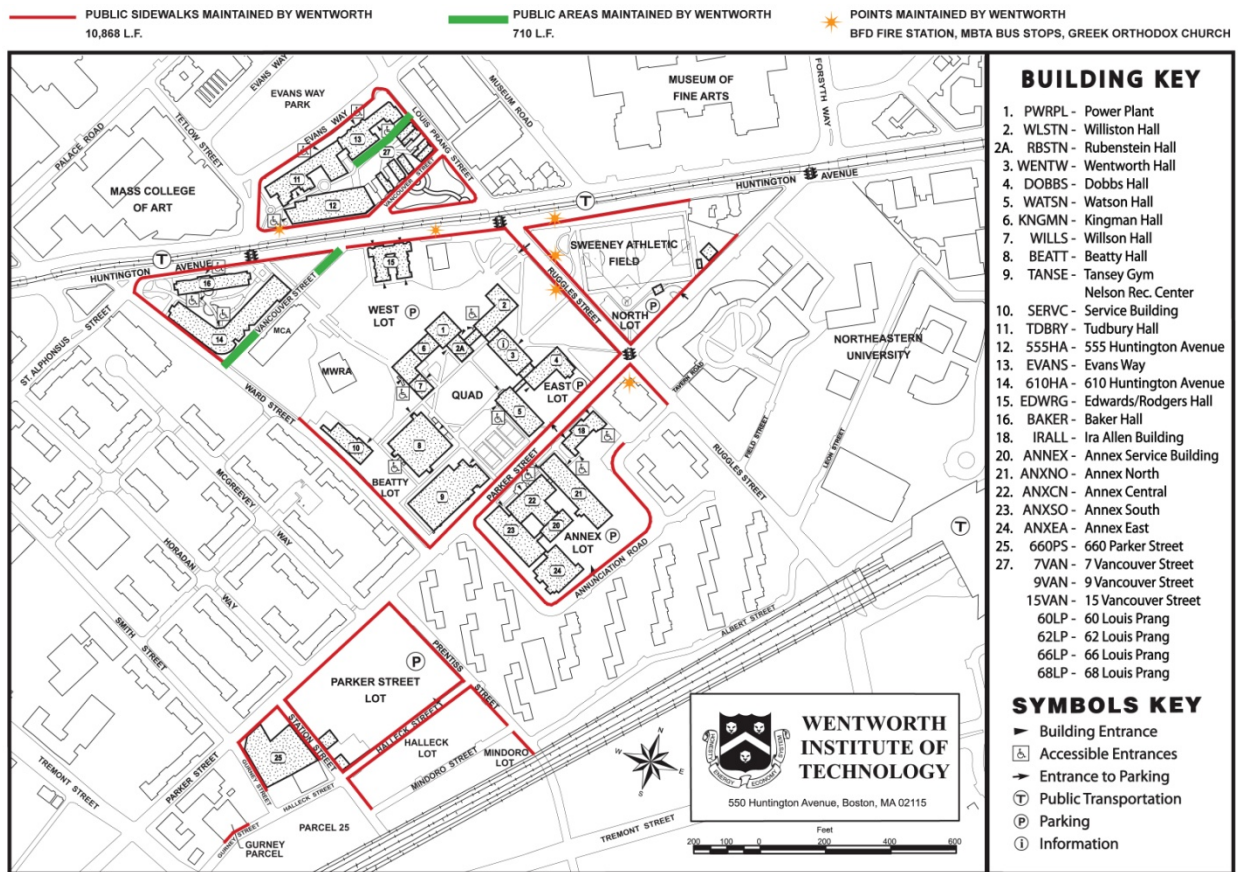
One of the department’s Sergeants works full-time as the off-campus community liaison officer. In this role, he coordinates initiatives to promote off-campus student safety and to improve student/neighbor relationships. He also addresses student behavior problems in the neighborhood and refers students for disciplinary action to be adjudicated by the Institute’s Office of Community Standards and/or for criminal prosecution as may be warranted by the character of the incident. The Sergeant attends Mission Hill Crime Committee meetings, Problem Properties Task Force meetings, and participates in weekend/late-night “Ride-Alongs” with the Boston Police Department to maintain a proactive approach and presence in the community.

In Fiscal Year 2009 the Institute contributed nearly \$150,000 to support the 1-2-3 Contact Details in Mission Hill and a police Sergeant (salary, over-time, benefits, and gear) dedicated to the community.

D. Open Space and Neighborhood Maintenance

Wentworth maintains an open campus. Allowing access and inviting neighbors and visitors to enter the campus, make use of open space areas, recreational facilities, athletic fields, and the campus library and dining facilities. In the course of maintaining campus properties, Wentworth makes a concerted effort to clean city sidewalks, curbsides, and catch basins adjacent to campus properties. This effort includes cleaning and upkeep of bus stops, street trees and snow shoveling public sidewalks, curb cuts and hydrants. The Institute also participates in various neighborhood beautification projects and maintains two public parks. (See Map Below)

Wentworth made a capital contribution of \$75,000 towards the improvement of Evans Park in 2002 and The Institute also maintains this public park and the Mass College of Art Park at an annual cost of approximately \$40,000. During the term of the IMP, Wentworth will seek to enhance the streetscape and landscaping at the edges and entry points of the campus to improve pedestrian access and connectivity into, and through the area.



Areas of WIT Sidewalk and Public Amenity Maintenance

E. Cross-Institutional Collaboration

Wentworth also has an extensive record in collaborating with its neighbor institutions to benefit the community. One particularly significant example of such collaboration is the conveyance of 4,457 square feet of property to the Massachusetts College of Art and Design for construction of a 493 bed residence hall. This collaboration will contribute significantly towards housing more students on campus; a significant priority for residents, the City of Boston, and the Institute.

F. Roxbury Crossing Redevelopment Collaboration

In 2006 Mission Hill Neighborhood Housing Services (MHNHS) launched a community planning process concerning Parcel 25 and its immediate area. Over the following several years a vision and strategy for redeveloping that property and others nearby emerged culminating in MHNHS's proposal to the BRA and the MBTA to purchase and develop the parcel. With MHNHS's bid gaining approval in spring of 2009 the proposal is now wending its way through to implementation.

Since the early stages of this process Wentworth has been a collaborator and contributor. The Institute has maintained representation at numerous meetings and charettes

throughout the planning and development process. Further, it has contributed support such as property surveying services.

G. Payment in Lieu of Taxes (PILOT) & Additional Community Projects

In addition to the approximately \$1.5 million Wentworth expends on community benefits each year, the Institute also contributes annually to the City of Boston's PILOT program and has agreed to pay property taxes on certain land parcels it owns. In Fiscal Year 2009-2010, the Institute will pay \$86,475 in taxes and \$39,737 in PILOT Contributions. As a part of Wentworth's participation in the PILOT program, the Institute has worked in conjunction with the City of Boston and local community groups since 2005 to implement three community service projects. These programs were funded in part by an allocation of 25% of the Institute's annual PILOT commitments along with additional cash contributions from Wentworth, the City, and local community organizations and agencies.

PILOT Community Service Project Descriptions:

- i) ***Mission Hill WiFi Network*** - In collaboration with Boston Main Streets, WIT established the first node of a planned neighborhood WiFi network to provide free wireless internet access to residents in the nearby Alice Taylor and Mission Main housing developments.

The project has extended beyond the original 3 year commitment and now has been incorporated to broader efforts led by Open Air Boston. Wentworth continues to support the program by providing direct Internet "back haul," roof rights for staging of equipment, electricity and storage.

- ii) ***Big Belly Trash Receptacles*** – In collaboration with the City of Boston Department of Public Works and Mission Hill Main Streets a total of 13 Big Belly solar powered trash receptacles were sited and installed throughout the Mission Hill business district. Wentworth provided extensive assistance determining site location for the receptacles and documenting before and after conditions. The Institute, the City, and Mission Hill Main Streets each contributed cash and other resources to implement this project.
- iii) ***College Access and Success Initiative*** – In collaboration with the John D. O'Bryant School and Massachusetts Campus Compact two full-time personnel have been dedicated (for up to three years) to partnership work centered specifically on issues of College Access and Success between the Institute and the O'Bryant School. One position is situated at the O'Bryant School and focuses on college advising directly with students. The second position is situated at Wentworth and focuses on coordinating and supporting a range of WIT – O'Bryant programming and partnership activities.

Both positions are part of a broader College Advising Corps Program coordinated by Massachusetts Campus Compact (MACC). Both MACC and WIT contributed cash and in-kind resources for this initiative.

Community Service PILOT Project Contributions

Project	WIT PILOT 25% Allocation	Additional WIT Contribution	Partner Contributions	Total Project Contributions
Mission Hill Wi-Fi Network	\$7,800	\$10,000	\$8,000	\$25,800
Big Belly Trash Receptacles	\$18,000	\$2,500	27,000	\$47,500
College Access & Success Initiative	\$10,000	\$20,000	\$30,000	\$60,000

Contributions of Wentworth Property for Public Purposes

On December 18, 2009, Wentworth donated a 4,457 square foot parcel of its campus land to the Mass College of Art and Design to allow MassArt to develop a 493 bed residence hall. This land in the center of Wentworth’s campus was valued at approximately \$6.6 million based on an independent appraisal conducted by CB Richard Ellis. Without the donation of this land, MassArt would not have been able to move ahead with this project which is aimed at attracting students to live on campus rather than in neighborhood housing stock.

On April 13, 2010, Wentworth, once again made a significant contribution of property to benefit the local community. The Institute donated four parcels of land located at 12, 14, 20, and 22 Gurney Street to Mission Hill Neighborhood Housing Services to allow for the development of senior housing. The appraised value of the donated land was determined to be \$200,000. The donation of the Wentworth parcels along with the utilization of two adjoining parcels owned by the City of Boston will allow for the development of 40 units of housing for local seniors.

Future PILOT Participation

Wentworth plans to work cooperatively with the City of Boston concerning the negotiation of a new comprehensive PILOT agreement for the term of the Institutional Master Plan. The Institute expects to reach a new PILOT agreement which will be in concordance with the guidelines recommended by the Mayor’s PILOT Task Force.

5. Linkage Payments

Housing Linkage contributions to the Neighborhood Housing Trust and jobs linkage contributions to the Neighborhood Jobs Trust will be made for all projects that are deemed to be Development Impact Projects in accordance with Article 80B-7 of the Boston Zoning Code.

Section 80B-7 of the Boston Zoning Code imposes an obligation on developers of so-called Development Impact Projects to make payments to the City for use in affordable housing and job creation projects. Development Impact Projects are defined as projects that require zoning relief (such as Institutional Master Plan approval) and involve construction or substantial rehabilitation of more than 100,000 square feet of space to be occupied by certain uses, including college and university uses, (but excluding student housing and structured parking).

By its terms, Article 80 requires a “housing contribution grant” and a “jobs contribution grant,” (commonly known as “linkage payments”) currently totaling \$9.44 per square foot on the gross floor area of a Development Impact project in excess of 100,000 sf. The housing contribution payment (\$7.87 per applicable square foot) is payable over seven years, and may be paid “in-kind” by the building or sponsoring of affordable housing. The jobs contribution grant is calculated at \$1.57 per applicable square foot and is payable over two years.

6. Local Purchasing

Wentworth is committed to positively contributing to the economy of the City of Boston and the Commonwealth. Beyond helping educate and develop a highly-skilled local and regional workforce the Institute conducts its day to day business with local impact in mind. In Fiscal Year 2009 the Institute made operating and capital purchases (not including major construction) in excess of \$22,000,000. \$15,572,000 of those purchases were from vendors within the Commonwealth of Massachusetts. \$5,318,000 of those purchases were from vendors within the City of Boston. As the Institute is presently developing a comprehensive Green Policy, local and regional purchasing will almost certainly become one of several strategies to reduce environmental impact and also contribute to the economic vitality of the City and Commonwealth.

**10. SCOPING DETERMINATION, COMMENT LETTERS & RESPONSES AND
NOTICE OF PROJECT CHANGE LETTER**

June 5, 2009

Mr. John P. Heinstadt
Vice President, Business and Finance
Wentworth Institute of Technology
550 Huntington Avenue
Boston, Ma 02215-5998

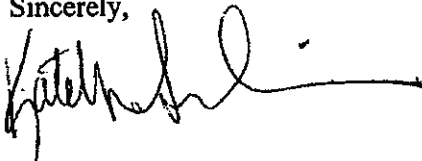
Re: Scoping Determination for the proposed Wentworth Institute of Technology Institutional Master Plan

Dear Mr. Heinstadt:

Please find enclosed the Scoping Determination for the proposed Wentworth Institute of Technology Institutional Master Plan ("IMP"). The Scoping Determination describes information required by the Boston Redevelopment Authority in response to the Institutional Master Plan Notification Form, which was submitted under Article 80D of the Boston Zoning Code on April 6, 2009. Additional information may be required during the course of the review of the proposals.

If you have any questions regarding the Scoping Determination or the review process, please contact me at (617) 918-4425.

Sincerely,



Katelyn Sullivan

cc: John F. Palmieri, BRA
Brenda McKenzie, BRA
Gerald Autler, BRA

BOSTON REDEVELOPMENT AUTHORITY

SCOPING DETERMINATION

FOR

WENTWORTH INSTITUTE OF TECHNOLOGY

INSTITUTIONAL MASTER PLAN

PREAMBLE

On April 6, 2009 Wentworth Institute of Technology submitted to the BRA an Institutional Master Plan Notification Form ("IMPNF") seeking approval of a 10-year Institutional Master Plan that includes a student center, dormitory, a 400-space parking lot with a relocated soccer field on the deck, and an academic addition to an existing building.

The BRA will review the proposed IMP pursuant to section Article 80D of the Boston Zoning Code ("Code"). As part of the BRA's Article 80 review, Wentworth is required to prepare and submit to the BRA a proposed IMP pursuant to Section 80D. The document must set forth in sufficient detail the characteristics and planning framework of the institution to allow the BRA to make a determination about the merits of the proposed IMP. The proposed IMP shall contain the information necessary to meet the specifications of Article 80 as well as any additional information requested below.

Copies of the IMPNF were made available to the public in both electric and hard copy format. A scoping session was held on April 30, 2009 with public agencies and a public meeting was held on May 13, 2009 at which the proposed IMP, as outlined in the IMPNF was presented. In 2009, the Wentworth Task Force established by the BRA, met on March 11, 2009, April 1, 2009 and April 22, 2009.

Based on review of the IMPNF and related comments, as well as the scoping session and public meeting, the BRA hereby issues its written Scoping Determination ("Scope") pursuant to Section 80D-5.3 of the Code. Wentworth is requested to respond to the specific elements outlined in this Scope. Comments from public agencies, elected officials, and the public, found in Appendixes 1 and 2, respectively, are incorporated as a part of this Scope. Written comments constitute an integral part of the Scope and should be responded to in the IMP or in another appropriate manner over the course of the review process. At other points during the public review of the IMP, the BRA and other City agencies may require additional information to assist in the review of the Proposed IMP.

In addition to the specific submission requirements outlined in the sections below, the following general issues should be noted:

- The City of Boston views its academic institutions as important economic and cultural assets and as valuable partners in a wide range of public policy priorities. However, while the benefits of Boston's academic institutions are felt across the city and even regionally, nationally, and globally, the negative impacts are generally limited to the immediate neighborhood. This dictates that both the BRA and academic institutions work to carefully balance the goals of vibrant institutions and healthy neighborhoods.

- It is the City's policy to encourage colleges and universities to expand their on-campus housing facilities for their students so that there is a decreasing use of private housing market resources in Boston neighborhoods by students. The BRA recognizes that Wentworth is proposing a new dormitory and looks forward to working with the institution as plans are developed further.
- The IMPNF sets forth a planning framework that is the product of over a year of discussions with the BRA, the Task Force, and the community at large, and that responds to many of the comments submitted by community members regarding the need for comprehensive planning to create a context for individual development proposals. Only those projects listed as Proposed IMP Projects will be granted zoning rights or other approval as a result of the approval of the Proposed IMP. Any projects listed as "Proposed Future Projects" (i.e. Office and Research and Development Facility) regardless of their consistency with the concepts laid out in this IMP, will require full review and approval through the relevant Article 80 process(es).

SUBMISSION REQUIREMENTS

FOR THE

WENTWORTH INSTITUTE OF TECHNOLOGY INSTITUTIONAL MASTER PLAN

The Scope requests information required by the BRA for its review of the proposed IMP in connection with the following:

1. Approval of the Wentworth IMP pursuant to Article 80D and other applicable sections of the Code.
2. Recommendation to the Zoning Commission for approval of the Wentworth IMP.

The Wentworth IMP should be documented in a report of appropriate dimensions and in presentation materials which support the review and discussion of the IMP at public meetings. Thirty-five (35) hard copies of the full report should be submitted to the BRA, in addition to an electronic version in .pdf format. Additional hard copies of the document should be available for distribution to the Wentworth Task Force, community groups, and other interested parties in support of the public review process. The IMP should include a copy of this Scoping Determination. The IMP should include the following elements:

1. SUMMARY OF WENTWORTH'S INSTITUTIONAL MASTER PLAN

- **Mission and Objectives.** Define Wentworth's mission and objectives and describe how the development contemplated or proposed in the IMP advances the stated mission and objectives.
- **Major Programs and Initiatives.** Describe any major academic programs or initiatives that will drive academic and physical planning in the future. Included in the description should be current and future trends that are impacting Wentworth and shaping program objectives.

2. EXISTING CAMPUS AND PROPERTY USES

The IMP should present maps, tables, narratives, and site plans clearly providing the following information:

- **Owned and Leased Properties.** Provide an inventory of land, buildings, and other structures in the City of Boston owned or leased by Wentworth as of the date of submission of the IMP, with the following information for each property:
 - Illustrative site plans showing the footprints of each building and structure, together with roads, sidewalks, parking, and other significant improvements.
 - Land and building uses.
 - Building gross square footage and, when appropriate, number of dormitory beds or parking spaces.
 - Building height in stories and, approximately, in feet, including mechanical penthouses.
 - Tenure (owned or leased by Wentworth).

3. CAMPUS DEMOGRAPHICS AND EMPLOYMENT

- **Student Population.** The IMP should provide a thorough explanation of past trends and future projections of the size and other characteristics of Wentworth's student body. The IMP should state Wentworth's policies and goals on student enrollment. These data should be referenced as appropriate in other sections, e.g. the Student Housing Plan should make clear the relationship between student population and student housing goals, including targets for percentage of students housed.
- **Student Residence Locations.** Present data on the residence locations of students living in Wentworth-owned dormitories as well as in other Boston-based housing, with a breakdown by level (undergraduate class, graduate students), Boston neighborhood and, to the degree possible, a distinction between students living in off-campus housing with parents as opposed to independently. This information may be integrated with the Student Housing Plan, described below, if desired.
- **Current Wentworth Employment.** Provide information on Wentworth's employee population, disaggregated by faculty/staff, full-time/part-time, Boston residents/non-residents, as well as projected employment over the term of the IMP.
- **Employment and Workforce Development.** Describe existing and proposed programs to train and hire Boston residents for Wentworth jobs, with particular emphasis on proposed programs with Boston schools and other programs to train and employ students from Boston, and particularly from neighborhoods in the vicinity of the Wentworth, at the requisite skill levels, or to otherwise enhance educational opportunities for Boston residents and prepare Boston residents and students for employment.

4. PLANNING AND URBAN DESIGN FRAMEWORK

The IMP should present an explanation of the planning framework that guides facilities and development decisions. Conversations with the Task Force, the neighboring community and the BRA led to the current proposal and included extensive discussions of the existing and potential future structure of Wentworth's campus. This section should discuss, at a minimum, the following:

- **Existing Context.** Describe Wentworth's place in the broader context of adjacent land uses, and the surrounding neighborhoods. Reference any City policies or plans that shape the planning context for the area and for Wentworth.
- **Campus Vision and Identity.** Describe Wentworth's vision of its desired physical identity and, in general terms, strategies for achieving that identity.
- **Anticipated or Projected Facilities Needs.** A summary and projection of Wentworth's current and future facilities needs.
- **Public Realm.** Discuss the existing public realm conditions (i/e. parks, plazas, streetscapes) in the vicinity of Wentworth facilities and Wentworth's contribution to the surrounding urban fabric, both in terms of building design and activation of streetscape. Discuss key urban design and public realm goals and objectives proposed by Wentworth for the campus.
- **Pedestrian Circulation Goals and Guidelines.** Provide a statement of goals and guidelines for pedestrian circulation both within and through Wentworth's campus

6. PROPOSED PROJECTS

Article 80D Requirements. Pursuant to Article 80D, the IMP should provide the following information for each Proposed Project:

- Site location and approximate building footprint.

- Uses (specifying the principal subuses of each land area, building, or structure, such as classroom, laboratory, parking facility).
- Square feet of gross floor area.
- Square feet of gross floor area eliminated from existing buildings through demolition of existing facilities.
- Floor area ratio.
- Building height in stories and feet, including mechanical penthouses.
- Parking areas or facilities to be provided in connection with Proposed Projects;
- Any applicable urban renewal plans, land disposition agreements, or the like.
- Current zoning of sites/campus and anticipated permits or public approvals needed.
- Total project cost estimates.
- Estimated development impact payments.
- Approximate timetable for development of proposed institutional project, with the estimated month and year of construction start and construction completion for each.

- **Rationale for Proposed Projects.** Discuss the rationale for the program, scale, and location of each Proposed Project in light of earlier discussions on mission, facilities needs, and campus planning objectives.

- **Overview of Urban Design Guidelines and Objectives.** Discuss the Proposed Projects' compatibility with the urban design guidelines and objectives. Discuss any new or modified urban design guidelines and objectives that have emerged from the recent planning process and strategies for implementing them in conjunction with the Proposed Projects or in the future.

- **Additional Potential Future Project.** The BRA recognizes that Wentworth is not seeking approval for the Office and Research and Development Facility, also referred to the "Proposed Future Project" in the IMPNF at this time. Accordingly, the BRA asks that Wentworth change the title from "Proposed Future Project" to "Potential Future Project". Nevertheless, because the IMP is in part a master planning document, Wentworth should be prepared to continue to discuss this project with the BRA and with other City of Boston departments, specifically the Boston Transportation Department. The BRA reserves the right to request additional information about this project at an appropriate time.

7. STUDENT HOUSING PLAN

Article 80D mandates that institutions submit a Student Housing Plan as part of the IMP. The IMP should address both the requirements set forth in Article 80D, which are reproduced below, and the additional requirements set forth in this section.

- **Article 80 Student Housing Plan Requirements.** Pursuant to Article 80D, the IMP should address the following:
 - The number of full-time undergraduate and graduate students living in housing facilities owned or operated by the Institution, including a breakdown by type of degree of program (undergraduate or graduate) and type of housing facility (dormitory, apartment, or cooperative housing facility).
 - The number of housing units owned or operated by the Institution, by type of housing facility (dormitory, apartment or cooperative housing facility).

- Any housing requirements or restrictions the Institution places on its students (e.g. eligibility for on-campus housing, requirement to live on campus).
 - The process by which the Institution directs its students to housing facilities.
 - The Institution's short-term and long-term plans for housing its undergraduate and graduate students on-campus and off-campus.
 - Impacts of the Institution's student housing demand on housing supply and rental market rates in the surrounding neighborhoods, including those neighborhoods adjacent to the Institution's campus and other neighborhoods where the Institution's students are concentrated.
 - A plan for mitigating the impacts of the Institution's student housing demand on surrounding neighborhoods.
- **Dormitory Occupancy Rates.** Given questions about the high cost of on-campus housing and Wentworth's ability to draw students out of off-campus rentals, the IMP should discuss any existing assessments of the demand for on-campus housing given current levels of rent both on and off campus, expected building occupancy for the residential Proposed Project, and measures to ensure that the use of new beds is maximized.
 - **Sophomores on campus.** During discussions with the Task Force and the public Wentworth has proposed requiring freshman and sophomores to live on campus. Please discuss this policy in more depth in the IMP including when this policy will come into effect.

8. STUDENT BEHAVIOR

Describe existing supervision and disciplinary procedures in dormitories, as well as policies related to student behavior generally.

10. TRANSPORTATION AND PARKING MANAGEMENT/ MITIGATION PLAN

Wentworth should continue to work closely with the Boston Transportation Department ("BTD") to outline an appropriate scope for studying and mitigating any transportation impact of the Proposed Projects.

- **Existing Conditions.** Provide a description of Wentworth's existing transportation and parking characteristics, including data on mode share for employees and students, parking spaces owned and operated by Wentworth, and policies regarding student and employee parking, transportation demand management measures in place, etc.
- **Pedestrian Circulation.** The IMP should clarify improvements to the pedestrian environment (i.e. improved pedestrian connection between Parker Street and Huntington Avenue and streetscape improvements on Ward Street) and provide pedestrian counts and projections along these and other major pedestrian routes.
- **Impact of New Projects.** Clarify the impact of the Proposed Projects on parking demand and supply.
- **Student Auto Ownership, Use, and Parking.** Describe Wentworth's current policies with regard to student ownership and use of automobiles, including the eligibility of students living in dormitories to obtain resident parking permits and any measures to enforce existing regulations.
- **Move-In/Move-Out Traffic Management Procedures.** Describe Wentworth's current procedures for managing traffic and parking impact generated by students moving into and out of dormitories, and any proposed changes to those procedures.

- **Bicycle Transportation.** The Wentworth Campus is located between two major links in the City's off-road bicycle network- the Southwest Corridor and Riverway portion of the Emerald Necklace. The IMP should discuss the adequacy of Wentworth's existing bicycle storage facilities, the facilities to be included in the Proposed Projects or elsewhere on campus and how it ties in to the City's network.
- **Transit.** The Massachusetts Executive Office of Transportation (EOT) has received a certificate approving its Draft Revised EIR/S establishing the locally preferred alignment of the Urban Ring Phase II project. Page 2-32 of the document confirms that, because of the present infeasibility of a tunnel segment addressing the Longwood/Fenway area's growing transit needs, EOT is currently developing recommendations for an interim surface alignment that would add bus lanes to existing roadways. To this end, EOT has met numerous times with Wentworth to define a right-of-way for Ruggles Street that would accommodate such lanes. Prior to submitting its IMP, Wentworth should work with the BRA, the Boston Transportation Department and EOT to establish an alignment for Ruggles Street that meets the needs of interim Urban Ring service. The IMP should reflect the agreed upon alignment.

9. ENVIRONMENTAL SUSTAINABILITY

The City of Boston expects a high level of commitment to principles of sustainable development from all developers and institutions. Wentworth will be expected to work with the BRA, the City of Boston Environment Department, and other entities as determined by the BRA to set and meet ambitious environmental sustainability goals in both the IMP and in the design of the Proposed Projects. The IMP should present as much information as possible on the topics below, with the understanding that not all of them may be relevant at the current time.

- **Existing Sustainability Measures.** Document and describe Wentworth's existing sustainability measures at the building and campus-wide level, including but not limited to energy, stormwater, solid waste, transportation, and infrastructure and utilities. Explain the administrative structure for making decisions about and promoting innovation in the area of building a sustainable campus. Describe any formal goals or principles that Wentworth has adopted in the area of sustainability.
- **Potential Future Sustainability Programs and Plans.** Discuss additional sustainability initiatives that could be adopted in conjunction with this IMP or in the future.
- **Green Building.** New campus buildings should achieve a superior level of performance in the areas of materials and resources (recycled content, construction waste management, local/regional materials), energy (energy performance, renewable energy), water management (water efficiency, stormwater management, graywater and stormwater recycling, etc.), indoor environmental quality, and other standard performance areas of high-performance or "green" buildings. Whenever possible, buildings should achieve a high level of certification through LEED or another appropriate system.
- **Energy Use.** Future campus development should consider the impact of new buildings on the existing heating and cooling infrastructure. Reducing the current energy use of existing buildings should be addressed prior to expanding or building new power plants. Planning should consider the possible benefits of localized heating and cooling systems within a section of the campus or within an individual building, allowing for alternative energy sources to be easily explored.
- **Water Use.** Future campus development should incorporate water use, conservation, and rainwater harvesting strategies at a campus level. New construction allows opportunities for storage systems to be installed for use by the new and adjacent buildings. Collected water can be used for flushing, HVAC make-up water, and irrigation.
- **Stormwater Retention/Treatment/Reuse and Groundwater Recharge.** Wentworth's development should go beyond the minimum requirements related to stormwater runoff. In particular, the new

developments proposed as part of this IMP should set a goal of reducing stormwater discharge from the sites into the storm sewers, not simply avoiding any additional runoff. Individual building design, site design, and street-level interventions should all maximize the opportunities for stormwater retention, treatment, and reuse, as well as groundwater recharge, through innovative approaches. To the extent possible, the systems put in place should strive to work with the natural hydrology of the area.

- **Solid Waste.** Campus master planning should set the goal of reducing the level of solid waste generation in both the construction and operation of buildings.
- **Landscape and Natural Features.** A well-considered program of landscape design can not only create a high-quality aesthetic realm but can also enhance regional biodiversity, help mitigate air pollution, reduce heating and air conditioning costs and associated energy consumption, reduce water consumption, and reduce stormwater runoff and water pollution. Sustainability should be a primary consideration in the design of the campus open space system as a whole as well as the design of individual spaces and the design of the roadway network.
- **Performance Standards and Indicators.** Over the long term, Wentworth should commit not only to broad sustainability principles, but also to specific performance standards and a system of indicators and metrics to track performance.

10. COMMUNITY BENEFITS PLAN

- **Existing Community Benefits.** The IMP should discuss all the community benefits currently provided by Wentworth.
- **Future Community Benefits.** The BRA looks forward to working with Wentworth, the Wentworth Task Force, and Wentworth's neighbors to explore appropriate community benefits to be associated with the IMP.
- **PILOT Payments.** Describe Wentworth's current Payment-In-Lieu-Of-Taxes (PILOT) program and proposed future payments. The Assessing Department typically requests to meet with institutions to discuss their PILOT programs; Wentworth should initiate such a meeting.

11. OTHER

- **Public Notice.** Wentworth will be responsible for preparing and publishing in one or more newspapers of general circulation in the city of Boston a Public Notice of the submission of the IMP to the BRA as required by Section 80A-2. This Notice shall be published within five (5) days after the receipt of the IMP by the BRA. In accordance with Article 80, public comments on the IMP shall be transmitted to the BRA within sixty (60) days of the publication of this notice. A sample form of the Public Notice is attached as Appendix 4. Following publication of the Public Notice, Wentworth shall submit to the BRA a copy of the published Notice together with the date of publication.

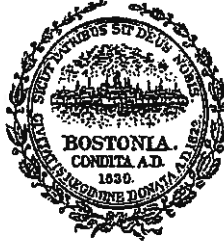
RESPONSES TO COMMENTS

This section provides Wentworth’s responses to comment letters that have been submitted to the Boston Redevelopment Authority by various regulatory review agencies as well as the general public as part of the review of the IMPNF submitted to the Boston Redevelopment Authority of April 6, 2009. The following sections provide a response to each substantive individual comment that appears in a particular comment letter, pursuant to the BRA Scoping Determination on the IMPNF issued on June 5, 2009.

The comment letters and responses appear immediately following Table 10.1 below. Each of the comment letters is assigned a corresponding abbreviation as shown in Table 10.1. The individual comments appearing in the comment letters are noted in the margin of these respective letters and assigned a code number. The following comments/responses correlate with the code numbers that appear on the comment letters. The comments, or a précis thereof, appear in bold italics; answers follow in normal type.

Table 10.1

	Commenter	Date	Abbreviation
Comments from Elected Officials			
1	Boston City Councilor Michael P. Ross	June 2, 2009	Ross
Comments from Public Agencies			
1	David Carlson, Boston Redevelopment Authority	June 5, 2009	Carlson
2	Katie Pedersen, Boston Redevelopment Authority	May 21, 2009	Pederson
3	Boston Transportation Department	June 3, 2009	BTD
4	Boston Assessing Department	May 21, 2009	ASSES
5	Boston Fire Department	April 14, 2009	BFD
6	Boston Water and Sewer Commission	May 20, 2009	BWSC
Comments from the Public			
1	MASCO	May 20, 2009	MASCO
2	Fenway Civic Association	May 21, 2009	FCA
3	Susan St. Clair	May 21, 2009	St. Clair
4	The Fenway Alliance, Inc.	May 21, 2009	TFA
5	Jane Kaiser	May 12, 2009	Kaiser
6	Charles River Watershed Association	May 21, 2009	CRWA
7	The Gainsborough Neighborhood Association	May 21, 2009	GNA
8	Mission Hill Neighborhood Housing Services	May 20, 2009	MHNHS
9	Fenway CDC	May 20, 2009	FCDC
10	Barry Twomey	(undated)	Twomey
11	Symphony United Neighbors	May 20, 2009	SUN
12	Marc Laderman	May 1, 2009	Ldrmn
14	Alison Pultinas	April 30, 2009	Pult



MICHAEL P. ROSS
BOSTON CITY COUNCIL

June 2, 2009

Kate Sullivan
Senior Project Manager
Boston Redevelopment Authority
One City Hall Plaza
Boston, MA 02201

RE: Wentworth Institute of Technology IMPNF

Dear Ms. Sullivan:

I am writing to comment on the Institutional Master Plan Notification Form for Wentworth Institute of Technology. I would like to take this opportunity to share both my support as well as some concerns regarding this project since the Mission Hill and Fenway neighborhoods will be directly impacted.

I support Wentworth's overall plans for this project, which includes the construction of a student life and recreation center, the addition to the Wentworth Annex' building at 550 Parker Street, new residence hall at 525 Huntington Avenue, plan to relocate recreational fields closer to the community, and the potential future development of the current Sweeney Field location.

Wentworth must not increase enrollment or any potential benefit from the dormitory project at 525 Huntington Avenue would be lost. The Mission Hill and Fenway neighborhoods have suffered tremendous negative consequences from over-saturation of off-campus housing in the neighborhoods. Long term residents, including families, have departed Mission Hill due to student related disturbances and high rent prices which can be easily afforded by a group of students in a unit, but not by non-students. Wentworth must continue to work with the community to reduce the negative impacts and increase the benefits this institution and its students have on the community. In addition, the proposal for a 9 story building at this location has caused concern from abutting communities.

Ross.1

Ross.2

I support the construction of a student life and recreation center as a way to attract students to campus for recreational activities and out of the residential neighborhoods. I support the proposal to keep this facility open late into the evening seven days a week. In

DISTRICT 8

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(617) 635-4225 FAX: (617) 635-4203 MICHAEL.ROSS@CI.BOSTON.MA.US

addition, the surrounding communities have expressed the need to remove walls that face their communities and rather, build facilities with open façades.

Ross.3

With regards to the relocation of Sweeney Field to Parker Street, I have concerns with the proposed lower lever parking structure. Wentworth has worked closely with the community and the Parcel 25 development to revitalize this area and make it more pedestrian friendly. Having a parking facility does not add to this vision, but rather it continues the tradition of surface parking lots in this part of the neighborhood.

Ross.4

I share the community's concern for the potential future development of the current Sweeney Field location. This site is important to the community and Wentworth; however there is not enough information about the potential use to adequately review. I am concerned that by supporting this IMPNF it may be construed as support for development on this site. Any such discussions must include a full and complete community process and amendment to the IMP. In addition, development on this site needs to be studied from an urban planning perspective since other institutions also have developments plans in this area and since it is located on the Avenue of the Arts, it should be consistent with this theme.

Ross.5

In closing, I support Wentworth's Institutional Master Plan proposal and praise WIT for working with the community and making policies that required freshman and sophomore students to live on campus. I hope that the concerns outlined in this letter are taken seriously and considered as the plans move into their final stages, as they are also the primary concerns of the Mission Hill and Fenway communities.

Thank you for your attention to this letter and please do not hesitate to contact me if you have any questions or concerns.

Best regards,



Michael P. Ross
Boston City Council

DISTRICT 8

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(617) 635-4225 FAX: (617) 635-4203 MICHAEL.ROSS@CI.BOSTON.MA.US

Boston City Councilor Michael P. Ross (Ross)

<p><i>Ross.1</i></p>	<p><i>Wentworth must not increase enrollment or the benefit from the new dormitory project at 525 Huntington Avenue would be lost.</i></p> <p>The IMPNF projected an enrollment of approximately 3,600 students during the ten year term of the Institutional Master Plan. Recent events, including the current economic conditions and the impact of unprecedented tuition discounting by some of the Institute's competitors, have lead the Institute to conclude that it is more prudent to project enrollment in a range, from 3,400 to 3,800 students, during the term of the IMP. For example, enrollment for the Fall of 2010 will decrease from the Fall of 2009 enrollment level of 3,527 to approximately 3,400 because of these factors. The Institute expects that its base enrollment will return to the 3,600 level over the following two years. The upper end of the range represents a modest enrollment increase of approximately eight tenths of one percent (0.008) per year. Therefore, the Institute has adjusted its Student Housing Pan to accommodate up to 3,800 students. The proposed dormitory at 525 Huntington Avenue now provides housing for 305 Wentworth students rather than 260 to ensure that the Institute can house up to 97.5% of students requiring local housing at an enrollment range of 3600 to 3700 students. The Institutional Master Plan will now also include as a Potential Future Project, a 100 bed addition to the student residence at 610 Huntington which would be developed in the event that enrollment approaches the upper end of this range.</p>
<p><i>Ross.2</i></p>	<p><i>The proposal for a 9 story building at 525 Huntington Avenue has caused concern from abutting communities.</i></p> <p>The IMP now describes a proposed new dormitory at 525 Huntington Avenue which will provide housing to 305 Wentworth students on 7 floors rather than the alternative described in the IMPNF which would have provided up to 395 beds on up to 9 floors. As previously envisioned, the first six floors would have provided 260 bed spaces for Wentworth, and floors 7-9 would have provided an additional 135 bed spaces to house students from other Colleges of the Fenway. In response to concerns from the community regarding the potential height of this facility, the proposed project has been limited to 7 stories and will provide housing solely for Wentworth students.</p>

Ross.3

The surrounding communities have expressed the need to remove walls that face their communities, and rather build facilities with open facades.

The expansion and renovation of the Ira Allen building and the development of the Flanagan Campus Center at Beatty Hall will provide the opportunity to create more transparency and access into the Institute's campus from the surrounding neighborhoods.

Flanagan Campus Center at Beatty Hall: The expansion and renovation of Beatty Hall will include a new two story addition located in a portion of the current service area on Ward Street. The current blank wall will be replaced with a more transparent glazed structure with views into the building from the neighborhood. At Ward Street, an enhanced pedestrian entry point also will be opened up between Beatty Hall and the Nelson Recreation Center by reducing the service and parking area and creating a new paved pedestrian way to The Pike and the Campus Quadrangle. New lighting and landscape improvements will be made in this area and along Ward Street and Parker Street to enhance pedestrian safety and create more transparency into the Institute's campus during both the daylight hours and the evenings.

Ira Allen Expansion and Renovation: The full renovation and expansion on the south side of Ira Allen is a unique opportunity to successfully address the integration of campus and neighborhood, as they are linked by Annunciation Road. In replacing an existing parking lot, this building will reinforce the campus edge along the street while presenting an open, transparent, and active face to the neighbors at Alice Heywood Taylor. The Institute will continue to work closely with the Alice Heywood Taylor community and other local residents throughout the development of this facility to ensure that the campus edges are both attractive and permeable.

<p>Ross.4</p>	<p><i>With regard to the relocation of Sweeney Field to Parker Street, the lower level parking structure does not contribute to a pedestrian friendly environment.</i></p> <p>The IMP includes a New Soccer Field on a single level deck above 330 surface parking spaces. The Institute has worked closely with the community during the IMP review process and has added many features to the conceptual design of the project to enhance the pedestrian environment in the project area. As shown in the renderings of this project presented in Section 4.E of the IMP, the development of this project will improve the appearance and lighting of the Parker Street area, provide for new tree plantings, lighting and sidewalk reconstruction along the perimeter of the project on Parker, Prentiss and Halleck Streets and construction of a new sidewalk on the West side of Mindoro Street, all of which are enhancements to the pedestrian environment. This project also results in a reduction in the number of parking spaces in this location.</p>
<p>Ross.5</p>	<p><i>Concern regarding the potential future development on the Sweeney Filed site, which should be separately studied and have its own community process.</i></p> <p>Wentworth is not proposing the Commercial Research and Development/Office Project at this time, and does not intend that this IMP constitute approval for such commercial project. Rather, the IMP states that the approval process for this project will be initiated at a later time, and based on Wentworth's level of involvement will be reviewed through either an amendment to this IMP or a Planned Development Area Review which would include an amendment to Article 59 of the Boston Zoning Code.</p>

MEMORANDUM

TO: Katelyn Sullivan
FROM: David Carlson
DATE: June 5, 2009
SUBJECT: Wentworth Institute of Technology Institutional Master Plan Notification Form
Scoping Comments

Wentworth has expanded its population and enhanced its Campus through its prior Institutional Master Plan, and focused on needs that appear strategic at this point in time. In doing so, the changes may radically transform the coherence of the Wentworth Campus. It should therefore be comprehensive in embracing the properties it owns that are dedicated to Wentworth services and functions – and begin to set controls for those properties that may benefit the Campus indirectly (i.e. Sweeney Field), and enhance the connections to the community around.

Carlson.1

URBAN DESIGN COMPONENT

The BCDC will likely review the Wentworth IMP in the context of its significant projects. The timing of any presentation will await the submission of the additional information required for the IMP as well as a more developed representation of the primary projects proposed within the IMP, notably the residence hall and the campus center. A few comments on these later. It is the latter that appears to be first among the proposed IMP projects, due to additional material submitted - but not as part, yet, of the IMP.

The rough Campus Master Plan sketch starting section 4 of the IMPNF suggests a number of studies. More information on the following topics is requested in the IMP.

Pedestrian and edge strategies. The implementation of street and sidewalk improvements at Wentworth’s edges to achieve a stronger sense of a campus community while also being utterly public is encouraged. This is true of all primary bounding streets, including Huntington Avenue, Evans Way, and Ruggles, Parker, and Ward streets. As part of this strategy, focus on connections across streets flowing ‘within’ the Campus (Huntington, Parker) as well as streets that form important Campus links (Parker). Develop a network of pedestrian connections that will connect the Wentworth Campus to those of Northeastern, Mass Art, the Museum School, Simmons, and Emmanuel, combining both pedestrian circulation and public spaces. Subtle improvements...consistent lighting standards, street trees, and the like...along these major vehicular and pedestrian paths are encouraged.

Carlson.2

Connections to the neighborhood. Develop diagrams and concepts, translatable into action, that are clearly intended to animate and connect the edges of the Campus with the surrounding neighborhoods, and to continue or enhance pedestrian path connections such as the Wentworth student ‘turnpike’ that will connect the Wentworth ‘Annex’ to the new Flanagan Campus Center, to the Huntington dorms, to the Fenway parks and pedestrian systems. The planning of the latter enhancements is particularly important for the nature of the reconfigured Campus Green and the Center. Connections to MBTA services (Green and Orange lines, buses) should be clear.

Carlson.3

A Campus Signage Plan should be developed. This will help to lend a sense of identity to the Campus. It might include an enhanced street banner program as well as defining Campus buildings, identifying any retail spaces that exist, and defining limited areas for larger event signage.

Carlson.4

An IMP implies Campus-wide thinking. This should extend to ideas of transportation as well as energy and communication/data systems. The percentage of students and faculty who bicycle may be limited by the amount of bicycle racks and reasonable storage facilities provided; this idea should be expanded as a strategy, particularly given the distances between campus elements for some students. Regarding energy, consider consolidating systems in development as well as the use of alternative energy sources (solar, wind, geothermal), or maximizing the use of local resources. Expanding the capacity of the listed cogeneration plant, for example, if needed, is one possibility. Regarding communication/data systems, the IMP should endeavor to identify a central MIS/Technology Facility - which may exist (it is not specifically listed) - as it seems an appropriate key to the growth of the Institute as well.

Carlson.5

Campus networks. Pedestrian networks as connections and edges have been discussed. Develop a diagram and plan that shows campus connections inside and outside of buildings (this is likely to comprise a subset of prior investigations). Develop a plan for the open space networks which both act along edges and along the major pathways, and will play a larger role in defining the nature of the Wentworth Campus. Show how open spaces may be defined further in the future, even if not currently a part of the intended IMP entitlement. The four major spaces specifically that will be affected as submitted in the IMPNF are the Campus Green, the new space defined along Parker, the new Soccer Field, and the Sweeney Field site.

Carlson.6

The Sweeney Field site, although proposed for later planning/development, must have some preliminary principles in place as thinking moves forward. Wentworth is therefore asked to incorporate basic planning for that site as well - not necessarily to the level of formal inclusion in the IMP, but addressing issues such as: the response in terms of streetscape, open space relationships, and building scale to the Wentworth Campus frontage along Ruggles (which is the primary public open space and front door of Wentworth), the equivalent concepts for Huntington and Parker streets (the latter facing Northeastern), and the through-site connections including the visual connection between the Northeastern Residential Quad entry and Museum Road.

Carlson.7

The proposed Flanagan Campus Center Project is described conceptually NOT in the IMPNF but in separate material. We presume this will almost certainly be submitted with your IMP as a Proposed Project. The preliminary size and scale seems appropriate. Study the interface of the building with the various approaches from the Campus...it should respond in part to a visual sense of proportion and expressed elements. Develop the open spaces which border it, are defined by it, connect to it. Define in particular the spaces which are intended to augment the building program specifically, including outdoor café seating and the like. Consider materials as part of the overall Campus; the 21st Century has many facets. A full conceptual or schematic design - essentially an Article 80 submission - should be submitted with the IMP. This forms an edge of a new Campus Green form; complete the thought of that

Carlson.8

Green clearly, how it is defined by building edges, in the overall IMP submission.

The 525 Huntington Avenue Project is vaguely defined; a reasonable starting point to define what is given as a height/story range will be its relationship to the buildings and the new dorm which abut the site across streets. Similarly for the new Soccer Field: given the topography of the site, how will the lower end be treated, if the upper is flush with the street at that level?

Carlson.9

Carlson.10

For the proposed included IMP Projects, we suggest submitting the following urban design materials for their schematic design. These are for the most part standard requirements for a DPIR stage. Certain of these requirements are also appropriate more broadly to the IMP. Wentworth should develop a physical model of their campus if this has not already been done. The studies requested above for the IMP should be developed at a scale appropriate to the element study and purpose (i.e. diagrams, concept plan, plan or section detail needed to define a concept, etc.)

Carlson.11

1. Written description of program elements and space allocation (in square feet) for each element, as well as Project totals.
2. Neighborhood plan, elevations and sections at an appropriate scale (1"=100' or larger as determined by the BRA) showing relationships of the proposed project to the neighborhood context:
 - a. massing
 - b. building height
 - c. scaling elements
 - d. open space
 - e. major topographic features
 - f. pedestrian and vehicular circulation
 - g. land use
3. Color, or black and white photographs of the site and neighborhood.
4. Sketches and diagrams to clarify design issues and massing options.
5. Eye-level perspective (reproducible line or other approved drawings) showing the proposals (including main entries and public passages/areas) in the context of the surrounding area. Views should display a particular emphasis on important viewing areas such as key intersections, accessways, or public parks/attractions. Long-ranged (distanced) views of the proposed project must also be studied to assess the impact on the skyline or other view lines. At least one bird's-eye perspective should also be included. All perspectives should show (in separate comparative sketches) both the build and no-build conditions. The BRA should approve the view locations before analysis is begun. View studies should be cognizant of light and shadow, massing and bulk.
6. Additional aerial or skyline views of the project, if and as requested.
7. Site sections at 1"=20' or larger (or other scale approved by the BRA) showing relationships to adjacent buildings and spaces.
8. Site plan(s) at an appropriate scale (1"=20' or larger, or as approved by the BRA) showing:
 - a. general relationships of proposed and existing adjacent buildings and open spaces

- b. open spaces defined by buildings on adjacent parcels and across streets
 - c. general location of pedestrian ways, driveways, parking, service areas, streets, and major landscape features
 - d. pedestrian, handicapped, vehicular and service access and flow through the parcel and to adjacent areas
 - e. survey information, such as existing elevations, benchmarks, and utilities
 - f. phasing possibilities
 - g. construction limits
9. Massing model at 1":40'0" or equivalent reasonable scale for use in public presentations and review
 10. Study models at 1" = 16' or 1" = 20' showing preliminary concept of setbacks, cornice lines, fenestration, facade composition, etc. if and as required
 11. Drawings at an appropriate scale (e.g., 1":16'0", or as determined by BRA) describing architectural massing, facade design and proposed materials including:
 - a. building and site improvement plans
 - b. neighborhood elevations, sections, and/or plans showing the development in the context of the surrounding area
 - c. sections showing organization of functions and spaces, and relationships to adjacent spaces and structures
 - d. preliminary building plans showing ground floor and typical upper floor(s).
 - e. phasing, if any, of the Proposed Projects
 12. A written and/or graphic description of the building materials and its texture, color, and general fenestration patterns is required for the proposed development.
 13. Electronic files describing the site and Proposed Project at Representation Levels one and two ("Streetscape" and "Massing") as described in the document *Boston "Smart Model": CAD & 3D Model Standard Guidelines*.
 14. Full responses, which may be in the formats listed above, to any urban design-related issues raised in preliminary reviews or specifically included in the BRA scoping determination, preliminary adequacy determination, or other document requesting additional information leading up to BRA Board action, inclusive of material required for Boston Civic Design Commission review.
 15. Proposed schedule for submission of all design or development-related materials.
 16. Diagrammatic sections through the neighborhood (to the extent not covered in item #2 above) cutting north-south and east-west at the scale and distance indicated above.
 17. True-scale three-dimensional graphic representations of the area indicated above either as aerial perspective or isometric views showing all buildings, streets, parks, and natural features.

David Carlson, Boston Redevelopment Authority (Carlson)

<p><i>Carlson.1</i></p>	<p><i>Wentworth should be comprehensive in embracing properties dedicated to services and functions, and set controls for those that may benefit the campus indirectly and enhance community connections.</i></p> <p>This IMP includes a comprehensive review of each property owned by Wentworth and the use to which it is put. See Section 2. It also focuses upon several proposed projects which could benefit the surrounding communities, including pedestrian enhancements planned in connection with the Flanagan Campus Center at Beatty Hall. The design objective of the new soccer field on a deck over a 330 space parking is to integrate the soccer field into the fabric of Mission Main and Alice Heywood Taylor housing developments. Also, see generally Section 6 of the IMP.</p>
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Carlson.2

Implement street and sidewalk improvements at campus edges; develop a network of pedestrian links to other institutions.

The Pike is Wentworth's primary pedestrian spine. It runs through the campus in an east to west direction beginning at the Wentworth Annex on Parker Street, crosses Parker Street via a crosswalk with an imprinted architectural pattern, and extends through the central campus along the Campus Quad and West Parking Lot to the crosswalk at Leopard Plaza where it crosses Huntington Avenue to MassArt Park adjacent to Wentworth's dormitories on Huntington Avenue and Evans Way. This pedestrian way then continues on from the MassArt Park in a westerly direction as a part of the Colleges of the Fenway Walk – a route connecting the six Colleges of the Fenway institutions.

The IMP proposes three categories of specific landscape and streetscape improvements at key pedestrian entry points at the east, west, north and southerly edges of the campus.

- At Ward Street (from the south), an enhanced pedestrian entry point will be opened up between Beatty Hall and the Nelson Recreation Center by reducing the service and parking area and creating a new paved pedestrian way to The Pike and the Campus Quadrangle. New lighting and landscape improvements will be made in this area and along Ward Street and Parker Street to enhance pedestrian safety and create more transparency into the Institute's campus during both the daylight hours and the evenings.
- The westerly portion of The Pike which currently abuts the West Parking Lot will be reconstructed with brick pavers and new landscaping to improve the pedestrian experience and to better identify The Pike as a pedestrian way, open to the public, as it enters the central campus.
- At the Ruggles Street main entrance to Wentworth Hall (north), Wentworth Hall will be renovated to allow for direct access through the building to the Campus Quad and The Pike. Currently, navigating from Wentworth's main entrance to the Quad and The Pike requires traveling a winding, multi-floor route through several adjoining buildings. Pedestrian access to the heart of the campus will be greatly enhanced with the development of this new entry point and the related wayfinding signage that will be installed at the time of the renovation.
- Construct a new sidewalk on the west side of Mindoro Street at the time of the development of the new Soccer Facility to enhance pedestrian safety in the area. There is currently no sidewalk on that side of the street.

<p>Carlson.3</p>	<p><i>Animate and connect the edges of the campus to surrounding neighborhoods – enhance The Pike; make connections to MBTA clear.</i></p> <p>Please see response to Carlson.2 regarding enhancements to The Pike, and see Section 6 of the IMP.</p>
<p>Carlson.4</p>	<p><i>Develop a campus signage program</i></p> <p>During the term of this IMP, Wentworth will enhance campus and urban wayfinding signage to identify Wentworth’s campus facilities and provide directions to key destinations.</p>
<p>Carlson.5</p>	<p><i>Think campus-wide on issues such a bicycle storage, consolidated energy systems; identify a central MIS facility.</i></p> <p>With respect to bicycles, Wentworth provides 160 bicycle spaces at outdoor racks distributed throughout the campus. As part of its 2011 capital budget, Wentworth is planning to build an external bicycle storage structure that will accommodate up to 60 bicycles. The storage area will be caged and covered by a roof. Access to the cage will controlled and available by ID card. Wentworth anticipates building the structure in May 2011.</p> <p>With respect to energy systems, please see Section 7, Green Buildings and Article 37 Compliance, for a discussion of campus-wide planning for energy systems.</p> <p>With respect to Wentworth’s MIS facility, this IMP includes as a proposed future project the development of a new Center for Engineering & Technology which enhance Wentworth’s Computer Science program. A review of Wentworth’s existing MIS facilities will be a logical by-product of this academic focus.</p>
<p>Carlson.6</p>	<p><i>Develop a plan of open space networks.</i></p> <p>Please see Section 6 of this IMP.</p>
<p>Carlson.7</p>	<p><i>Establish preliminary principles for the potential future commercial project on the Sweeney Field site.</i></p> <p>The IMP includes preliminary size and massing for the potential future commercial project as follows: 650,000 square foot development would include two to three buildings, ranging in height from six to fourteen stories along with below grade parking of approximately 490 spaces. Wentworth will consult with the community and the design staff of the BRA to determine the proper approach to the development of this site prior to the initiation of any formal review of this potential future project.</p>

<p>Carlson.8</p>	<p><i>A full conceptual design of the Flanagan Campus Center, including open spaces which border it, should be included in the IMP.</i></p> <p>The conceptual design for this project will be developed in a timeframe consistent with Wentworth's desire to undertake the Flanagan Campus Center at Beatty Hall in 2011 and will be reviewed with the BRA staff and Wentworth Community Task Force.</p>
<p>Carlson.9</p>	<p><i>Show the relationship of the proposed 525 Huntington Avenue dormitory to buildings across the street.</i></p> <p>The IMP includes both an initial massing and shadow study of this proposed future project. The massing shows the proposed dormitory in context.</p>
<p>Carlson.10</p>	<p><i>How will the lower end of the new soccer field deck be treated?</i></p> <p>Please see Section 4.E of this IMP for images of the treatment of the lower end of the new soccer field deck.</p>
<p>Carlson.11</p>	<p><i>Suggested urban design submittals for IMP projects.</i></p> <p>Required design materials will be provided as each of the proposed future project undergoes Large Project Review or Small Project Review, as applicable.</p>

BRA MEMORANDUM

TO: Katelyn Sullivan

FROM: Katie Pedersen

DATE: May 21, 2009

RE: Wentworth Institute of Technology
Boston, Massachusetts
Comments on Institutional Master Plan Notification Form

I have reviewed the Institutional Master Plan Notification Form (IMPNF) dated April 6, 2009 and submit the following comments for the Environmental Protection Component. Wentworth Institute of Technology (the "Proponent") is requesting the renewal of its Institutional Master Plan (the "IMP") to cover the period from 2009 through 2019. The Proponent is proposing the development of four projects which are intended to be undertaken during the renewal term: (1) 46,000 square foot Student Life and Recreation Center (2) New student residence at 525 Huntington Avenue to house 260 students (3) a 40,000 square foot academic addition to the Wentworth Annex at 550 Parker Street (4) a 400 space parking structure with the relocated soccer field on the deck (the "Proposed Project"). In addition to the four proposed projects, the IMP also includes a "proposed future project" which calls for the development of a commercial research and development/office project on the site of the Sweeney Field parcel.

Wind

Student Life and Recreation Center

As described in the IMPNF, the proposed Student Life and Recreation Center does not include high rise components, the building will not exceed 64 feet in height at its highest point. Accordingly, no dangerous or unacceptable winds, or winds exceeding the Boston Redevelopment Authority's (BRA) guideline criterion are anticipated to be created at the pedestrian level.

New Student Residences at 525 Huntington Avenue

Pedersen.1

The Proponent shall be required to conduct a qualitative analysis of pedestrian level winds for existing and build conditions. The analysis shall determine the suitability of particular locations for various activities (e.g., walking, sitting, eating, etc.). The Proponent shall pay particular attention to public and other areas of pedestrian use, including, but not limited to, entrances to the Proposed Project and adjacent buildings, sidewalk adjacent to and in the vicinity of the Proposed Project buildings, and parks plazas, and other open spaces and pedestrian areas near the Proposed Project. For areas where wind speeds are projected to be dangerous or to exceed acceptable levels, measures to reduce wind speeds and to mitigate potential adverse impacts shall be identified and described.

A 40,000 square foot addition to the Wentworth Annex (Central) at 550 Parker Street

As described in the IMPNF, the proposed 40,000 square foot addition to the Wentworth Annex does not include a high rise component; the building will not exceed 49 feet in height at its

highest point. Accordingly, no dangerous or unacceptable winds, or winds exceeding the Boston Redevelopment Authority's (BRA) guideline criterion are anticipated to be created at the pedestrian level.

Parking Structure

As described in the IMPNF, the proposed parking garage does not include a high rise component, the structure will not exceed 16 feet above grade. Accordingly, no dangerous or unacceptable winds, or winds exceeding the Boston Redevelopment Authority's (BRA) guideline criterion are anticipated to be created at the pedestrian level.

Shadow

A shadow analysis shall be required for existing and build conditions (for the New Student Residences at 525 Huntington Avenue as well as the Student Life and Recreation Center) for the hours 9:00 a.m., 12:00 noon, and 3:00 p.m. for the vernal equinox, summer solstice, autumnal equinox, and winter solstice and for 6:00 p.m. during the summer and autumn.

Pedersen.2

The shadow impact analysis shall include net new shadow as well as existing shadow and must clearly show the incremental impact of the proposed new buildings. For purposes of clarity, new shadow shall be drawn in a dark, contrasting tone distinguishable from existing shadow. The shadow impact study area shall include, at a minimum, the entire area to be encompassed by the maximum shadow expected to be produced by the Proposed Project. The build conditions shall include all buildings under construction and any proposed buildings anticipated to be completed prior to completion of the Proposed Project. Shadow from all existing buildings within the shadow impact study area shall be shown. A North arrow shall be provided on all figures. Shadows shall be determined by using the applicable Boston Azimuth and Altitude data as demonstrated in *The Sun Altitude/Azimuth Table, Boston, Massachusetts*.

Particular attention shall be given to existing or proposed public open spaces and pedestrian areas, including but not limited to, the existing and proposed sidewalks and pedestrian walkways within, adjacent to, and in the vicinity of the Proposed Project and the existing and proposed plazas, park areas, and other open space areas within and in the vicinity of the proposed redevelopment and any other public and private open space areas that potentially could be affected by project-generated shadows.

Daylight

A daylight analysis for both build and no-build conditions shall be conducted (for the New Student Residences at 525 Huntington Avenue as well as the Student Life and Recreation Center) by measuring the percentage of skydome that is obstructed by the Proposed Project buildings and evaluating the net change in obstruction. The study should treat the following elements as controls for data comparison: existing conditions, the context of the area and the Proposed Project. Daylight analyses shall be taken for each major building facade within the limits of the Boston Redevelopment Authority Daylight Analysis (BRADA) program, fronting these public ways. The midpoint of each roadway or public access way shall be taken as the study point. The BRADA program must be used for this analysis.

Pedersen.3

Air Quality

A description shall provide the existing and projected future air quality in the Proposed Project vicinity and shall evaluate ambient levels to determine conformance with the National Ambient Air Quality Standards (NAAQS) and the U.S. Department of Housing and Urban Development (HUD) requirements for residential and other sensitive receptors. Particular attention shall be given to mitigation measures to ensure compliance with air quality standards.

Pedersen.4

A future air quality (carbon monoxide) analysis shall be required for any intersection (including the garage entrances/exits) where level of service (LOS) is expected to deteriorate to D and the Proposed Project causes a 10 percent increase in traffic or where the level of service is E or F and the Proposed Project contributes to reduction of LOS.

Pedersen.5

The study shall analyze the existing conditions, future No-Build and future Build conditions only. The results of the air quality analysis shall be compared to the Massachusetts State Implementation Plan to determine project compliance with the Plan. Mitigation measures to eliminate or avoid any violation of air quality standards shall be described.

An indirect source air quality analysis of the operation of the parking garage shall be prepared to determine potential air quality impacts on nearby sensitive receptors and compliance with air quality standards. Garage emissions should be estimated using appropriate U.S. EPA guidance. The EPA SCREEN3 model should be used to calculate maximum CO impacts from the garage at the various sensitive receptors. In addition, a particulate matter analysis of the truck loading/dock area shall be conducted to determine particulate emissions from trucks serving the proposed project. Particulate emissions shall be derived from the EPA PART5 emission model and impacts from the exhaust vents shall be estimated receptor and maximum 24-hour concentration shall be estimated and compared to applicable EPA standards.

Pedersen.6

A description of the Proposed Projects' heating and mechanical system and of the parking garage ventilation system, including location of intake and exhaust vents and specifications, and an analysis of the impact on pedestrian level air quality and on any sensitive receptors from operation of heating, mechanical, and exhaust systems shall be required. Measures to avoid any violation of air quality standards shall be described.

Pedersen.7

Solid and Hazardous Wastes

Pedersen.8

The Proponent shall provide a list of any known or potential contaminants on the Proposed Project site, and if applicable, a description of remediation measures to ensure their safe removal and disposal, pursuant to the M.G.L., Chapter 21E and the Massachusetts Contingency Plan.

Any potential hazardous wastes to be generated by the Proposed Project site must be identified. In addition, potential waste generation must be estimated and plans for disposal indicated and measures to promote reduction of waste generation and to promote recycling in compliance with the City's recycling program described.

Pedersen.9

Noise

The Proponent shall establish the existing noise levels at the Proposed Project site and vicinity based upon a noise-monitoring program and shall calculate future noise levels after the project completion based on appropriate modeling and shall demonstrate compliance with the Design Noise Levels established by the U.S. Department of Housing and Urban Development for residential and other sensitive receptors and with all other applicable Federal, State and City of Boston noise regulations. The noise evaluation shall include the effect noise generated by the area's traffic. Future noise levels shall include the noise generated by the Proposed Project's equipment. Any required mitigation measures to minimize adverse noise levels of residential and other sensitive receptors to acceptable limits shall be described.

Pedersen.10

An analysis of the potential noise impacts from project-generated traffic and from the Proposed Project's equipment and exhaust systems and compliance with applicable regulations of the City of Boston and the Commonwealth of Massachusetts shall be required. Modeling locations required to demonstrate compliance with the City of Boston's noise regulations. A description of the Proposed Project's mechanical equipment and exhaust systems and their location shall be included. Measures to minimize and eliminate adverse noise impacts on nearby sensitive receptors, including the project itself, from traffic noise and mechanical systems shall be described.

Stormwater Management

The Proponent shall provide an evaluation of the Proposed Project site's existing and future stormwater drainage and stormwater management practices. The evaluation shall illustrate existing and future drainage patterns from the Proposed Project site and shall describe and quantify existing and future stormwater runoff from the site and the Proposed Project's impacts on the site drainage.

Pedersen.11

The Proposed Project's stormwater management system, including best management practices to be implemented, measures proposed to control and treat stormwater runoff and to maximize on-site retention of stormwater, measures to prevent groundwater contamination, and compliance with the Commonwealth's Stormwater Management Policies, also shall be described. The Proponent shall describe the project's area's stormwater drainage system to which the project will connect, including the location of stormwater drainage facilities and ultimate points of discharge

Sustainable Design/Green Buildings

The purpose of Article 37 of the Boston Zoning Code is to ensure that major buildings projects are planned, designed, constructed and managed to minimize adverse environmental impacts; to conserve natural resources; to promote sustainable development; and to enhance the quality of life in Boston. Any proposed project subject to the provisions of Article 37 shall be LEED Certifiable (U.S. Green Buildings Council) under the most appropriate LEED rating system. Proponents are encouraged to integrate sustainable building practices at the pre-design phase.

Proposed Projects which are subject to comply with Section 80B of the Boston Zoning Code, Large Project Review, shall be subject to the requirements of Article 37.

Pedersen.12

The Proposed Project consists of multiple buildings and accordingly the Proponent shall be required to submit separate LEED checklists, together with explanatory narratives demonstrating compliance with specific points. The Proponent shall also demonstrate that the Proposed Project will meet the requirements of Article 37 with appropriate supporting documentation and by certification from a LEED Accredited Professional.

Katie Pedersen, Boston Redevelopment Authority (Pedersen)

<i>Pedersen.1</i>	<i>Conduct a qualitative analysis of pedestrian level winds for the 525 Huntington Avenue dormitory.</i> A qualitative wind analysis of the 525 Huntington Avenue dormitory will be undertaken in connection with review of this proposed future project under Article 80B, Large Project Review.
<i>Pedersen.2</i>	<i>Conduct a shadow study for the 525 Huntington Avenue dormitory and the Student Life and Recreation Center.</i> An initial shadow study of the 525 Huntington Avenue dormitory is included in Section 4.C of this IMP in response to community request. A more detailed shadow study of the 525 Huntington Avenue dormitory will be undertaken in connection with review of this proposed future project under Article 80B, Large Project Review. The Student Life and Recreation Center present in the IMPNF is no longer included in this IMP. As discussed in the Introduction to the IMP, Flanagan Campus Center will now be developed through the substantial renovation of portions of Beatty Hall and by constructing a new addition to Beatty Hall rather than through the construction of a new freestanding building on the site of the current tennis courts. Accordingly, a shadow study would not be warranted.
<i>Pedersen.3</i>	<i>Conduct a daylight analysis for the 525 Huntington Avenue dormitory and the Student Life and Recreation Center.</i> A daylight analysis of the 525 Huntington Avenue dormitory will be undertaken in connection with review of this proposed future project under Article 80B, Large Project Review. The Student Life and Recreation Center present in the IMPNF is no longer included in this IMP. As discussed in the Introduction to the IMP, Flanagan Campus Center will now be developed through the substantial renovation of portions of Beatty Hall and by constructing a new addition to Beatty Hall rather than through the construction of a new freestanding building on the site of the current tennis courts. Accordingly, a daylight analysis would not be warranted.
<i>Pedersen.4</i>	<i>Provide a description of existing and future ambient air quality.</i> An air quality analysis of those proposed future projects which are large enough to be subject to Article 80B, Large Project Review will be undertaken in connection with such review.

<p><i>Pedersen.5</i></p>	<p><i>Provide a future air quality analysis for certain intersections.</i></p> <p>Please see Section 5 of the IMP. It concludes that a reduction in student vehicular trips resulting from an increase in on-campus housing and a decline in the number of commuting students is expected to offset a projected increase in employee vehicles trips during the term of the IMP. As a result, there will be no additional vehicle trips to the area because of the IMP projects and Build condition traffic operations will be the same as the No-Build condition. The proposed future projects will have no impact on traffic in the area. Therefore, no such air quality analysis would be required.</p>
<p><i>Pedersen.6</i></p>	<p><i>Conduct an indirect source air quality analysis for the parking garage and a particulate matter study of loading dock areas.</i></p> <p>The only parking garage discussed in the IMP is the below grade garage which would be part of the potential future project for the current Sweeney Field site. The IMP makes clear that it does not include approval for such project. Rather, the approval process for such project will be initiated at a later time.</p> <p>The New Soccer Field on a single level deck above 330 surface parking spaces is planned to meet the definition of an Open Parking Garage as defined in the State Building Code. Garages meeting such definition are not required to have mechanical ventilation (See 780 CMR 406.3.12). Therefore, the type of air quality analysis request would be inapplicable to this proposed future project. In the event that the ultimate design of this facility does not meet the definition of an Open Parking Garage, the required air quality analysis will be conducted in connection with Article 80 review.</p>
<p><i>Pedersen.7</i></p>	<p><i>Describe proposed hearing and ventilation systems and mechanical system for parking garage.</i></p> <p>Please see answer to Pedersen.6 above.</p>
<p><i>Pedersen.8</i></p>	<p><i>List known or potential contaminates on campus.</i></p> <p>A study of hazardous materials on the site of those proposed future projects which are large enough to be subject to Article 80B, Large Project Review will be undertaken in connection with such review.</p>

<i>Pedersen.9</i>	<i>Discuss waste generation and disposal, including recycling measures.</i> See Section 7 of the IMP.
<i>Pedersen.10</i>	<i>Conduct a noise study.</i> A study of noise generation by those proposed future projects which are large enough to be subject to Article 80B, Large Project Review will be undertaken in connection with such review.
<i>Pedersen.11</i>	<i>Evaluate the campus existing and future stormwater drainage and stormwater management practices.</i> Wentworth has installed storm water diversion systems for East, West, Parker and Annex Parking Lots, which avoids using the sewer system and instead recharges groundwater. All proposed future projects will include rainwater capture systems for irrigation of campus grounds and stormwater diversion systems to re-charge groundwater where appropriate and avoid inflow to the regional wastewater system. Gray water systems will also be employed within the projects to support irrigation and for use in urinals and water closets in public areas.
<i>Pedersen.12</i>	<i>Demonstrate compliance with Article 37 of the Boston Zoning Code.</i> Please see Section 7 of the IMP.



BOSTON
TRANSPORTATION
DEPARTMENT

ONE CITY HALL PLAZA/ROOM 721
BOSTON, MASSACHUSETTS 02201
(617) 635-4680/FAX (617) 635-4295

June 3, 2009

Katelyn Sullivan
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201

RE: Wentworth Institute of Technology - Institutional Master Plan Notification Form

Dear Ms. Sullivan,

Thank you for the opportunity to comment on the Institutional Master Plan Notification Form (IMPNF) for Wentworth Institute of Technology. The plan includes four proposed projects: a 46,000 square foot Student Life and Recreation Center; a New Student Residence at 525 Huntington Avenue to house 260 students; a 40,000 square foot academic addition to the Wentworth Annex at 550 Parker Street; and a 400 space parking structure with the relocated soccer field on the deck.

The plan also includes a "Proposed Future Project" which consists of up to 650,000 square feet of facilities to be used for office uses and research and development on the site of the Sweeney Field parcel. The project would include approximately 490 below grade parking spaces. The plan suggests that the Proposed Future Project be reviewed through either an amendment to the Institutional Master Plan (IMP) or a Planned Development Area Review.

The Boston Transportation Department (BTD) notes that the new Student Center, coupled with the relocated soccer field, will provide improved opportunities for on-campus activity, thereby reducing the need for off campus travel. The New Student Residence will increase the size of the resident community which, with level enrollment predicted, will reduce student commuting to the campus. The addition to the Wentworth Annex will enhance the academic facilities without generating additional trips. We support these efforts to provide a mix of uses on campus that will make it possible for faculty and students to make most of their trips via healthy and sustainable modes of transportation (walking, cycling). This type of development should allow for less on-site parking, consistent with the City's goal of minimizing travel by automobile.

THOMAS M. MENINO, Mayor
Thomas J. Malin, Commissioner



As a next step, the proponent will be required to develop an IMP that responds to the scope of work outlined by BTM. Analysis performed by the proponent will lead to a Transportation Access Plan Agreement (TAPA), which will codify the project's transportation-related elements, including mitigation items. To further the discussion that will lead to the TAPA, the following comments identify issues needing clarification, additional submissions, and proposed mitigation items.

Parking

The project includes replacement of the existing 400-space surface parking lot at Parker and Prentiss streets with a 400-space, one level parking structure with a soccer field on top of the deck (the New Sweeney Field). BTM commends the proponent for the improvements to the Parker Street environment that this redevelopment will bring. However, we believe the amount of parking should be reduced, as the site is well serviced by transit and is near two major off-road bicycle facilities (the Southwest Corridor and the Riverway portion of the Emerald Necklace). In addition, the projects proposed in this plan should reduce the need for commuting in general and thus lessen the demand for parking.

BTD.1

To help determine the appropriate level of parking for this site, we request that the IMP include a comprehensive parking analysis that includes:

- An inventory of the on-street and on-campus parking supply, including the location, number of spaces, and any restrictions on the use of the spaces;
- A description of parking space users (i.e. visitors, non-resident students, resident students, faculty/employees, general public, others), occupancy and turnover on weekdays, weekends (Saturday) and events, both daytime and evening; and
- A description of on-campus parking policies and pricing, including allowable users, allocation of spaces among users, permits and leases, public parking, reserved and dedicated spaces, fee structures/rates, discounts, and cash-out policies.

BTD.2

In addition, we would like to see a description of programs and incentives to be used to discourage private automobile use and encourage more sustainable modes of travel, for example, providing spaces for a car-share services (such as Zipcar) and for carpool and vanpool parking. Finally, the parking structure should be built with the future in mind and should include electric vehicle charging stations.

BTD.3

Service and Loading/Pick-Up and Drop-Off

As noted in the IMPNF, move-in/move-out procedures for the new residence hall must be carefully planned to avoid impacting traffic on Huntington Avenue or Louis Prang Street. The New Student Residence must provide an off-street loading/pick-up and drop-off area for this purpose. Similarly, the Student Center must provide off-street facilities for loading activity.

BTD.4

Public Transportation

The Wentworth Campus is well served by public transportation, with ready access to buses, subways and commuter rail service at Ruggles Station and along Huntington Avenue. Projections for additional transit ridership should be made to determine if there will be potential capacity issues associated with the proposed projects. Given the reduced need for commuting afforded by the new residence hall, it is likely that the projects will reduce pressure on the transit system. BTD.5

Traffic

Although the impacts are expected to be minimal, an evaluation of the impacts of the proposed development on traffic volumes will be required. At a minimum, the evaluation should include analysis of the following intersections:

- Ruggles Street and Tremont Street
 - Ruggles Street at Ruggles Station
 - Ruggles Street and Leon Street
 - Ruggles Street and Parker Street
 - Ruggles Street and Huntington Avenue
 - Louis Prang Street and Evans Way
 - Huntington Avenue and Forsyth Way
 - Huntington Avenue and Tetlow Street
 - Huntington Avenue and Longwood Avenue
 - Tremont Street and Prentiss Street
- BTD.6

Pedestrian Access

As noted in the IMPNF, the Student Center and the New Student Residence should reduce commuting and increase pedestrian activity on campus, consistent with the City's goals for encouraging sustainable transportation. BTB commends the proponent for establishing urban design guidelines that include streetscape improvements, improved wayfinding and signage, and enhanced pedestrian access and connectivity to the campus, its open spaces, and the surrounding community. More specifically, the plan appears to include an improved pedestrian connection between Parker Street and Huntington Avenue along the so-called "Pike," and streetscape improvements along Prentiss Street, Annunciation Road, and Ward Street. The IMP should clarify these and other improvements to the pedestrian environment, and provide pedestrian counts and projections along these and other major pedestrian routes. BTD.7

Bicycle Access

The Wentworth Campus is located between two major links in the City's off-road bicycle network – the Southwest Corridor and Riverway portion of the Emerald Necklace. As the City expands its bicycle network and makes connections to these off-road paths, bicycle ridership is expected to increase. The IMP should describe the existing on-campus bicycle network, proposed improvements to the network, and how it ties in to the City's network. It should BTD.8

provide bicycle counts for campus users going to and coming from the Southwest Corridor and the Riverway paths, as well as counts along major bicycle routes to and through the campus, including "the Pike." The IMP should also provide an inventory of existing bike parking supply, a description of users and occupancy, and a strategy for providing outdoor and indoor protected bicycle parking for students, residents, visitors, and employees. Finally, the IMP should consider the feasibility of implementing a bike pool to facilitate short trips to and from the campus, and potential bike pool locations. BTD.9

Transportation Demand Management

The IMPNF briefly describes TDM measures currently implemented by Wentworth. BTD looks forward to reviewing a more detailed description of the program and new measures proposed to improve the effectiveness and comprehensiveness of the program. Using the existing program as a foundation, BTD will work with the proponent to determine the specifics to be codified in the TAPA. BTD.10

Site Plan

The proponent needs to submit an engineered site plan within the context of the surrounding roadways at 1:20 scale depicting:

- Vehicular Access and Circulation
 - Parking Layout and Circulation
 - Pedestrian Access and Circulation
 - Bicycle Access and Circulation
 - Shuttle/Van Pool Pickup and Dropoff
 - Parking Spaces for Car Sharing services
 - Service and Loading*
 - Roadways and Sidewalks
 - Building Layout
 - Bicycle Parking Locations and Types (covered, indoor, bike pool, etc)
 - Transit Stops and Connections
 - Electric Vehicle Charging Stations
- BTD.11

** Trash compactors/dumpsters need to be depicted as well.*

Construction Management Plan

As the project advances, the proponent will be required to develop and submit a detailed Construction Management Plan (CMP) to BTD for review and approval. The CMP will address TDM measures for construction workers, proposed street occupancies, equipment staging, sidewalk relocations and hours of construction work. BTD will work with the proponent to execute the CMP. BTD.12

Proposed Future Project

As the plans for the Proposed Future Project are developed, the proponent will be required to submit revised information for all of the above categories addressing the transportation impacts of the proposed project. Given the ready access to transit and the off-road bicycle network, we believe that parking can and should be minimized for this project. While our decade-long policy is to allow a maximum of 0.75 parking spaces per 1,000 square feet, we will work with you to significantly reduce the ratio for this project. BTD.13

The issues raised above should be addressed as part of the transportation analysis to be provided in the IMP for the Wentworth Institute of Technology. BTD looks forward to working collaboratively with the proponent and the community in reviewing this project and to addressing any outstanding concerns in the permitting process.

Sincerely,



Charlotte Fleetwood
Transportation Planner
Boston Transportation Department
Policy and Planning Division

Cc: Vineet Gupta, Director of Policy and Planning
John DeBenedictis, Director of Engineering

Boston Transportation Department (BTD)

<i>BTD.1</i>	<p><i>The number of parking spaces beneath the new soccer field deck should be reduced.</i></p> <p>The number of spaces remaining beneath the new soccer field deck has been reduced from 403 to 330.</p>
<i>BTD.2</i>	<p><i>Include a comprehensive parking analysis in the IMP</i></p> <p>Please see Section 5 of this IMP.</p>
<i>BTD.3</i>	<p><i>Describe programs to discourage use of private automobiles.</i></p> <p>Please see Section 5 for a description of existing and proposed TDM measure.</p>
<i>BTD.4</i>	<p><i>Describe move in- move out procedures and off street loading for the proposed 525 Huntington Avenue dormitory.</i></p> <p>Please see Section 5 of this IMP for a description of move-in/move-out procedures for the proposed 525 Huntington Avenue dormitory.</p>
<i>BTD.5</i>	<p><i>Assess impact of IMP proposes future projects on public transportation capacity.</i></p> <p>Please see Section 5 of this IMP.</p>
<i>BTD.6</i>	<p><i>Analyze specified intersections.</i></p> <p>Please see Section 5 of this IMP, which includes a study of all of the specified intersections.</p>
<i>BTD.7</i>	<p><i>Clarify improvements to The Pike.</i></p> <p>Please see Section 4.A and Section 5 of this IMP.</p>

BTD.8	<p><i>Describe existing and proposed on-campus bicycle network, and bicycle counts.</i></p> <p>Please see Section 5 of this IMP.</p>
BTD.9	<p><i>Provide an inventory of bike parking supply and proposed enhancements.</i></p> <p>Wentworth provides 160 bicycle spaces at outdoor racks distributed throughout the campus. As part of its 2011 capital budget, Wentworth is planning to build an external bicycle storage structure that will accommodate up to 60 bicycles. The storage area will be caged and covered by a roof. Access to the cage will be controlled and available by ID card. Wentworth anticipates building the structure in May 2011.</p>
BTD.10	<p><i>Describe existing and proposed TDM measures.</i></p> <p>Please see Section 5 of this IMP.</p>
BTD.11	<p><i>Submit engineered site plan.</i></p> <p>An engineered site plan will be developed and submitted to BTD in connection with the execution of a TAPA for the IMP proposed future projects.</p>
BTD.12	<p><i>At appropriate time, develop a CMP for each project.</i></p> <p>As this comment by BTD suggests, a CMP for construction of proposed future projects will be developed at the time such projects are to proceed, and will have the input of the selected contractor for each such project.</p>
BTD.13	<p><i>Reduce parking for proposed future project to less than .75 per 1,000 square feet.</i></p> <p>The potential future commercial project for the current Sweeney Field site is not within the purview of this IMP. Although a summary analysis of vehicle trip generation is included in Section 5, a full study of this project will be initiated at a later time.</p>



ASSESSING DEPARTMENT

Boston City Hall, Room 301, Boston, MA 02201

TO: Katelyn Sullivan, Project Manager
FROM: Matt Englander, Director of Tax Policy
DATE: May 21, 2009
RE: Wentworth Institute of Technology - Scoping Comments

Boston residents are very fortunate to have some of the best hospitals, colleges & universities, museums, and other cultural attractions in their backyard. However, when institutions like Wentworth Institute of Technology ("Wentworth") develop new property they increase their reliance on and demand for essential City services (police, fire, snow removal, etc). And while Wentworth attracts students from all over the world, it is the Boston residents who must subsidize the cost of these services.

As Wentworth seeks to re-develop their campus, I ask that they meet with the Assessing Department to discuss an increased Payment-in-Lieu-of-Tax ("PILOT") commitment to help offset the fiscal strain placed on Boston taxpayers. Wentworth currently contributes a PILOT for the 555 Huntington Avenue dormitory and the property located at 660 Parker Street, but I'll be looking for an increased PILOT commitment to reflect the value, and the forgone property tax revenue, of the new facilities.

ASSESS.1

Should you or representatives from Wentworth have any questions please contact me at (617) 635-4797 or matthew.english@cityofboston.gov.

Boston Assessing Department (ASSESS)

ASSESS.1	<p><i>Meet with the Assessing Department to discuss increased PILOT payment.</i></p> <p>Wentworth plans to work cooperatively with the City of Boston concerning the negotiation of a new comprehensive PILOT agreement for the term of the Institutional Master Plan. It expects to reach a new PILOT agreement which will be in concordance with the guidelines recommended by the Mayor's PILOT Task Force.</p>
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Boston

Katelyn Sullivan
Project Assistant
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007

April 14, 2009

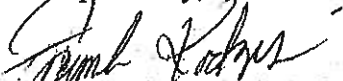
Dear Ms. Sullivan:

Regarding the Project Notification Form for the Wentworth Institute of Technology project submitted to the BRA on April 6, 2009 the Boston Fire Department requires the following issues addressed by a qualified individual.

1. Emergency vehicle site access to the new buildings as well as existing buildings that might be affected. BFD.1
2. Impact on availability and accessibility of hydrant locations for new buildings as well as for any existing buildings that might be impacted. BFD.2
3. Impact on availability and accessibility to siamese connection locations for new buildings as well as for any existing buildings that might be impacted. BFD.3
4. Impact that a transformer vault fire or explosion will have on the fire safety of the building. Particularly as it relates to the location of the vault. BFD.4
5. Need for Boston Fire Department permit requirements as outlined in the Boston Fire Prevention Code, the Massachusetts Fire Prevention Regulations (527 CMR), and the Massachusetts Fire Prevention Laws (MGL CH148). BFD.5
6. For projects involving air-supported structures, it is critical that the impact of the design has on fire safety relative to the interaction of the area underneath the structure to the structure as well as to the interaction of the structure to the area underneath the structure. BFD.6

These items should be analyzed for all phases of the construction as well as the final design stage. This project will need permits from the Boston Fire Department as well as the Inspectional Services Department.

Respectfully,


Frank M. Kodzis
Fire Marshal

Cc: Paul Donga, FPE, Plans Unit, BFD



Thomas M. Menino, Mayor/FIRE DEPARTMENT/115 Southampton Street 02118

Boston Fire Department (BFD)

<i>BFD.1</i>	<p><i>Address emergency vehicle site access to new buildings.</i></p> <p>This level of detail will be addressed in the site plan component of Large Project Review or Small Project Review, as applicable, as design of the proposed future project progresses.</p>
<i>BFD.2</i>	<p><i>Address the impact on availability and accessibility of hydrant locations for new buildings and impact on existing.</i></p> <p>This level of detail will be addressed in the site plan component of Large Project Review or Small Project Review, as applicable, as design of the proposed future project progresses.</p>
<i>BFD.3</i>	<p><i>Address the impact on availability and accessibility of siamese connection locations for new buildings and impact on existing.</i></p> <p>This level of detail will be addressed in the site plan component of Large Project Review or Small Project Review, as applicable, as design of the proposed future project progresses.</p>
<i>BFD.4</i>	<p><i>Assess fire impact of transformer vaults.</i></p> <p>This level of detail will be addressed in Large Project Review or Small Project Review, as applicable, as design of the proposed future project progresses.</p>
<i>BFD.5</i>	<p><i>Assess need for BTB permits under applicable fire prevention codes.</i></p> <p>The need for permits from BTB will be determined as design of the proposed future project progresses.</p>
<i>BFD.6</i>	<p><i>Assess fire safety issue presented by air rights structures.</i></p> <p>The only structure to which this comment could relate is the New Soccer Field on a single level deck above 330 surface parking spaces. As stated above, this structure is planned to meet the definition of an Open Parking Garage as defined in the State Building Code and would meet the code requirements for such garages.</p>

**Boston Water and
Sewer Commission**



980 Harrison Avenue
Boston, MA 02119-2540
617-989-7000

May 20, 2009

Ms. Katelyn Sullivan
Project Assistant
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Re: IMPNF – Wentworth Institute of Technology

Dear Ms. Sullivan:

The Boston Water and Sewer Commission (BWSC) has reviewed the Institutional Master Plan Notification Form (IMPNF) for the Wentworth School of Technology.

The IMPNF summarizes the proposed projects which will be presented in the Wentworth Institutional Master Plan covering the period of 2009 through 2019. Proposed projects are expected to include a new 46,000 square foot campus center, a new student residence, a 40,000 square foot addition of academic space, and relocation of the soccer field to a deck above an existing parking lot.

The Commission submits the following comments regarding Wentworth's Institutional Master Plan and future projects:

General

1. It is the proponent's responsibility to evaluate the capacity of the water, sewer and storm drainage systems serving the Wentworth campus and individual project sites, to determine if the systems are adequate to meet future project demands. Evaluation of the capacity of existing systems on the campus to meet future project needs, and a discussion of any currently anticipated plans for any changes to these systems, must be provided in the Master Plan. BWSC.1
2. The proponent is advised that any new, relocated, reconstructed or expanded water, sanitary sewer, storm drainage or drinking water mains required to accommodate future development must be designed and constructed at the proponent's expense and in conformance with the Commission's Sewer Use and Water Distribution System regulations. The proponent should continue to keep the Commission apprised of any proposed plans to install, relocate, reconstruct or expand sanitary sewer, storm drainage or drinking water mains. BWSC.2

3. The proponent must submit site plans and General Service Applications to the Commission for individual construction projects as they are proposed. Site plans must show the location of existing public and private water mains, sanitary sewers and storm drains serving project sites, as well as the locations of proposed service connections. With each site plan, the proponent must provide detailed and updated estimates for water demand, sanitary sewer flows and stormwater runoff generation for the proposed project. The amount of potable water required for landscape irrigation must be quantified and provided separately. BWSC.3

4. To assure compliance with the Commission's requirements, the proponent should submit site plans and General Service Applications to the Commission for review when project designs are 50 percent complete. BWSC.4

5. As plans progress and are finalized BWSC will require drawings of public and private water, sewer and storm drainage facilities in AutoCAD R14 format. Drawings must include locations of any abandoned items, such as pipes and manholes, locations of new installations, profiles of sewer and drain lines, invert elevations of sewer and drain lines at the manholes, depth of water pipe at all gates, bends and connections, size and type of all pipes, valves and hydrants installed and rim elevations of all manholes. BWSC.5

6. Prior to demolition of any buildings, all water, sewer and storm drain connections to the buildings must be cut and capped at the main pipe in accordance with the Commission's requirements. The proponent must then complete a Termination Verification Approval Form for a Demolition Permit, available from the Commission, and submit the completed form to the City of Boston's Inspectional Services Department before a demolition permit will be issued. BWSC.6

Sewage/Drainage

7. The Wentworth campus is served almost entirely by separate sanitary sewers and storm drains. Separate sanitary sewer and storm drain services must be provided from new buildings constructed to the respective pipe in the street. BWSC.7

8. Site plans must show in detail how drainage from building roofs and from other impervious areas will be managed. Roof runoff and other stormwater runoff must be conveyed separately from sanitary waste at all times. BWSC.8

9. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority (MWRA) and its member communities, are implementing a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/ inflow (I/I)) in the system. In this

regard, DEP has been routinely requiring proponents proposing to add significant new wastewater flow to assist in the I/I reduction effort to ensure that the additional wastewater flows are offset by the removal of I/I. Currently, DEP is typically using a minimum 4:1 ratio for I/I removal to new wastewater flow added. The Commission supports the DEP/MWRA policy, and will require the proponent to develop a consistent inflow reduction plan. BWSC.9

10. The proponent must fully investigate methods for retaining stormwater on project sites before the Commission will consider requests to discharge additional stormwater to the Commission's system. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer. A feasibility assessment for retaining stormwater on site must be submitted with each site plan. BWSC.10
11. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. The proponent is advised that the discharge of any construction site dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission and an NPDES Permit issued by the Environmental Protection Agency (EPA). BWSC.11
12. The proponent is advised that a Drainage Discharge Permit is also required for the long-term (permanent) discharge to the drainage system of infiltrated groundwater collected via an underdrain system, such as those that are commonly installed in below-grade parking garages. BWSC.12
13. For each phase of construction covering one acre or more, the proponent will be required to obtain coverage under the EPA's NPDES General Permit for Construction. A copy of the Notice of Intent and the pollution prevention plan prepared pursuant to the Permit should be provided to the Commission, prior to the commencement of construction. BWSC.13
14. In conjunction with each site plan and General Service Application submitted, the proponent will be required to submit a Stormwater Pollution Prevention Plan. Each plan must: BWSC.14
 - Identify specific best management measures for controlling erosion and preventing the discharge of sediment, contaminated stormwater or construction debris to the Commission's drainage system when construction is underway.
 - Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control or treatment structures to be utilized during construction.

- Specifically identify how the project will comply with the Department of Environmental Protection's Performance Standards for Stormwater Management both during construction and after construction is complete.
15. Any uncovered parking or paved areas that are built require particle separators on all drains that will collect the runoff from these areas. Specifications for particle separators are provided in the Commission's Requirements for Site Plans. BWSC.15
 16. The Commission requests that the proponent install a permanent casting stating: "Don't Dump: Drains to Charles River" next to any new catch basin installed. The proponent may contact the Commission's Operations Division for information regarding the purchase of the castings. BWSC.16
 17. The Commission encourages the proponent to explore additional opportunities for protecting stormwater quality on the campus by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers. BWSC.17
 18. Oil traps are required on all drains discharging from all new and existing enclosed parking garages. Discharges from garage drains must be directed to a building sewer and not to a building storm drain. The requirements for oil traps are provided in the Commission's Requirements for Site Plans. BWSC.18
 19. Grease traps are required in all new and existing cafeteria or kitchen facilities in accordance with the Commission's Sewer Use Regulations. The proponent is advised to consult with Mr. Richard Fowler, Deputy Superintendent of Field Operations prior to preparing plans for grease traps. BWSC.19

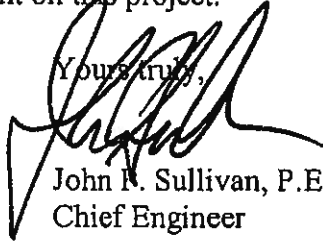
Water

20. The Commission utilizes a Fixed Radio Meter Reading System to obtain water meter readings. Where a new water meter is needed, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, the proponent should contact the Commission's Meter Installation Department. BWSC.20
21. The proponent should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular the proponent should consider outdoor landscaping which requires minimal use of water to maintain. If the proponent plans to install in-ground sprinkler systems, the Commission recommends that BWSC.21

timers, soil moisture indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should also be considered.

Thank you for the opportunity to comment on this project.

Yours truly,

A handwritten signature in black ink, appearing to read "John P. Sullivan".

John P. Sullivan, P.E.
Chief Engineer

JPS/as

cc:

M. Zlody, Boston Env. Dept.
P. Laroque, BWSC

Boston Water and Sewer Commission (BWSC)

<p><i>BWSC.1</i></p>	<p><i>Evaluate the capacity of existing water, sewer and storm drainage systems serving the Wentworth campus to determine if the systems are adequate to meet future project demands, and discuss any planned changes to these systems.</i></p> <p>See Section 2 of this IMP for a description of existing conditions. An evaluation of adequacy to meet new demand by proposed future project will be undertaken in connection with Large Project Review of such proposed future projects to the extent applicable.</p>
<p><i>BWSC.2</i></p>	<p><i>The proponent is advised that any new, relocated, reconstructed or expanded water, sanitary sewer, or storm drainage pipes required to accommodate future development must be designed and constructed at the proponent's expense and in conformance with the Commission's Sewer Use and Water Distribution System regulations. The proponent should continue to keep the Commission apprised of any proposed plans to install, relocate, reconstruct or expand sanitary sewer, storm drainage or drinking water mains.</i></p> <p>As each proposed future project proceeds, Wentworth will submit to the Commission the required plans, details and supplemental documents as required through the Boston Water and Sewer Commission's Site Plan Review process and General Services Application.</p>

<p>BWSC.3</p>	<p><i>The proponent must submit site plans and General Service Applications to the Commission for individual construction projects as they are proposed. Site plans must show the location of existing public and private water mains, sanitary sewers and storm drains serving project sites, as well as the locations of proposed service connections. With each site plan, the proponent must provide detailed estimates for water demand, sewer flows, and stormwater runoff for the proposed project. The amount of potable water required for landscape irrigation must be quantified and provided separately.</i></p> <p>Wentworth will submit to the Commission the required plans, details and supplemental documents as required through the Boston Water and Sewer Commission's Site Plan Review process and General Services Application as each proposed future project proceeds. The General Services Application will provide the requested estimates and quantities.</p>
<p>BWSC.4</p>	<p><i>To assure compliance with the Commission's requirements, the proponent should submit site plans and General Service Applications to the Commission for review when project designs are 50 percent complete.</i></p> <p>As each proposed future project proceeds, Wentworth will meet this requirement.</p>

<p>BWSC.5</p>	<p><i>As plans progress and are finalized BWSC will require drawings of public and private water, sewer and storm drainage facilities in AutoCAD R14 format. Drawings must include locations of any abandoned items, such as pipes and manholes, locations of new installations, profiles of sewer and drain lines, invert elevations of sewer and drain lines at the manholes, depth of water pipe at all gates, bends and connections, size and type of all pipes, valves and hydrants installed and rim elevations of all manholes.</i></p> <p>As each proposed future project proceeds, Wentworth will submit to the Commission the required drawing in AutoCAD R14 format.</p>
<p>BWSC.6</p>	<p><i>Prior to demolition of any buildings, all water, sewer and storm drain connections to the buildings must be cut and capped at the main pipe in accordance with the Commission's requirements. The proponent must then complete a Termination Verification Approval Form for a Demolition Permit, available from the Commission, and submit the completed form to the City of Boston's Inspectional Services Department before a demolition permit will be issued.</i></p> <p>Certain of the proposed future projects will entail demolition of existing buildings. In connection with such demolition, Wentworth will cut and cap all water, sewer and storm drain connections to the building and complete a Termination Verification Approval Form for a Demolition Permit for submission to ISD.</p>
<p>BWSC.7</p>	<p><i>The project site is served almost entirely by separate sanitary sewers and storm drains. Separate sanitary sewer and storm drain services must be provided from new buildings constructed to the respective pipe in the street.</i></p> <p>Separate sanitary sewer and storm drain services will be provided for the each of the proposed future projects.</p>

<p>BWSC.8</p>	<p><i>Site plans must show in detail how drainage from building roofs and from other impervious areas will be managed. Roof runoff and other stormwater runoff must be conveyed separately from sanitary waste at all times.</i></p> <p>Separate sanitary sewer and storm drain services will be provided for the each of the proposed future projects. Please see Section 2 and Section 7 of this IMP.</p>
<p>BWSC.9</p>	<p><i>The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority (MWRA) and its member communities, are implementing a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/ inflow (I/I)) in the system. In this regard, DEP has been routinely requiring proponents proposing to add significant new wastewater flow to assist in the I/I reduction effort to ensure that the additional wastewater flows are offset by the removal of I/I. Currently, DEP is typically using a minimum 4:1 ratio for I/I removal to new wastewater flow added. The Commission supports the DEP/MWRA policy, and will require the proponent to develop a consistent inflow reduction plan.</i></p> <p>Wentworth will work with BWSC to identify improvements either to the municipal system or to facilities on the Wentworth campus which will meet these requirements.</p>
<p>BWSC.10</p>	<p><i>The proponent must fully investigate methods for retaining stormwater on project sites before the Commission will consider requests to discharge additional stormwater to the Commission's system. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer. A feasibility assessment for retaining stormwater on site must be submitted with each site plan.</i></p> <p>Currently, rainwater is captured from the roof of the residence hall at 555 Huntington (Building 12), held in a 30,000 gallon UST, and used for landscape irrigation. Storm water diversion systems were installed in the East, West, Parker and Annex Parking Lots, which avoids the use of the city's storm drain system and instead recharges groundwater. All proposed future projects will include rainwater capture systems for irrigation of campus grounds and stormwater diversion systems to re-charge groundwater where appropriate and avoid inflow to the regional wastewater system. Gray water systems will also be employed within the projects to support irrigation and for use in urinals and water closets in public areas.</p>
<p>BWSC.11</p>	<p><i>The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. The proponent is advised that the discharge of any construction site dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission and an NPDES Permit issued by the</i></p>

	<p><i>Environmental Protection Agency (EPA).</i></p> <p>Wentworth will obtain all required discharge permits.</p>
BWSC.12	<p><i>The proponent is advised that a Drainage Discharge Permit is also required for the long-term (permanent) discharge to the drainage system of infiltrated groundwater collected via an underdrain system, such as those that are commonly installed in below-grade parking garages.</i></p> <p>None of the proposed future projects described in this IMP includes a below-grade parking garage and none have an underdrain system.</p>
BWSC.13	<p><i>For each phase of construction covering one acre or more, the proponent will be required to obtain coverage under the EPA's NPDES General Permit for Construction. A copy of the Notice of Intent and the pollution prevention plan prepared pursuant to the Permit should be provided to the Commission, prior to the commencement of construction.</i></p> <p>For each proposed future project meeting this threshold, Wentworth will submit a Notice of Intent for coverage under the EPA's NPDES General Permit for Construction, and will submit the Notice of Intent, and pollution prevention plan to BWSC prior to commencement of construction.</p>
BWSC.14	<p><i>In conjunction with each site plan and General Service Application submitted, the proponent will be required to submit a Stormwater Pollution Prevention Plan. Each plan must:</i></p> <ul style="list-style-type: none"> • <i>Identify specific best management measures for controlling erosion and preventing the discharge of sediment, contaminated stormwater or construction debris to the Commission's drainage system when construction is underway.</i> • <i>Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control or treatment structures to be utilized during construction.</i> • <i>Specifically identify how the project will comply with the Department of Environmental Protection's Performance Standards for Stormwater Management both during construction and after construction is complete.</i> <p>As each proposed future project proceeds, Wentworth will develop and submit a Stormwater Pollution Prevention Plan which will comply with the Commission's requirements.</p>
BWSC.15	<p><i>Any uncovered parking or paved areas that are built require particle separators on all drains that will collect the runoff from these areas. Specifications for particle separators are provided in the Commission's</i></p>

	<p><i>Requirements for Site Plans.</i></p> <p>All drains in reconstructed surface parking areas which will discharge to the Commission's storm drain system will include the required particle separators in compliance with the Commission's Requirements for Site Plans.</p>
BWSC.16	<p><i>The Commission requests that the proponent install a permanent casting stating: "Don't Dump: Drains to Charles River" next to any new catch basin installed. The proponent may contact the Commission's Operations Division for information regarding the purchase of the castings.</i></p> <p>Wentworth will obtain and install "Don't Dump" plaques, per the Commission's detail, next to all new catch basins installed on the campus in connection with development of the proposed future projects..</p>
BWSC.17	<p><i>The Commission encourages the proponent to explore additional opportunities for protecting stormwater quality on the project site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.</i></p> <p>The proponent will take care to minimize external sanding of the facility and will employ best practices for the protection of the quality of stormwater in the methods used for deicing, pest extermination and plant fertilization. As a signatory to the American College and University Presidents' Climate Commitment, Wentworth will employ sustainable design and construction techniques in the development of all new facilities. For example, Wentworth's landscaping program currently utilizes organic fertilizers for over 90% of grounds applications. Wentworth has emerged as a leader in campus sustainability as exemplified by its initiatives which have been nationally recognized as best practices. Please see Section 7 of this IMP.</p>
BWSC.18	<p><i>Oil traps are required on all drains discharging from all new and existing enclosed parking garages. Discharges from garage drains must be directed to a building sewer and not to a building storm drain. The requirements for oil traps are provided in the Commission's Requirements for Site Plans.</i></p> <p>None of the proposed future projects described in this IMP includes an enclosed parking garage.</p>
BWSC.19	<p><i>Grease traps are required in all new and existing cafeteria or commercial kitchen facilities in accordance with the Commission's Sewer Use Regulations. The proponent is advised to consult with the Commission prior to preparing plans for grease traps.</i></p> <p>If grease traps are required as part of any proposed future project, Wentworth will coordinate with the Commission prior to the submission of the Site plan.</p>

<p>BWSC.20</p>	<p><i>The Commission utilizes a Fixed Radio Meter Reading System to obtain water meter readings. Where a new water meter is needed, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, the proponent should contact the Commission's Meter Installation Department.</i></p> <p>Wentworth will coordinate with the Commission's Meter Installation Department regarding the installation and connection of an MTU when a new water meter is required.</p>
<p>BWSC.21</p>	<p><i>The proponent should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular the proponent should consider outdoor landscaping which requires minimal use of water to maintain. If the proponent plans to install in-ground sprinkler systems, the Commission recommends that timers, soil moisture indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should also be considered.</i></p> <p>All proposed future projects will include rainwater capture systems for irrigation of campus grounds and stormwater diversion systems to re-charge groundwater where appropriate and avoid inflow to the regional wastewater system. Gray water systems will also be employed within the projects to support irrigation and for use in urinals and water closets in public areas. In addition, Wentworth will incorporate sensor-operated faucets and toilets in common areas of any proposed future project.</p>



May 20, 2009

Member Institutions

- Beth Israel Deaconess Medical Center
- Brigham and Women's Hospital
- Children's Hospital Boston
- Dana-Farber Cancer Institute
- Emmanuel College
- Harvard Medical School
- Harvard School of Dental Medicine
- Harvard School of Public Health
- Immune Disease Institute
- Isabella Stewart Gardner Museum
- Joslin Diabetes Center
- Judge Baker Children's Center
- Massachusetts College of Art
- Massachusetts College of Pharmacy and Health Sciences
- Massachusetts Department of Mental Health
- Simmons College
- Temple Israel
- Wentworth Institute of Technology
- Wheelock College
- The Winsor School

Associate Members

- Blue Cross Blue Shield of Massachusetts
- Harvard Vanguard Medical Associates
- Merck Research Laboratories

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

Dear Ms. Sullivan:

We congratulate Wentworth on the completion of a planning process that has led to the filing of the Institutional Master Plan Notification Form, which includes four projects and a future collaborative project with a third-party developer. We look forward to seeing the Institutional Master Plan filing when it has been completed with additional details on the potential timeframes for the projects in the plan.

Part of Wentworth's goal is to continue their consistent implementation of the Mayor's housing policies to increase the number of students living on-campus instead of in the neighborhoods. Significantly, Wentworth has achieved an increase of 903 beds in the last decade and is looking to house some 97% of their students on campus in the future. The focus in their plan on creating additional student housing and a student center to enhance living and social activities on campus instead of the neighborhoods is to be applauded.

Additionally they have been a "Green Leader" through their execution of the American College and University Presidents' Climate Commitment initiative through which they are actively working to reduce their carbon footprint. They have also had a long-standing commitment to parks in Boston, specifically, the Evans Way Park which they have maintained as a park partner for over 20 years and have recently contributed over \$40,000 per year in maintenance services, and an additional \$75,000 towards irrigation as part of a MASCO-managed park improvement.

As the master plan is developed, traffic and access for existing and future conditions will be described as will potential impacts and mitigation measures. In the evaluation of traffic and access, we encourage Wentworth to consider:

- Alternative circulation concepts which might address congestion on Ruggles Street at their main entrance near the Ruggles/Huntington intersection, with alternatives that restrict left turns either into or out of the driveway and accommodate these needs through circulation changes elsewhere on campus. MASCO.1
- Early discussions with MASCO regarding the need for relocation of 336 parking spaces during construction or more permanently from the New Sweeney Field site off of Parker Street, where institutional parking is leased by MASCO for the benefit of the Longwood Medical and Academic Area. MASCO.2
- Integration of underground easements along the existing Sweeney Field site for a future potential Urban Ring transit tunnel under Ruggles Street, identified in the State's Draft Urban Ring Environmental Impact Report/Environmental Impact Statement, filed in November of 2008. MASCO.3

We would like to add that MASCO has data on travel demand management and other areas that could be helpful to Wentworth for submitting buildings for LEED NC credits and we offer our assistance.

Sincerely,



Sarah J. Hamilton

Vice President,

Area Planning and Development



MEDICAL ACADEMIC AND SCIENTIFIC COMMUNITY ORGANIZATION, INC.

MASCO (MASCO)

<p>MASCO.1</p>	<p><i>Consider alternative circulation concepts which might address congestion on Ruggles Street at the main entrance with alternatives that restrict left turns into or out of the driveway.</i></p> <p>As the transportation study in Section 5 of the IMP demonstrates, implementation of the proposed future projects and student housing initiative in the Student Housing Plan will actually reduce the vehicle trips to and from the Wentworth campus. Therefore, no circulation restrictions are necessary.</p>
<p>MASCO.2</p>	<p><i>Consider early discussions with MASCO regarding relocation of the 336 spaces currently leased to MASCO at the Parker Street and Halleck Street lots.</i></p> <p>Although the IMP indicates that all 336 spaces currently leased to MASCO will eventually be retained for Wentworth's own use. The elimination of MASCO spaces will occur in connection with the displacement of parking associated with proposed future projects, each of which will undergo Article 80 review, which could range in duration from approximately three months to approximately one year. This process will provide MASCO with advance knowledge that spaces will be required for Wentworth use.</p>
<p>MASCO.3</p>	<p><i>Consider an underground easement along the existing Sweeney Field site for a future potential Urban Ring transit tunnel under Ruggles Street.</i></p> <p>In the development of the potential future commercial project on the existing Sweeney Field site, Wentworth will replicate the setback alignment along the northeasterly side of Ruggles Street which has been created by Northeastern University in the buildings on its west campus.</p>

Sullivan, Katelyn

From: E Mattison [ehmattison@yahoo.com]
Sent: Thursday, May 21, 2009 8:11 PM
To: Sullivan, Katelyn
Subject: WIT IMP Comment

May 21, 2009

Dear Katelyn,

On behalf of the Fenway Civic Association, I am writing with comments for the Wentworth Institutional Master Plan.

It is commendable that Wentworth is working to house more of its student body on campus and increase amenities to engage students in activities on campus. These steps, in conjunction with efforts by the Dean of Students, can have a positive impact on town-gown relations, freeing up area housing stock and reducing off-campus partying and noise.

We are grateful to Wentworth for helping to beautify area open spaces, such as Evans Way Park and the lot on Huntington Avenue. We are pleased that the institution is emphasizing sustainability and expect that several steps will continue to be taken to minimize the environmental impact of operating the school. Energy efficiency, water conservation, waste reduction, sustainable design, recycling, preservation of open space, and sustainable transportation are all efforts we support and encourage Wentworth to pursue.

Additional areas we would like to address:

1. We want to ensure that the height of the building that is developed on the Huntington Avenue parcel will not be visible from the Back Bay Fens. FCA.1
2. Wentworth needs to include the community as it develops more specific plans for the new elevated playing field with parking at surface level. We want to see drawings that show what that would look like for passersby so we can help shape the design and ensure it is acceptable for the neighborhood. It is important to the community that the new facility provide an interesting and pleasant view for people in the neighborhood. FCA.
3. Is Wentworth implementing an enrollment cap? It is important to the community to know what the University's plans are for increasing its student body. FCA.3
4. We are pleased that a new tennis court facility within walking distance from the current tennis courts will be created before the existing courts are demolished. There are not other tennis courts in the area that are convenient for Fenway residents and it is important to maintain this athletic amenity. FCA.4

We look forward to a continued dialogue between Wentworth and neighbors to ensure that the needs of both parties are met.

Thank you,
 Erica Mattison
 Fenway Civic Association

Fenway Civic Association (FCA)

<p><i>FCA.1</i></p>	<p><i>Ensure that the height of the building developed on the Huntington Avenue parcel will not be visible from the Back Bay Fens.</i></p> <p>The IMP now describes a proposed new dormitory at 525 Huntington Avenue which will provide housing to 305 Wentworth students on 7 floors rather than the alternative described in the IMPNF which would have provided up to 395 beds on up to 9 floors. The 7-story structure will be approximately 84 feet in total height, compared to the adjacent 555 Huntington Avenue dormitory which is approximately 110 feet at its highest point.</p>
<p><i>FCA.2</i></p>	<p><i>Include the community in plans for the elevated playing field; provide pedestrian level drawings.</i></p> <p>The IMP includes a New Soccer Field on a single level deck above 330 surface parking spaces. As shown in the renderings of this project presented in Section 4.E of the IMP, the development of this project will improve the appearance and lighting of the Parker Street area, provide for new tree plantings, lighting and sidewalk re-construction along the perimeter of the project on Parker, Prentiss and Halleck Streets and construction of a new sidewalk on the West side of Mindoro Street, all of which are enhancements to the pedestrian environment. The community will have an opportunity for further involvement in the planning for this facility through the Article 80 review process.</p>

<p><i>FCA.3</i></p>	<p><i>Is Wentworth implementing an enrollment cap?</i></p> <p>The IMPNF projected an enrollment of approximately 3,600 students during the ten year term of the Institutional Master Plan. Recent events, including the current economic conditions and the impact of unprecedented tuition discounting by some of the Institute’s competitors, have lead the Institute to conclude that it is more prudent to project enrollment in a range, from 3,400 to 3,800 students, during the term of the IMP. For example, enrollment for the Fall of 2010 will decrease from the Fall of 2009 enrollment level of 3,527 to approximately 3,400 because of these factors. The Institute expects that its base enrollment will return to the 3,600 level over the following two years. The upper end of the range represents a modest enrollment increase of approximately eight tenths of one percent (0.008) per year. Therefore, the Institute has adjusted its Student Housing Pan to accommodate up to 3,800 students.</p>
<p><i>FCA.4</i></p>	<p><i>Important that tennis courts in the new location be completed before demolition of the existing courts.</i></p> <p>The proposed Flanagan Campus Center will now be developed through the substantial renovation of portions of Beatty Hall and by constructing a new addition to Beatty Hall rather than through the construction of a new freestanding building on the site of the current tennis courts. Therefore, the existing tennis courts will remain and continue to provide an amenity to the community.</p>

May 21, 2009

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

Re: Comments on Wentworth Institute's IMPNF

Dear Ms. Sullivan:

There are items to support in the Master Plan and some concerns to address. I support the Campus Center and the additional space for student activity and social activities. I appreciate the effort to try to influence the parents as to the benefits of living in the dorms. Additional dormitory beds and the requirement that freshman and sophomores live on campus will help the Mission Hill neighborhood. Any more dorm rooms should require more Wentworth students to on campus, and not be rented to other schools. Any plans to lease or share facilities with other schools should be included in the Master Plan. St. Clair.1

Residents have expressed concern over the change from an underground garage with the athletic field at street level, to one where the garage is at street level and the field is above it. It is much nicer to see sports being played than to view parked cars. St. Clair.2

My biggest concern is the 14 story Office and Research Development. There is not enough information about this project and when I asked questions about the size, was told maybe it would only be 4 floors. Nothing this vague, and with such community impact can be approved without further discussion, facts, community involvement. St. Clair.3

Sincerely,

Susan St.Clair

43 Iroquois Street

Roxbury, MA 02120

Susan St. Clair (St. Clair)

<p><i>St. Clair.1</i></p>	<p><i>Additional dorm rooms should require additional Wentworth students to live on campus; plans to lease or share facilities with other schools should be included in the Master Plan.</i></p> <p>The IMP now describes a proposed new dormitory at 525 Huntington Avenue which will provide housing to 305 Wentworth students on 7 floors rather than the alternative described in the IMPNF which would have provided up to 395 beds on up to 9 floors. As previously envisioned, the first six floors would have provided 260 bed spaces for Wentworth, and floors 7-9 would have provided an additional 135 bed spaces to house students from other Colleges of the Fenway. In response to concerns from the community regarding the potential height of this facility, the proposed project has been limited to 7 stories and will provide housing solely for Wentworth students. Beginning in the Fall of 2011, sophomores (in addition to first year students) will be required to live on campus.</p>
<p><i>St. Clair.2</i></p>	<p><i>Concern regarding the sports field at street level as opposed to a garage at street level with field above it. It's nicer to see sports being played than to view parked cars.</i></p> <p>The IMP includes a New Soccer Field on a single level deck above 330 surface parking spaces. As shown in the renderings of this project presented in Section 4.E of the IMP, the development of this project will improve the appearance and lighting of the Parker Street area, provide for new tree plantings, lighting and sidewalk re-construction along the perimeter of the project on Parker, Prentiss and Halleck Streets and construction of a new sidewalk on the West side of Mindoro Street, all of which are enhancements to the pedestrian environment. As shown in these renderings, the one story deck is to be constructed is only partially above grade.</p>
<p><i>St. Clair.3</i></p>	<p><i>There is too little information concerning the Office and Research Development to support approval</i></p> <p>Wentworth is not proposing the Commercial Research and Development/Office Project at this time, and does not intend that this IMP constitute approval for such commercial project. Rather, the IMP states that the approval process for this project will be initiated at a later time, and based on Wentworth's level of involvement will be reviewed through either an amendment to this IMP or a Planned Development Area Review which would include an amendment to Article 59 of the Boston Zoning Code.</p>

Ms. Katelyn Sullivan
Boston Redevelopment Authority
One City Hall Square
Boston, Massachusetts 02201

Thursday, May 21, 2009

Dear Ms. Sullivan,

On behalf of the 22 institutional members of the Fenway Alliance, I am writing in enthusiastic support of Wentworth Institute of Technology's Institutional Master Plan.

The Fenway Alliance, a consortium of 22 nationally and internationally renowned cultural and academic institutions located in the Fenway, defines the best of arts, culture, education, and research in Boston and beyond. We come together as one entity to create and sustain the Fenway Cultural District, and to provide quality intellectual, social and cultural opportunities for individuals and families throughout the region. Our collective goal is to enhance the District, creating a 5-mile area in the City of Boston that remains and grows in its uniquely rich academic and cultural offerings, and its beautiful parklands and green spaces.

We firmly believe that Wentworth's plan to eventually build three new campus buildings and one new field, including:

- a campus residence on Huntington Ave/Avenue of the Arts;
- a campus center;
- a teaching lab and instructional work space; and
- a regulation-sized soccer field with parking garage beneath on Parker Street

is very much aligned with the mission and goals of the Fenway Alliance to enhance this entire area, and with the Mayor's call for city colleges and universities to house more students on their own campuses.

Wentworth Institute of Technology has been a very supportive neighbor to the community. Recently, it opened a building with community meeting spaces on its first floor on Huntington Avenue, and has created a beautiful park on what could have been viewed as "prime real estate" on the Avenue of the Arts. Wentworth continues to provide scholarship, training and career opportunities for young people throughout Boston.

We believe the proposed new buildings and new regulation soccer field will add vibrancy as well as a greater institutional/community linkages and connections in the Fenway and Mission Hill neighborhoods.

Sincerely,

Kelly Brilliant, Executive Director
The Fenway Alliance, Inc.

The Fenway Alliance, Inc. (TFA)

Wentworth appreciates the support provided by TFA in its comment letter, and believes that no response is needed.

Sullivan, Katelyn

From: janek113@rcn.com
Sent: Tuesday, May 12, 2009 8:57 AM
To: Sullivan, Katelyn
Cc: twobarbos@yahoo.com
Subject: high rise buildings in neighborhood

Follow Up Flag: Follow up
Flag Status: Red

Kaiser.1

Hello Ms. Sullivan,

As a long time resident at 650 Huntington Avenue, The Charlesbank Co-op and President of our Corporation, I am very very disheartened and concerned about the proposed plans for Mass. College of Art building a 20-story dormitory in the neighborhood to further block our views of the inner city which we value so much; now Wentworth has plans for a 260-bed dormitory? when will this end. Most of us residing at the Charlesbank are long time residents and take pride in our lovely views from our units, but with building more dormitories, the neighborhood is becoming a concrete jungle. I realize that the increase in students brings more revenue to the City, but we are long time residents who are here long after the students go back home. Please give some consideration to the residents who reside at the Charlesbank.

Please let me know what else we can do to approach this decision and hopefully alter the height of the proposed buildings?

Thank you for your consideration in this very important issue.

Sincerely,
Jane Kaiser

Jane Kaiser (Kaiser)

<p><i>Kaiser.1</i></p>	<p><i>Concerned about views being blocked from windows in The Charlesbank Co-op by another new dormitory on Huntington Avenue. Consider altering the height of this building.</i></p> <p>The IMP now describes a proposed new dormitory at 525 Huntington Avenue which will provide housing to 305 Wentworth students on 7 floors rather than the alternative described in the IMPNF which would have provided up to 395 beds on up to 9 floors. The 7-story structure will be approximately 84 feet in total height, compared to the adjacent 555 Huntington Avenue dormitory which is approximately 110 feet at its highest point.</p>
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Charles River Watershed Association

Katelyn Sullivan
Project Assistant
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201

May 21, 2009

RE: Wentworth Institute of Technology IMP Notification Form

Dear Ms. Sullivan:

Charles River Watershed Association has reviewed the Wentworth Institute of Technology (WIT) Institutional Master Plan Notification Form (IMPNF) and provides these comments to assist the BRA in developing a Scoping Determination for the IMP, and to help Wentworth as it plans for its campus improvements.

We recognize the IMPNF is a preliminary notification, and that significantly more detail will be provided in the IMP itself. We also applaud WIT for signing on to the American College and University Presidents' Climate Commitment, and for its interest in identifying sustainable design and energy efficiency opportunities with the development of new buildings. We hope WIT will be able to achieve even higher than LEED Silver ratings on its new buildings. We also recognize that developing in areas such as this, where there is ready access to transit and existing infrastructure, is desirable, especially when it also provides opportunities for urban environmental restoration.

CRWA.1

However, there are important environmental components of master planning that are not discussed at all in the IMPNF, and others that receive only passing comment. We urge the BRA and WIT to work throughout the master planning process to ensure that the expansion of and improvements to Wentworth's campus move ahead in ways that will not only avoid, minimize and mitigate environmental impacts, but will in fact enhance the environment. We provide comments specifically focused on hydrologic sustainability, as this is an area that has received little note in the IMPNF.

Watershed Context

The location of the WIT campus makes a campus-wide focus on water and open space extremely important. Issues of water quality, flooding, groundwater impacts, and water

CRWA.2

infrastructure merit careful planning and design at both the campus-wide and site scale. Strong green open space connections through the campus and the surrounding neighborhood to the Muddy River and the Fens should also be enhanced as this is the neighborhood's most valuable natural resource.

CRWA.3

The WIT campus is in the Muddy River watershed, a subwatershed of the Charles River watershed. Both of these waters are listed as Category 5 waters on the Massachusetts Integrated List of Waters, meaning they fail to meet state water quality standards. In addition, the Muddy River suffers from significant hydrologic impairments, having both major flooding problems and severe low flow problems. It appears that certain portions of the campus drain into the City of Boston's combined sewer system, while others likely drain through storm drains directly into the Muddy River. Construction on the Muddy River Restoration Project, which will include bank to bank dredging of the entire river as well as stream daylighting and wetlands restoration, is due to begin later this year, and reducing sediment loads is essential to protecting the value of this investment in flood protection and environmental restoration. Finally, the area is in the Boston Groundwater Conservation Overlay District (GCOD), and is therefore an area of special groundwater concern.

These water related issues all play an important role in planning and design. While all buildings should be developed to meet the phosphorus reduction requirements of the Total Maximum Daily Load for Nutrients in the Lower Charles River Basin (TMDL), as well as meeting the requirements of Boston Water and Sewer Commission and the requirements of the GCOD, certain areas have different priority needs. Campus areas in the combined sewer drainage area should be developed with a primary focus on reducing flows into the sewer system; areas that drain directly to the Muddy River should focus on water quality improvements, especially reducing the sediment load to the river, and on reducing peak flows. Campus planning should identify opportunities for recharge, and design buildings, open space and infrastructure to take advantage of these areas. Campus design should attempt to maximize the tree canopy and vegetated areas, including green roofs, to reduce the heat island effect, improve air quality and increase evapo-transpiration.

CRWA.4

CRWA.5

CRWA.6

We encourage WIT to expand the Urban Design Guidelines and Objectives section of the IMP, and especially the Sustainable Design section, to include a broader discussion of and planning for water, especially stormwater management, and open space. We would be happy to work with WIT to explore campus-scale Low Impact Development (LID) opportunities including Green Streets, Greenways, porous parking lots, and stormwater landscape features, as well as building-scale designs such as green roofs and walls, water reuse, and irrigation alternatives. Many of these techniques can actually reduce costs, as well as improve the local environment. We suggest WIT establish specific benchmarks and goals for sustainable design.

CRWA.7

Impact Assessment

The IMP should also include much more detail about anticipated impacts, especially the cumulative impacts of the master plan. The lack of any design detail for the anticipated

CRWA.8

Office and Research and Development Facility actually makes it impossible to assess the impacts of the Master Plan, in part because WIT makes clear that without this component, it is likely that the other projects (for which some detail is provided) may have to be deferred.¹ While we recognize that planning in this economy is difficult, and that the IMP should allow WIT flexibility, master planning nevertheless requires some basic impact analysis to ensure that campus-scale planning and design is done to minimize overall impacts and to make the best use of the overall campus for necessary mitigation and improvement. This is especially important as institutions begin to look towards compliance with the TMDL, which may not be possible at all building sites and so may need to be accomplished through the use of other campus areas.

IMP Scoping

We urge the BRA to include the following in the scoping for the IMP as they will contribute significantly to a successful, comprehensive planning and design process, and will help clarify what the design and construction options and opportunities really are:

1. Assess the likely environmental impacts of the Office and Research and Development Facility; CRWA.9
2. Assess the cumulative impact assessment of the Master Plan, including considerations such as overall changes in impervious cover, tree canopy, groundwater recharge, stormwater runoff, open space and water use; CRWA.10
3. Provide details about existing infrastructure, especially about storm drains owned by WIT, and connections to BWSC's drainage infrastructure; CRWA.11
4. Provide soils and groundwater information, to the extent it is available, to determine opportunities for recharge; CRWA.12
5. Propose stormwater management goals, and designs to achieve these goals; CRWA.13
6. Clarify the connections between campus open space and neighborhood open space, as well as how greenways and green streets can help provide green links through the campus; CRWA.14
7. Expand the Urban Design Guidelines and Objectives and Sustainable Design sections to include goals to begin to restore the area's natural hydrology, to reduce stormwater flows into the combined sewer system and the Muddy River, and to increase the total urban tree canopy in and around the campus. CRWA.15

By evaluating the environmental conditions of the entire campus, WIT can find numerous opportunities for modifications and improvements, small and large, and can accomplish far more than simply developing a collection of individual green buildings. Many LID designs are simple and relatively inexpensive, while being highly visible and providing excellent educational opportunities. Given WIT's interest and expertise as an institution, the Master Plan is a perfect vehicle to explore how to use redevelopment to create meaningful environmental change.

¹ IMPNF, page 14

We appreciate the opportunity to provide comment on this project through the Article 80 review process. Please feel free to contact me should you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Kate Bowditch". The signature is written in a cursive style and is underlined with a single horizontal stroke.

Kate Bowditch
Director of Projects

cc: Wentworth Institute of Technology
Medical Academic and Scientific Community Organization
Boston Environment Department
Boston Groundwater Trust

Charles River Watershed Association (CRWA)

CRWA.1	<p><i>We hope that WIT will be able to achieve even higher than LEED Silver ratings on its new buildings.</i></p> <p>Wentworth has committed to pursue a LEED Silver status as defined by the U. S. Green Buildings Council for the proposed buildings listed within this IMP, which will meet and exceed the requirements of Article 37 (Green Building) of the Boston Zoning Code. Proposed future projects will research the most appropriate LEED credits to reach a <i>minimum</i> of a Silver Rating.</p>
CRWA.2	<p><i>The location of the WIT campus makes a campus wide focus on water and open space extremely important; water quality, flooding, groundwater impacts and water infrastructure merit planning at both the campus wide and site scale.</i></p> <p>Please see Section 7 of this Master Plan for a discussion of existing and planned initiative.</p>
CRWA.3	<p><i>Strong green open space connection through the campus and neighborhood to the Muddy River and Fens should also be enhanced.</i></p> <p>Please see Section 6 of this IMP for a discussion of planned enhancements to open space connections.</p>
CRWA.4	<p><i>Campus areas in the combined sewer drain area should be developed with focus on reducing flows to sewer system.</i></p> <p>According to the Boston Water and Sewer Commission, the Wentworth campus site is served almost entirely by separate sanitary sewers and storm drains. Wentworth will provide separate sanitary sewer and storm drain services for the each of the proposed future projects.</p>
CRWA.5	<p><i>Areas that drain to the Muddy River should focus on water quality improvements.</i></p> <p>All proposed future projects will include rainwater capture systems for irrigation of campus grounds and stormwater diversion systems to re-charge groundwater where appropriate and avoid inflow to the regional wastewater system. Gray water systems will also be employed within the projects to support irrigation and for use in urinals and water closets in public areas.</p>
CRWA.6	<p><i>Campus design should attempt to maximize tree canopy and vegetated areas, including green roofs.</i></p>

	<p>The IMP proposed specific landscape enhancements. Please see Sections 4 and 6 of this IMP. For proposed future projects subject to Large Project Review, energy and water conservation measures, such as green roofs, will be evaluated.</p>
CRWA.7	<p><i>Expand Urban Design Guidelines and Objectives section, particularly sustainable design, to include broader discussion of planning for water and open space.</i></p> <p>Please see Section 7 of this IMP.</p>
CRWA.8	<p><i>Include greater impact discussion for planned commercial Office and Research Development Facility, with particular focus on compliance with TMDL.</i></p> <p>Wentworth is not proposing the Commercial Research and Development/Office Project at this time, and does not intend that this IMP constitute approval for such commercial project. Rather, the IMP states that the approval process for this project will be initiated at a later time, and based on Wentworth's level of involvement will be reviewed through either an amendment to this IMP or a Planned Development Area Review. In either case, such project would be subject to Large Project Review which would assess all of its impacts.</p>
CRWA.9	<p><i>Assess the likely impacts of the Office and Research Development Facility.</i></p> <p>Please see answer to CRWA.8 above.</p>
CRWA.10	<p><i>Assess cumulative impact of master plan, including overall changes in impervious cover, tree canopy, groundwater recharge, stormwater runoff, open space, and water use.</i></p> <p>This level of detailed assessment will be provided as proposed future projects undergo review under either Article 80B, Large Project Review, or Article 80E, Small Project Review, of the Boston Zoning Code.</p>
CRWA.11	<p><i>Provide details about existing infrastructure, particularly storm drains and connections to BWSC infrastructure.</i></p> <p>Please see Section 2 of this IMP.</p>
CRWA.12	<p><i>Provide soils and groundwater information to determine opportunities for recharge.</i></p> <p>All proposed future projects will include rainwater capture systems for irrigation of campus grounds and stormwater diversion systems to re-charge groundwater where appropriate and avoid inflow to the regional wastewater system.</p>

<p>CRWA.13</p>	<p><i>Propose stormwater management goals and designs to achieve these goals.</i></p> <p>Please see Section 7 of this IMP.</p>
<p>CRWA.14</p>	<p><i>Clarify connections between campus open space and neighborhood open space.</i></p> <p>Section 6 of this IMP is a discussion of Pedestrian Circulation Guidelines and Objective. Included in Section 6 are the following categories of specific landscape and streetscape improvements at key pedestrian entry points at the east, west, north and southerly edges of the campus.</p> <ul style="list-style-type: none"> • At Ward Street (from the south), an enhanced pedestrian entry point will be opened up between Beatty Hall and the Nelson Recreation Center by reducing the service and parking area and creating a new paved pedestrian way to The Pike and the Campus Quadrangle. New lighting and landscape improvements will be made in this area and along Ward Street and Parker Street to enhance pedestrian safety and create more transparency into the Institute’s campus during both the daylight hours and the evenings. • The westerly portion of The Pike which currently abuts the West Parking Lot will be reconstructed with brick pavers and new landscaping to improve the pedestrian experience and to better identify The Pike as a pedestrian way, open to the public, as it enters the central campus. • At the Ruggles Street main entrance to Wentworth Hall (north), Wentworth Hall will be renovated to allow for direct access through the building to the Campus Quad and The Pike. Currently, navigating from Wentworth’s main entrance to the Quad and The Pike requires traveling a winding, multi-floor route through several adjoining buildings. Pedestrian access to the heart of the campus will be greatly enhanced with the development of this new entry point and the related wayfinding signage that will be installed at the time of the renovation. • Construct a new sidewalk on the west side of Mindoro Street at the time of the development of the new Soccer Facility to enhance pedestrian safety in the area. There is currently no sidewalk on that side of the street.
<p>CRWA.15</p>	<p><i>Expand Urban Design Guidelines and Objectives and Sustainable Design sections to include broader discussion of planning for water and open space.</i></p> <p>Please see Section 7 of this IMP.</p>

May 21, 2009

B.R.A.

Katelyn Sullivan, Program Assistant
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02210

2009 MAY 21 P 1: 25

Dear Ms. Sullivan:

The Gainsborough Neighborhood Association represents 325 Condominium unit owners on Gainsborough Street in the City of Boston. We would like to submit these comments on the Institutional Master Plan Notification Form (IMPNF) submitted by Wentworth Institute of Technology (WIT) to the Boston Redevelopment Authority (BRA) on April 6, 2009.

WIT has a long history of being located in Boston and should be recognized for their commitment to their students' needs. We will not express any comments on the proposals to build a student life and recreation center, to move the tennis courts, and to build an addition to the Ina Allen Building and Wentworth Annex at 550 Parker Street. We trust that the position of the abutting neighbors will be considered. However, with regard to the proposed dormitory, the move of Sweeny Field, and the possible future commercial development on the Sweeny Field site we do wish to offer some general and specific comments.

Campus Boundaries: Institutions of higher learning have been buying properties in the Fenway and other Boston neighborhoods and adding them to the definition of their campus in their IMPNF's and IMP's. This is often done without adequate neighborhood input and consideration. For example, Wentworth purchased 525 Huntington Avenue and includes it in their IMPNF as a proposed dormitory site. This proposal encroaches on our Fenway neighborhood in a way that neighbors may not have supported. GNA.1

When WIT filed their second amendment to their IMP in June 2007 for 525 Huntington Avenue, it "was to approve the addition of property located at 525 and 634 Huntington Avenue to the campus as open space." (IMPNF p.1). According to Task Force minutes of 4.9.08: "WIT is in the process of finalizing landscape documents awarding contracts for the landscaping and related improvements....." Having an open, green space in this location was an attractive idea. Now, we are being asked to accept a dormitory on the 525 parcel. While a 6 story dormitory may not directly impact the Gainsborough neighborhood and we will not strongly object, we are forced to react rather than take a proactive approach to planning needs of the neighborhood. The Fenway has reached an

over saturation point of students living in our neighborhood, in apartments, houses and on campuses.

In addition, according to minutes of the WIT Task Force (10.8.08), when asked if WIT would promise not to acquire any more properties for maybe the next 30 years, WIT's stated response was that there were some properties they would be interested in including. Guidance from elected officials and the BRA on developing a more manageable system of urban planning would be appreciated.

GNA.2

This leads into another general concern. Within the last months, public meetings have been held by three institutions all proposing major changes/building directly on or close to Huntington Avenue. The Christian Science Center, Massachusetts College of Art and WIT are proposing changes to the streetscape of the Avenue of the Arts. This section of Huntington Avenue is a major connector of the Back Bay, Fenway and Mission Hill. The City should not allow approval of any major projects without a thorough urban planning process that considers all proposals and their potential impacts. This area should mirror the vision of the urban village concept, encouraging foot traffic and the establishment of retail shops and restaurants. The planning results should be shared with the community so that we can make informed decisions on what we are being asked to evaluate.

GNA.3

Tax Exempt Status: This practice of buying properties that were once taxable also brings up the issue of PILOT payments. WIT, a non profit institution of higher learning, pays a fraction of its fair share for the 31 acres of land they own in Boston.

GNA.

Definition of Dormitory: WIT's dorm proposal for apartment and suite type units as well as their stated interest in partnering with other institutions (IMPNF 4B) to fill the new beds sounds similar to the proposal made by the for-profit Grandmark for student housing located behind the YMCA. We recognize there is a critical difference. WIT has a long, almost 100 year presence Boston, and will not be leaving the area any time soon. However, clarification of the definition of dormitory in this context would be useful.

GNA.5

Changes in Enrollment: The neighborhood first noticed a change in student enrollment with Northeastern University with more out of town and out of state students rather than students who commuted. This resulted in the leasing of neighborhood beds to accommodate the housing need. WIT also is experiencing a similar change (Wentworth's IMPNF (3) states "As Wentworth transitioned from a commuter school to a residential campus..."). Both institutions have become less of a commuter school and more of a residential institution. By doing this, the need for student housing increases, which becomes a rationale for building new dormitories which then becomes a

rationale for buying more properties and so forth. When asked at recent Task Force meeting if WIT would agree in writing to cap the student enrollment, WIT responded that they had no intention of increasing enrollment and their IMPNF (p6) does state "This IMP does not contemplate any substantial increase in the student population, nor is it designed to alter the current student composition". However, Task Force meeting minutes from 3.11.08 reflect WTF's response to changes in the number of students, as they (WIT) was considering a new tech/bio program that could bring in maybe an additional 100 students. Where will these students be housed?

GNA.6

GNA.7

Specific Comments

It is too early to offer comments on the potential construction of a commercial building on the current site of Sweeny Field. WIT has stated they are not seeking approval at this time and the BRA assured us that this will be a separate proposal with a more broad and inclusive discussion. Extensive public comment and urban planning recommendations are needed as well.

If the abutting neighbors approve of Sweeny Field being moved more deeply into the Mission Hill and Roxbury neighborhoods, we will support them. However, WIT should provide ideas about retaining/replacing green space on Huntington Avenue both at this location and 525 Huntington Avenue.

GNA.8

While we do not embrace the addition of a net increase of 200 additional students that a 260 dormitory would bring into Fenway, we recognize the needs of the Mission Hill community.

We do not support a nine storey, 396 bed dorm for this location. WIT indicates that the 260 number would fill their needs.

GNA.9

Neighbors asked what guarantees WIT would offer that local kids would be provided better access to facilities. WIT states this is yet to be determined. Comment by WIT on what, if any, public access there will be to the Student Center and Sweeney Field should be provided.

GNA.10

The WIT acknowledges that parking spaces will be lost in the IMP. The number that will be lost and how this loss will be addressed would be useful. A more detailed traffic and transportation plan should be provided in the IMP.

GNA.11

The IMPPN states "Any new buildings along Huntington Avenue shall strengthen the location, identity and campus fabric of Wentworth....The designs of these buildings

should also be in keeping with the theme of the Avenue of the Arts." The second sentence should be stronger and say they shall be in keeping. Also, WTT should share its vision of the theme of the Avenue of the Arts and how they plan to accomplish this goal.

GNA.12

Thank you for your consideration.

Sincerely,
The Gainsborough Neighborhood Association

A handwritten signature in black ink, appearing to read "Cynthia Brophy". The signature is written in a cursive style with a large initial "C".

By: Cynthia A. Brophy

The Gainsborough Neighborhood Association (GNA)

<p><i>GNA.1</i></p>	<p><i>The 525 Huntington Street site was supposed to remain open space.</i></p> <p>When the 525 Huntington Avenue site was added to the Prior IMP, Wentworth expressly stated the following:</p> <p style="padding-left: 40px;">Wentworth has determined that the proposed Open Space use for passive recreational activities is the most feasible use at the present time and permits the most expeditious improvement of an otherwise unsightly condition at a highly visible location. . . . At such future time as Wentworth may determine that a higher and better use of the Project Site feasibly may be made, Wentworth will notify the Authority pursuant to the applicable requirements of Article 80.</p> <p>This IMP constitutes the notification contemplated by the Prior IMP.</p>
<p><i>GNA.2</i></p>	<p><i>Provide guidance from elected officials and the BRA on potential additional site acquisitions by Wentworth.</i></p> <p>Wentworth has identified in Section 2 of this IMP those properties adjacent to its campus which it would consider acquiring. Wentworth cannot address the public policy aspects of GNA.2.</p>
<p><i>GNA.3</i></p>	<p><i>The BRA should conduct an overall urban planning process for Huntington Avenue.</i></p> <p>Wentworth cannot address the public policy aspects of GNA.3.</p>

<p>GNA.4</p>	<p><i>Wentworth owned projects are tax exempt; PILOT payments are not enough.</i></p> <p>Wentworth plans to work cooperatively with the City of Boston concerning the negotiation of a new comprehensive PILOT agreement for the term of the Institutional Master Plan. It expects to reach a new PILOT agreement which will be in concordance with the guidelines recommended by the Mayor's PILOT Task Force</p>
<p>GNA.5</p>	<p><i>Define a "dormitory."</i></p> <p>There are two places to look for a definition of dormitory.</p> <p>Article 2A of the Boston Zoning Code defines a dormitory as follows:</p> <p style="padding-left: 40px;">"Dormitory", any dwelling (other than a fraternity or sorority house) occupied primarily as a place of temporary abode by persons attending educational institutions.</p> <p>MGL Chapter 140, § 22 defines "Lodging house" as follows:</p> <p style="padding-left: 40px;">a house where lodgings are let to four or more persons not within second degree of kindred to the person conducting it, and shall include fraternity houses and dormitories of educational institutions, but shall not include dormitories of charitable or philanthropic institutions or convalescent or nursing homes licensed under section seventy-one of chapter one hundred and eleven or rest homes so licensed, or group residences licensed or regulated by agencies of the commonwealth.</p>
<p>GNA.6</p>	<p><i>Will Wentworth cap enrollment?</i></p> <p>The IMPNF projected an enrollment of approximately 3,600 students during the ten year term of the Institutional Master Plan. Recent events, including the current economic conditions and the impact of unprecedented tuition discounting by some of the Institute's competitors, have lead the Institute to conclude that it is more prudent to project enrollment in a range, from 3,400 to 3,800 students, during the term of the IMP. For example, enrollment for the Fall of 2010 will decrease from the Fall of 2009 enrollment level of 3,527 to approximately 3,400 because of these factors. The Institute expects that its base enrollment will return to the 3,600 level over the following two years. The upper end of the range represents a modest enrollment increase of approximately eight tenths of one percent (0.008) per year.</p>
<p>GNA.7</p>	<p><i>Where will additional students be housed?</i></p> <p>Wentworth has adjusted its Student Housing Pan to accommodate up to 3,800 students. Please see Section 3 of this IMP.</p>

<p>GNA.8</p>	<p><i>Provide ideas about retaining or replacing green space on Huntington Avenue as 525 Huntington Avenue and the Sweeney Field site are developed.</i></p> <p>Because the 525 Huntington Avenue dormitory building will be designed to create a consistent street wall on the primary streets which it abuts, there is no opportunity for retention on green space on this site.</p> <p>Wentworth shares the community’s desire that development of the existing Sweeney field site should include a significant open space component – it will be Wentworth’s immediate neighbor. It should also be noted that the relocation of Sweeney Field to a deck over what is now an open parking lot will create new green space on the campus. Please see Section 4 for images of this new green space.</p>
<p>GNA.9</p>	<p><i>The 9 story dorm exceeds Wentworth’s needs.</i></p> <p>The IMP now describes a proposed new dormitory at 525 Huntington Avenue which will provide housing to 305 Wentworth students on 7 floors rather than the alternative described in the IMPNF which would have provided up to 395 beds on up to 9 floors, some of which were to be used by other institutions. For a more detailed response, please see Section 3 of this IMP.</p>
<p>GNA.10</p>	<p><i>What degree of community access will be provided in the Student Center and relocated Sweeney Field?</i></p> <p>In the Flanagan Campus Center at Beatty Hall, dining facilities will be open to the public, and meeting rooms may be reserved by organized community groups.</p> <p>Sweeney Field, both in its current location and as relocated, is and will be available for use (when not required by Wentworth for its own programs) by organized community groups and supervised teams. Reservations for use may be made the Office of Community Relations at Wentworth.</p>
<p>GNA.11</p>	<p><i>How will parking loss be addressed?</i></p> <p>Please see Section 5 of this IMP.</p>
<p>GNA.12</p>	<p><i>What is the urban design vision of the Avenue of the Arts?</i></p> <p>Section 7 includes among the Urban Design Guidelines and Objectives the following:</p> <ul style="list-style-type: none"> • Any new building along Huntington Avenue shall strengthen the location, identity and campus fabric of Wentworth through transformative architecture

	<p>that is expressive of Wentworth's mission of excellence in technology. The design of these facilities should also be in keeping with the theme of the Avenue of the Arts.</p> <ul style="list-style-type: none">• The ground level of new buildings will be as public as security will allow.• The ground level of buildings will be as transparent as possible to allow a view into the educational, cultural and social activities of the Institute within the campus core and along the urban edges.
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Tel 617-566-6565
Fax 617-566-1440

May 20, 2009

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

RE: Wentworth Institutional Master Plan Notification Form
Dated April 6, 2009

Dear Ms. Sullivan:

Mission Hill Neighborhood Housing Services has reviewed and discussed the IMPNF submitted by Wentworth Institute of Technology. Following the presentation by WIT at a Special Board Meeting co-sponsored by Mission Hill NHS and Back of the Hill CDC, the two organizations voted to go on record with the following comments and conditions:

- Mission Hill NHS and BOTHCDC support the construction of the 46,000 sf Flanagan Campus Center. We support the substantial increase in student activity space, training space, and space for social activities that will attract students back to Wentworth's campus. We support the proposal to keep this facility open late into the evening and 7 days a week. The community stated a need for WIT to eliminate walls to the community on Parker and Ward Streets. This building offers an open façade and has its front door on Parker Street. MHNHS.1
- Mission Hill NHS and BOTHCDC support the construction of additional dormitory beds to house all Wentworth students on campus and out of family housing in the surrounding neighborhoods. We would like to reiterate some concerns expressed by community members about the location of the new student residence at 525 Huntington. A 7 – 9 story dorm at that location overwhelms adjacent 3 story row houses and family homes in the area. We support a 6 story or lower building designed to house all of the remaining Wentworth students but cited in a way that acknowledges the adjacent 3 story buildings and family homes. Additionally, our support for dorm construction is contingent upon the institution committing to policies mandating that all of their non-commuter students live on campus. We are pleased that Wentworth is achieving an earlier commitment requiring freshmen and sophomores live on campus starting with the incoming 2010 class, and we commend recent efforts to aggressively market the benefits of on-campus housing to parents. Nevertheless, the history of WIT renting beds rather than housing their own MHNHS.2
MHNHS.3

students has meant Wentworth students still compete with families on the Hill and drive up both rents and residential taxes and still add to student behavioral problems in the residential neighborhood. The influx of students into the residential neighborhood resulted from an institutional policy to increase enrollment of non-commuter students. With the addition of this new dorm WIT needs to have a similarly aggressive policy requiring their students to live on campus.

- We support the efforts of institution to upgrade and make modest but necessary additions to its classrooms, studios and instruction workshops. We understand and support the efforts of Wentworth to provide a competitive academic environment as well as improve accessibility to these spaces.
- Wentworth wants to move Sweeney Field and the tennis courts to the Parker/Prentiss/Halleck/Station Street area of its property. The community wants to see this area of the neighborhood revitalized and WIT has worked closely with us as the community has planned for a major development at the Parcel 25 gateway to the neighborhood. Wentworth has entered into an option agreement with Mission Hill NHS for their smaller lots on Gurney Street to be included in the site of the future senior housing desired by the neighborhood. We know they have a commitment to improve of this area and ask that they continue to work with Mission Hill NHS, Alice Taylor residents, Mission Main residents and homeowners at Roxbury Crossing to achieve much-needed upgrades to the area and plan appropriately for the edges of their campus. The Parcel 25 community planning process called for creating an area that makes connections and allows for pedestrian access and walkability. We have not yet seen elevation drawings as requested, but have some new concerns about the parking structure and soccer field as presently put forth. Originally we thought this was to be underground parking with surface level field. Now we are told that the deck will be partially above grade with soccer field on top, which may result in a significantly different environment for the pedestrian coming to and through this area. We'd like to continue to work on how this WIT space can meet their needs for recreational space and desire for parking while still supporting the surrounding residential areas and the goals for newly planned housing and retail space at Parcel 25. Residents expressed a strong desire for a mix of uses, 24 hour activity, and eyes on the street to improve safety in this area. In terms of the re-citing of Sweeney Field to this location, issues of lighting, noise, security and fencing have been raised by residents and still need to be worked out. Elevation of the field and pedestrian level parking doesn't quite achieve the goal of replacing the sea of surface parking and making this an area that is transit oriented and safely connects pedestrians from the abutting streets to transit and retail in Roxbury Crossing. MHNHS.4
- Mission Hill NHS and BOTHCDC have significant concerns about the Office and Research Development facility proposed but not defined for the current Sweeney Field location. We understand that Wentworth envisions a very large development at this site and introduces a use to the area that the community has not discussed or agreed to. Clearly this site is a key location in the neighborhood and in the City. It sits directly in front of Northeastern's west campus student housing, near the MFA, at the intersection of Ruggles and Huntington. Use, height and density parameters are put forth in this Wentworth document and have not been fully vetted in the MHNHS.5


community. There is not enough information about the potential use and impacts to allow for full review, so we cannot support the parameters put forth at this time and are concerned that support of the IMPNF will be construed as support for the use and density parameters outlined in this document. The difficulty is, according to WIT representatives, much of the other projects presented in the IMPNF are dependent upon the realization of this economic development project. This project has the potential of huge impacts on the neighborhood, is integral to the entire Master Plan proposed, and necessitates further study and meetings with the broader community before the Master Plan can be accepted.


- Lastly, Wentworth must make a commitment to Mission Hill NHS, Back of the Hill CDC, and the Mission Hill community to step up its work with us to prevent and resolve the student behavior issues on the Hill, to collaborate with us in our efforts to return Mission Hill housing now occupied by students to housing affordable to working families, and to ensure positive economic impacts on Mission Hill residents as abutters to the University including improved access for jobs, internships and educational opportunities at the Wentworth.

MHNHS.6

Thank you for your consideration of our comments. Should you have any questions or require additional information, please do not hesitate to contact us.

Sincerely,


James Hoffman
Executive Director
Mission Hill NHS


Patricia Flaherty
Senior Project Manager
Mission Hill NHS
BOTHCDC Board Member
WIT Task Force Member

Cc: Mayor Thomas Menino
Senator Sonia Chang Diaz
State Representative Jeffrey Sanchez
City Councilor Michael Ross
Heather Campisano, Boston Redevelopment Authority
Nikko Mendoza, Mayor's Office of Neighborhood Services
Catherine Gallagher, President, BOTHCDC

Mission Hill Neighborhood Housing Services (MHNHS)

<p>MHNHS.1</p>	<p><i>Wentworth should eliminate walls to the community on Parker and Ward Street.</i></p> <p>The expansion and renovation of the Ira Allen building and the development of the Flanagan Campus Center at Beatty Hall will provide the opportunity to create more transparency and access into the Institute’s campus from the surrounding neighborhoods.</p> <p>Flanagan Campus Center at Beatty Hall: The expansion and renovation of Beatty Hall will include a new two story addition located in a portion of the current service area on Ward Street. The current blank wall will be replaced with a more transparent glazed structure with views into the building from the neighborhood. At Ward Street, the pedestrian entry point between Beatty Hall and the Nelson Recreation Center will be enhanced by reducing the service and parking area and creating a new paved pedestrian way to The Pike and the Campus Quadrangle. New lighting and landscape improvements will be made in this area and along Ward Street and Parker Street to enhance pedestrian safety and create more transparency into the Institute’s campus during both the daylight hours and the evenings.</p> <p>Ira Allen Expansion and Renovation: The full renovation and expansion on the south side of Ira Allen is a unique opportunity to successfully address the integration of campus and neighborhood, as they are linked by Annunciation Road. In replacing an existing parking lot, this building will reinforce the campus edge along the street while presenting an open, transparent, and active face to the neighbors at Alice Heywood Taylor. The Institute will continue to work closely with the Alice Heywood Taylor community and other local residents throughout the development of this facility to ensure that the campus edges are both attractive and permeable.</p>
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MHNHS.2

A 7-9 story dormitory at 525 Huntington Avenue is out of scale with adjacent 3 story buildings and homes. We support a 6 story or lower building.

The IMP now describes a proposed new dormitory at 525 Huntington Avenue which will provide housing to 305 Wentworth students on 7 floors rather than the alternative described in the IMPNF which would have provided up to 395 beds on up to 9 floors. The 7-story structure will be approximately 84 feet in total height, compared to the adjacent 555 Huntington Avenue dormitory which is approximately 110 feet at its highest point.

MHNHS.3

Wentworth should require that all students live on campus, and should not rent dormitory beds to other institutions.

Wentworth's Student Housing Plan is presented in Section 3 of this IMP. Beginning in the Fall of 2011, sophomores (in addition to first year students) will be required to live on campus. While it does not mandate that junior and seniors live on campus, it is designed to achieve that goal by providing the following:

- Wentworth will continue to expand its communication program to upperclassmen and parents, presenting the financial, educational, social and cultural benefits associated with living on campus.
- With the development of the new Flanagan Campus Center at Beatty Hall, the number of student activities, entertainment offerings, and social and cultural events held on campus each semester will be increased substantially. It is hoped that these new programs will strengthen the attractiveness of Wentworth's student residences, and also will serve to keep more students on-campus during nights and weekends.
- The new 305 bed dormitory will be designed to attract juniors and seniors back to campus housing. Unlike the majority of the Institute's current housing inventory, 80% of the bedrooms (244) in this apartment style dormitory will be occupied by one student rather than two. This layout will provide the increased degree of privacy that many students seek when they opt for off campus housing.

<p><i>MHNHS.4</i></p>	<p><i>Need to see drawing of new Sweeney Field to evaluate quality of the edge of the campus; question the location in terms of lighting, noise, security and fencing.</i></p> <p>As shown in the renderings of the New Soccer Field on a single level deck above 330 surface parking spaces presented in Section 4.E of the IMP, the development of this project will improve the appearance and lighting of the Parker Street area, provide for new tree plantings, lighting and sidewalk reconstruction along the perimeter of the project on Parker, Prentiss and Halleck Streets and construction of a new sidewalk on the West side of Mindoro Street, all of which are enhancements to the pedestrian environment. As shown in these renderings, the one story deck is to be constructed is only partially above grade. Lighting of the soccer field will be designed to minimize impact on adjacent residential areas. Studies of all impacts of this project will be conducted and presented when the project is submitted for project review under Article 80 of the Boston Zoning Code. The community will have an opportunity for further involvement in the planning for this facility through the Article 80 review process.</p>
<p><i>MHNHS.5</i></p>	<p><i>There is insufficient information concerning the proposed Office and Research Development, and should be the subject of further studies and community meeting before approval of the IMP.</i></p> <p>Wentworth is not proposing the Commercial Research and Development/Office Project at this time, and does not intend that this IMP constitute approval for such commercial project. Rather, the IMP states that the approval process for this project will be initiated at a later time, and based on Wentworth's level of involvement will be reviewed through either an amendment to this IMP or a Planned Development Area Review which would include an amendment to Article 59 of the Boston Zoning Code.</p>
<p><i>MHNHS.6</i></p>	<p><i>Wentworth must commit to work with the community to prevent and resolve student behavior issues, to return affordable housing to working families, and ensure positive economic impacts on Mission Hill residents.</i></p> <p>Please see a detailed discussion of Wentworth's commitment to resolution of student behavior issues and its efforts to free up housing in the community in Section 3 of this IMP. Wentworth will continue to work with the community and engage its students to address these issues throughout the term of the IMP and beyond. Initiatives to bring positive economic impacts into the community are presented in detail in Section 9 of this IMP.</p>



73 Hemenway Street, Boston, MA 02115
617-267-4637 www.fenwaycdc.org

May 20, 2009

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

RE: Comments on Institutional Master Plan Notification Form for Wentworth Institute of Technology

Dear Katelyn:

Thank you for the opportunity to comment on Wentworth Institute of Technology Institutional Master Plan Notification Form (IMP NF).

We submit this letter on behalf of Fenway CDC, a 36-year-old community-based organization that builds and preserves affordable housing and champions local projects that engage our full community in enhancing the neighborhood's diversity and vitality. These comments reflect a review of the IMPNF against our Urban Village Plan, the CDC's vision for the neighborhood as a smart-growth-oriented community that welcomes the broadest spectrum of residents. The plan sets goals in five key areas: 1) a sufficient and varied housing supply, 2) access to public transportation and reduced vehicular traffic, 3) community-building facilities, 4) a healthy business community and jobs for residents, and 5) open space and a responsible impact upon the environment.

Institutions play an important role in the neighborhood. They bring vitality and economic activity. They can also fuel housing inflation and undermine the neighborhood's residential qualities. We see the master planning process as an important means to assure that the overall impact of institutions is positive.

Wentworth has been a good institutional neighbor. They have tried to exist and grow in ways that enhance rather than overwhelm the neighborhood. They have approached this master planning process in that same spirit. They have been forthcoming about their goals and about their plans to acquire property to meet some of those goals. Wentworth Institute of Technology has earned goodwill from the community through this approach.

The Fenway CDC and its Urban Village Committee have identified several items we believe should be addressed in more depth in the Institutional Master Plan (IMP). The following comments to Wentworth's IMPNF are driven by the vision articulated in our Urban Village Plan. We believe they are also consistent with Wentworth's intention to grow and improve their facilities in ways that enhance the Fenway as a whole:

1. **Housing:** While we acknowledge that the development of some 260 new bed spaces to be located at 525 Huntington Avenue will pull many student out of neighborhood housing –an important goal of ours – we have not seen the full design of the proposed project.

FCDC.1

If Wentworth wishes to remain in the East Fens neighborhood, it must make a positive contribution to the needs, aspirations, and quality of life of community residents. This is no more than what the city has required of other universities in other neighborhoods. To that end, we ask that before the IMP is made final on student housing that the university meets with representatives of the community to begin the development of a collaborative process for planning the design.

In addition, we would like to see the language strengthened in the IMP regarding Wentworth's plans on maintaining the size or at least limiting the growth of its student population. Linkage money is important to our neighborhood. Finally, we would like for Wentworth and the City to agree to direct housing linkage payments from any development on the Sweeney Field site toward affordable housing development projects in the Fenway and/or Mission Hill.

FCDC.2

FCDC.3

2. Transportation: The Urban Village Plan calls for new development to cause a minimal increase on the number of additional vehicles in the Fenway. It is a big concern of the community that the development of the 40,000 square foot addition to the Wentworth Annex and relocation of the soccer field will attract additional traffic, although Wentworth states that these new developments will not materially impact traffic or parking. In their IMP, the college should provide an analysis that shows this to be true. The college also should prepare data to support its claim that most students do not own cars.

FCDC.4

We like fact that the goal of the campus center is to attract more students onto campus and it creates a more formal campus space. However, we would like to see more on how the "Pike" path across campus helps with transportation.

FCDC.5

3. Community Facilities: We would like to see that Wentworth developed at least one new public gathering space in the new campus center, which will be a welcome addition to the area. The Fenway community has a dire need for more indoor public spaces that are appropriate for meetings and other activities. The ideal public spaces are ones that are visible from the street and welcoming to residents of all ages. The college should consider ways it can make more space in the vicinity of the campus accessible for public use.

FCDC.6

4. Jobs and Business Development: There is a potential conflict between creating a more cohesive campus and maintaining a community that is shared by residents and students. This conflict already manifests itself to some degree in the number of retail stores in the area that cater to Wentworth students. Enhanced signage meant to identify the area as a campus could further diminish residents' sense that this is their neighborhood.

Wentworth should provide visuals and written explanation of how they will achieve a centralized campus that also functions as part of a larger city neighborhood and business district. Wentworth should also show how they will promote neighborhood stability by making sure that local residents are considered for jobs, both construction jobs and permanent on-campus jobs. We ask that Wentworth and the City direct some substantial portion of any job linkage payments from any development on the Sweeney Field site toward job placement and training efforts in the Fenway and/or Mission Hill.

FCDC.7

FCDC.8

5. Open Space and Environment: The Urban Village Plan emphasizes energy efficiency and use of renewable energy. The college should explain in detail how its buildings will maximize green practices and technologies. Wentworth's IMP should describe how it will compensate the community for the slight loss of public open space in its proposed development on Huntington Avenue.

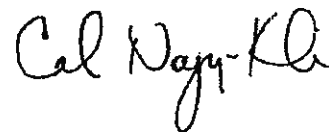
FCDC.9

Thank you for your consideration of our comments to Wentworth's amendments to its master plan. We look forward to continuing to engage with Wentworth and the BRA to find ways for Wentworth and its neighbors to meet their respective goals

Sincerely



Sheneal Parker
Board member and representative to Wentworth Task Force



Carl Nagy-Koechlin
Executive Director

Fenway CDC (FCDC)

<p><i>FCDC.1</i></p>	<p><i>Before approval of the IMP, meet with representatives of the community to begin the design process for the 525 Huntington Avenue dormitory.</i></p> <p>Before Wentworth can undertake the 525 Huntington Avenue dormitory, it must undergo Large Project Review. Urban design materials are among the required submissions in Large Project Review. Although Wentworth has included a pre-schematic rendering of this proposed future project in the IMP (please see Section 4), the real design work will occur when Wentworth is ready to proceed with this project. However, certain urban design principles for this building are included in the IMP, including:</p> <ul style="list-style-type: none">• the building will relate in scale and function to its neighbors, both the Wentworth residence hall at 555 Huntington Avenue and the housing on Vancouver Street and Huntington Avenue,• building materials will likely be a modern adaptation of established Wentworth materials, similar to the 555 Huntington Avenue Residence Hall, and• the ground floor along Huntington Avenue will be kept transparent to show the activity within the lobby and lounge areas.
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FCDC.2	<p><i>Include stronger language concerning maintaining size or limiting growth of the student population.</i></p> <p>The IMPNF projected an enrollment of approximately 3,600 students during the ten year term of the Institutional Master Plan. Recent events, including the current economic conditions and the impact of unprecedented tuition discounting by some of the Institute's competitors, have lead the Institute to conclude that it is more prudent to project enrollment in a range, from 3,400 to 3,800 students, during the term of the IMP. For example, enrollment for the Fall of 2010 will decrease from the Fall of 2009 enrollment level of 3,527 to approximately 3,400 because of these factors. The Institute expects that its base enrollment will return to the 3,600 level over the following two years. The upper end of the range represents a modest enrollment increase of approximately eight tenths of one percent (0.008) per year. Therefore, the Institute has adjusted its Student Housing Pan to accommodate up to 3,800 students. The proposed dormitory at 525 Huntington Avenue now provides housing for 305 Wentworth students rather than 260 to ensure that the Institute can house up to 97.5% of students requiring local housing at an enrollment range of 3600 to 3700 students. The Institutional Master Plan will now also include as a Potential Future Project, a 100 bed addition to the student residence at 610 Huntington which would be developed in the event that enrollment approaches the upper end of this range.</p>
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<p>FCDC.3</p>	<p><i>Direct housing linkage payments from the potential future commercial development on Sweeney Field to development of affordable housing in the Fenway and/or Mission Hill.</i></p> <p>Wentworth has already demonstrated its commitment to the creation of local affordable housing by its recent contribution of four parcels of land located at 12, 14, 20, and 22 Gurney Street, having an appraised value of \$200,000, to Mission Hill Neighborhood Housing Services to allow for the development of 40 units of senior housing.</p> <p>Subject to compliance with City of Boston policies, Wentworth would be amenable to participating in one or more housing creation proposals (in lieu of cash linkage payments) which would result in the linkage from the Commercial Research and Development/Office Project, if and when undertaken, to the creation of affordable housing in the Fenway and Mission Hill.</p>
<p>FCDC.4</p>	<p><i>Provide an analysis to verify that the 40,000 square foot academic addition, and the relocation of the soccer field, will not produce additional traffic.</i></p> <p>Section 5 of this IMP includes a comprehensive transportation study of all of the proposed future projects. Table 5-11 demonstrates the impact of implementation of the Student Housing Plan. Tables 5-14 and 5-15 summarize the results of that study, and show a net reduction in all trip modes.</p>
<p>FCDC.5</p>	<p><i>Present additional material on how The Pike helps with transportation.</i></p> <p>Included in the transportation study are the results of pedestrian and bicycle counts taken along the Wentworth Pike on December 1, 2009 at the Huntington Avenue east sidewalk, the West Parking Lot pedestrian entrance, and the west sidewalk of Parker Street. As shown in Figure 5-5, the Pike is used extensively by both modes, particularly by pedestrians.</p>
<p>FCDC.6</p>	<p><i>The community needs additional indoor gathering space. The college should consider making more space available.</i></p> <p>In the Flanagan Campus Center at Beatty Hall, dining facilities will be open to the public, and meeting rooms may be reserved by organized community groups. Reservations for space within the Flanagan Center and for other locations on campus may be made through the Office of Community Relations.</p>
<p>FCDC.7</p>	<p><i>How will Wentworth balance a centralized campus with being part of a neighborhood?</i></p> <p>Please see Section 9 of this IMP, particularly the discussion of community-campus relations.</p>

FCDC.8	<p><i>Consider ways to create jobs, both construction and permanent, for local residents, including dedication of jobs linkage to job placement and training in the neighborhood.</i></p> <p>Please see Section 8 of this IMP which address Workforce Development, and Section 9 of this IMP which presents Wentworth’s community benefits program. The program’s first objective is to enhance educational opportunities for the young people of the City of Boston and the second is to contribute to and support neighborhoods of which Wentworth has been a part.</p>
FCDC.9	<p><i>Explain in detail the college’s green practices and technologies.</i></p> <p>Please see Section 7 of this IMP.</p>
FCDC.10	<p><i>How will the loss of open space at the 525 Huntington Avenue site be compensated?</i></p> <p>The new soccer field on Parker Street will transform an existing parking lot into an area much better suited to the neighborhood. In addition to the soccer field, improvements in the area will include new sidewalks with trees, lighting, benches, and planting. There will be easy access to the playing surface for spectators and participants, by a graceful public stair from Parker Street. The design objective is to integrate this open space into the fabric of Mission Main and Alice Heywood Taylor housing developments.</p>

I attended the meeting last week and I have just a few concerns. What are the exact plan for Huntington and Longwood after they move the field. Economic development is a broad scope. As a neighbor I have concerns of buildings blocking longtime skyline views. Otherwise the plan is a reasonable and necessary one. I am far more concerned with MassArts 20 story dorm.

Thanks,

Barry Twomey

Twomey.1

Barry Twomey (Twomey)

<p><i>Twomey.1</i></p>	<p><i>What are the exact plans for Huntington and Longwood (sic) after they move the field?</i></p> <p>Wentworth is considering the future development on the current Sweeney Field site of up to 650,000 square feet of facilities to be used for Research and Development Uses and Office Uses. To pursue this project, Wentworth would enter into a long-term ground lease arrangement with an entity seeking to locate research and development/office facility in close proximity to Wentworth, Northeastern, the Longwood Medical Area, and other local educational and health care institutions. As currently envisioned, the 650,000 square foot development would include two to three buildings, ranging in height from six to fourteen stories along with below grade parking of approximately 490 spaces on the three acre site. The approval process for this project will be initiated at a later time, and based on Wentworth's level of involvement will be reviewed through either an amendment to this IMP or a Planned Development Area Review which would include an amendment to Article 59 of the Boston Zoning Code.</p>
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SYMPHONY UNITED NEIGHBORS

P.O. Box 230134

Boston, MA

02123-0134

May 20, 2009

Ms. Katelyn Sullivan
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

Re: Wentworth Institute of Technology

Dear Ms. Sullivan:

Symphony United Neighbors (SUN) is an all-volunteer community association in the East Fenway. One of our goals is to preserve and improve the quality of life in this densely populated urban neighborhood. As we are located on the edge of the Wentworth campus, the school's expansion plans will have an impact on us.

As you know, the East Fenway neighborhood already has an extremely high student population. We appreciate and support in principle the concept of moving students out of residential housing into dormitories, but we have learned that it often doesn't have the hoped-for effects. More students arrive to fill the vacated apartments. While a new dorm can provide student supervision, the one proposed for 525 Huntington Ave. will bring a large new group of students into the neighborhood. For food and fun, they are likely to migrate up Huntington Ave. to the spots in the Fenway already overcrowded by Northeastern students. SUN.1

Our other concern, as voiced by someone else at last week's meeting, is the "canyonization" of Huntington Ave by the commercial uses (and tall building) proposed for the present playing field on the opposite side of Huntington Ave. This broad, open green space now provides a welcome and attractive break in the wall of tall buildings that now stretches along that side of the street. It opens up a view that adds greatly to the streetscape and would be a serious loss. SUN.2

We hope to see more specifics as Wentworth's plans go forward. Thank you for listening to our concerns.

Barbara B. Simons, *President*
and the Board of Symphony United Neighbors
Ed Burke Andrew Friedland
Barbara Forster Jane Hartmann

Symphony United Neighbors (SUN)

SUN.1	<p><i>The 525 Huntington Avenue dormitory will bring a large group of new students into the neighborhood who will seek food and fun further up Huntington Avenue in the Fenway already crowded with Northeastern Students.</i></p> <p>A major focus of Wentworth's Student Housing Plan presented in Section 3 of this IMP is meeting the increased need for student life and recreation space as more students live on campus. To address this need, Wentworth proposes to establish the new Flanagan Campus Center at Beatty Hall. This new facility will enliven the campus with new spaces for students to study, eat, interact with friends, exercise and enjoy a wide range of social, cultural and educational activities. With this new center, Wentworth will be able to increase significantly the number of supervised student activities and social events held on campus each semester. An active campus center of this kind will serve to strengthen the attractiveness of Wentworth's student residences and keep more students on-campus during nights and weekends. In addition to the new campus center, Wentworth also proposes to relocate Sweeney Field, its soccer field and outdoor recreational facility, to the site of the current Parker Street parking lot. This relocation will allow Wentworth to increase the size of the field to comply with NCAA regulations and will move it in closer proximity to the new student center and the existing Nelson Recreation Center, which will be updated and renovated.</p>
SUN.2	<p><i>The proposed commercial building on the Sweeney Field site will result in canyonization of Huntington Avenue and loss of green space.</i></p> <p>As currently envisioned, the potential future development of the Sweeney Field site would not be a single, monolithic building, but rather would include two to three buildings, ranging in height from six to fourteen stories.</p> <p>Wentworth shares the community's desire that development of the existing Sweeney field site should include a significant open space component – it will be Wentworth's immediate neighbor.</p> <p>It should also be noted that the relocation of Sweeney Field to a deck over what is now an open parking lot will create new green space on the campus. Please see Section 4 for images of this new green space.</p>

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Boston Redevelopment Authority
Room 910
One City Hall Square, Boston, MA 02210
Attn: Gerald Autler, Senior Project Manager, Phone: 617.918.4438
Email: Gerald.Autler.bra@cityofboston.gov
Katelyn E. Sullivan, Program Assistant

Re: Wentworth Institute of Technology, Institutional Master Plan Notification Form (IMPNF), January 2009, transmittal letter from Richard J. Towle dated April 6, 2009

Gerald:

Please accept these comments about the subject document. I have attended many of the Wentworth Impact Advisory Group (IAG) meetings as an interested member of the public.

The subject document, if approved, will create a significant windfall of value for an already privileged institution. Therefore, I would expect Wentworth to provide a document that explains their situation to the complete satisfaction of their neighbors. I'd like to suggest several areas where their presentation can be improved.

Part 1, Who is Wentworth?

The IMPNF includes the Wentworth history, mission statement and objectives as an introduction. As a not-for-profit couldn't they also include a copy of their annual filing with the attorney general's office? What's the annual budget? Who is on the board of directors?

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Baccalaureate degree programs are mentioned. Who provides the accreditations? What degrees are offered?

Wentworth owns properties under many different names including what appear to be individual employees and board members such as Sandra Pascal, Gerard Brisson, William Byrne and Laura Hackell. A description of the ownership structure by which each entity of the institution that owns land should be provided.

Ldrmn.2

Part 2-1, The Wentworth Owned Property list:

The list of Wentworth-Owned Properties¹ does not include important information that should to be gathered from other sources and presented as a whole. I have been asking the BRA to require institutions to uniformly provide this type of information since 2005².

¹ See IMPNF Section 2, page 7 plus three inserted pages, "Summary Matrix of Wentworth Facilities, 14-Mar-06".

² See "Town-Gown History in the East Fens: The Resident's View of Relations with Northeastern University", Marc Laderman, July 2005, page 61, "Chapter 19: Going Forward".

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I have attached a spreadsheet of Wentworth owned properties that I believe is more useful. Wentworth should be providing a list similar to this one. The list should be made available in spreadsheet form so that it can be downloaded and manipulated to answer questions as they may arise.

The spreadsheet should list all parcels owned by the institution. The Parcel ID should be the list sort field. This fields should include; 1) Parcel ID numbers and the City of Boston assessors listed address and description³, 2) Parcel owner, 3) The lot size, 4) the parcels real estate tax rate category and exception status, 5) The City of Boston current assessed land and building values, 6) the computed annual real estate tax that the assessed values imply, 7) Underlying zoning and IMP status⁴, 8) Gross square footage of the building, number of dwellings, dwelling units, dormitory beds and number of parking spaces for each buildings on each parcel. 9) totals and subtotals for each field.

Ldrmn.3

The sixty-nine (69) parcels on the attached spreadsheet total 1,196,011-sqft or 27.5-acres. The IMPNF reports a slightly larger campus (page 7 calls the campus 31-acres). The source of this discrepancy is unknown.

Part 2-2, Tax-exempt status, Institutional use status:

The "College or University Use" status of each parcel should also be regularly reviewed. Parcels not currently put towards institutional uses should be subject to the underlying zoning. By definition, "Property owned or occupied by a college or university not having a use that is substantially related to education at the post-secondary level, research, scholarship, or student life shall not be deemed to be a college or university use merely by reason of such ownership or occupancy."⁵

Ldrmn.4

Based on the zoning maps it appears that most of the Wentworth property owned in Ward 9 is not zoned under the IMP. Are zoning map changes being asked for? A description of the proposed changes should have been included in the filing complete with existing and proposed maps. The Sweeney Field proposal to make this parcel Planned Development Area (PDA) eligible should also require a zoning map change attempt. The appropriate additional Article 80 filings should be described (See IMPNF page 1, last paragraph for the lack of additional required processes).

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The tax-exempt status of each parcel should be reviewed. Buildings currently listed as tax-exempt may be currently used in whole or in part for commercial purposed. The City of Boston assessor's office should review all parcels regularly. The Ward 9 parking lots leased to MAASCO are clearly not being used in an acceptable tax-exempt manner while

Ldrmn.6

³ The address on record at the city may differ from the common address used. The institution should be working with the assessor's office, including making parcel adjustment, to make the necessary changes to prevent confusion between the two lists.
⁴ The institution can own land either subject to the underlying zoning or zoned as part of the IMP overlay. The City zoning maps should also be adjusted to reflect each parcel's IMP status at the time of each IMP approval.
⁵ Zoning Article 2A, Section 2A-1, page 10, from the meaning of "College or University Use".

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significant portions of them are shown on the assessor's web site as having tax-exempt status (see spreadsheet). Adjustment, or at least promises of adjustments during the course of the IMP approval process, should be made to have the exempt status removed from Wentworth owned parcels that are clearly being used for commercial purposes.

Part 2-3, Payment in Lieu of Taxes (PILOT). This is why they are privileged:

As a not-for-profit educational institution Wentworth has the right to apply for tax-

exempt status on properties that it owns for purposes related to its mission. To assist the City of Boston in maintaining fire, safety and other services, many such property owners have entered into PILOT agreements with the city. Is Wentworth paying their fair share of PILOT? Long-standing discussions have defined a "fair" share as paying 25% of the revenue-if-taxable that would be due if their properties were non-exempt.

Wentworth describes their payments to the City of Boston via PILOT, on page 27. PILOT payments are generally tied to particular parcels for set lengths of time through agreements with the City of Boston assessing department. Can Wentworth provide details of these agreements? If not, Wentworth should at least list the PILOT obligations that they have already agreed to throughout the lifetime of this IMP, for each year of the next ten years.

Wentworth has not computed their theoretical taxes if their properties were non-exempt in the IMPNF. Therefore, I have. I calculated (See attached spreadsheet) that Wentworth would owe \$5,522,032⁶ a year in real estate taxes on the fifty (50) exempt parcels they own. Wentworth did not report their PILOT payment in the IMPNF⁷, but recent sources have ascribed \$40,747⁸ as Wentworth's annual contribution. That is less than 1% of the full payment, well short of the 25% considered "fair".

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I also calculated what I expect their current tax bill on the nineteen (19) properties that do not have exempt status is; \$115,439. I have been told that one way that institutions in the City of Boston make up for low PILOT payments is to not make an application to exempt some of their property from taxes. I think that that is a legitimate way to address part of the problem of the city supporting these institutions with services. If an institution agreed to not apply for exempt status on just 25% of the properties they own (by assessed value) than they would meet the "fair" share criteria without any PILOT payment needed.

Combining exempt and non-exempt owned properties (69 parcels), Wentworth is paying \$156,186 in RE Tax and PILOT compared to a total theoretical bill of \$5,637,471 if they didn't have any exempt properties. At 3%, that's still very short of the "fair" share,

⁶ This compares well with the total that the City of Boston recently published of \$5,638,267, 2% less. See "City of Boston Assessing Department, Exempt Property Analysis: Educational & Medical Institutions, Fiscal Year 2009", [http://www.cityofboston.gov/TridionImages/ExemptRPT_09 WEB tcm1-3932.pdf](http://www.cityofboston.gov/TridionImages/ExemptRPT_09_WEB_tcm1-3932.pdf). [Assessing FY09]

⁷ See IMPNF page 27; paragraph H. Payment in Lieu of Taxes (PILOT).

⁸ See Assessing FY09 above page 25.

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\$1,409,368⁹. I would recommend increasing Wentworth's annual PILOT from \$40,747 to \$1,293,929¹⁰ to make it "fair". That's an increase of over \$1.2-million per year. This is the apples-to-apples calculation that I think should be calculated for each not-for-profit in the City of Boston.

That's the best-case scenario, that Wentworth is currently contributing 3%. It assumes that all of Wentworth's properties would be eligible for exemption. Therefore, it is important to know which properties are eligible for exempt status and which are not¹¹

Part 2-4, Can we trust the assessed values?

As a homeowner in the City of Boston I know that residential property assessments track sales values fairly closely. I'd estimate that a residence's assessed value is usually within 20% of the sales price of similar residences in the area at any given time. The tracking gives me great assurance that residential assessments are a good method to compare the fairness of an owner's real estate tax contribution.

Commercial property is another matter. See below for an example where two commercial properties recently sold for significantly over their assessed values. Other commercial transactions that I have checked show similar results.

Since assessments are such a critical data set to evaluate development I urge the City of Boston to expend all reasonable effort to obtain data that we can all trust¹². I leave it to the BRA to develop a plan, criteria to evaluate the ongoing efforts of the assessing department and a reporting procedure to keep city residents informed of their progress at timely intervals. If the assessing department is unlikely to be able to accomplish these tasks, I suggest that the BRA provide, in their scoping determination, to the IMP submitter a requirement to hire a third party independent real estate assessor to develop a report for inclusion in the next IMP submission.

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Part 4-A; Financing:

How is Wentworth going to finance these projects? A September 30, 2008 Wentworth press release indicates that William H. Flanagan will be donating \$10-million toward the Student Life and Recreation Center¹³. That's a significant portion of the estimated \$20.7-million cost (IMP NF page 10).

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⁹ 25% of the theoretical tax bill works out to $\$5,637,471 \times 25\% = \$1,409,368$.

¹⁰ $\$1,409,368$ (25% of the theoretical tax bill) - $\$115,439$ (the taxes paid annually on non-exempt properties) = $\$1,293,929$.

¹¹ See section 2-2. Clearly, some are not, such as the commercial surface parking lots at 100 and 115 Halleck Street.

¹² "The Assessing Department is responsible for accurately determining the value of all real and personal property located within the City of Boston for the purpose of taxation. Assessors are obliged to assess all property at its full and fair market value..." <http://www.cityofboston.gov/assessing/>

¹³ William H. Flanagan Donates \$10 Million Dollars to Wentworth, Largest Gift in Institute History, http://www.wit.edu/WITnews/2008/2008-09-30_Flanagan.asp.

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What about the other projects? Given our recent history; with Harvard in Allston, Joslin¹⁴ and Northeastern¹⁵ abandoning or significantly delaying approved projects; granting development rights without disclosing a financing plan seems foolish. A viable financing plan should be required for any project to be entitled in an IMP submission. If the BRA believes that this information is best kept confidential, then I suggest that the Director of the BRA should have a signed letter in the IMP document testifying to his belief that a viable financing plan has been submitted.

Part 4-B; What's a bed? Vocabulary:

A New Student Residence at 525 Huntington Avenue with at least 260 bed spaces in apartment and suite style units is being proposed (IMPNF page 11). With 103,000-sqft of program space, each bed is estimated to require just under 400 square feet.

The IMPNF is asking for zoning relief. Then why is it written in a language foreign to the zoning code¹⁶?

What is a "dorm bed"? It sounds like furniture. It's not defined in the zoning code but it is used by Wentworth to describe their program. I'll assume that it is meant to imply a unit in a "dormitory". But then what's a "dormitory"? The code defines it as a "dwelling" but doesn't preclude a "dormitory" unit being a "dwelling unit". Is a "dorm bed" a "dwelling unit"? Is it a "dwelling"? This difference is that a "dwelling unit" is intended to be used for 1) living, 2) sleeping, 3) cooking and 4) eating. If those four uses are not present then the "dorm bed" can be assumed to be merely a "dwelling". If they are, as they are in many of the dormitories being proposed recently, then the several beds in the "dormitory suite" must be take together and defined as a dwelling unit. This question came up recently when GrandMarc at St. Botolph proposed building a private dormitory. The proponent for that project couldn't give me an answer about how many dwelling units were being proposed and went back to Texas in a sulk¹⁷. Let's hope that Wentworth provides a more constructive response.

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What's a "housing unit"? What's "housing"? What is "student housing"? I assume that it is a type of "housing". None of these terms are defined in the zoning code. I'll assume a "housing unit" is a variant name for a "dwelling unit". The other terms may not be necessary to define at this time.

¹⁴ "Stop sign of the times", by Casey Ross, November 22, 2008, Boston Globe.

¹⁵ "University halts Building K plans", by Kate Augusto and Anne Baker, November 20, 2008, Huntington News.

¹⁶ See attachment for excerpts from the language of the zoning code, Article 2A.

¹⁷ Fenway News August 2008, "GrandMarc Project Returns Eleven Stories Shorter But Still at Odds With Site Zoning" by Marc Laderman.

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Part 4-B Continued; Inclusionary housing. Why vocabulary is important:

The Mayor's Executive Order Relative to the Inclusionary Development Policy (IDP)¹⁸ requires the number of affordable "housing units" be 15% of the number of market rate units. If every "dorm bed" is a "housing unit"¹⁹ (both being "dwelling units") then the New Student Residence being proposed at 525 Huntington Avenue would have 227 market rate units and 33 affordable units from the total of 260 being proposed. If not built on-site, a buyout for 39 units would be required. Assuming that they are invariable to be classified as rental housing, Wentworth would owe 39 x \$200,000 = \$7.8-million to the Inclusionary Development Fund of the City of Boston.

There may be other opinions. Some may contend that "student housing" is not "housing". By extension, they are saying that "dormitories" are not providing housing for students. Neither Wentworth nor the Mayor believes this. Wentworth calls "housing students on campus" an important goal and cites the Mayor's policy of "developing additional student housing"²⁰. How can zoning relief and entitlement through an IMP be granted if a question that may be worth up to almost \$8-million cannot be answered?

Does Wentworth have an affordable housing program for their students? Nothing about it is mentioned in the submitted document. I'd guess that many students would qualify for affordable housing under the Mayor's criteria.

Once again, to return to the example set by the GrandMarc proposal, the proponent in that project claimed the executive order didn't apply to them. Weren't they special.

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Part 4-E; What are extra development rights worth? This is the windfall of value accrued to the institution.

Wentworth has stated future plans for a large building program²¹ at Sweeney Field²²; 650,000 square feet. The effective FAR would have to be approximately 4.9. Current zoning allows and as-of-right FAR of 2.0 on these sites for an as-of-right build out of 264,104-sqft. Therefore, an additional 385,896-sqft of development rights are being requested.

Additional development rights can be considered a gift from the public realm. Once granted, this gift would be referred to in real estate industry parlance as an "entitlement". It's value can be said to be worth what a similar vacant parcel of land that could support this building program as-of-right can be sold for in the vicinity.

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The worth of similar parcels can be readily estimated. Wentworth recently bought 525

¹⁸ Executive Order of Mayor Thomas M. Menino, "An Order Relative to the Inclusionary Development Policy", Signed Thomas M. Menino, dated May 16, 2006.

¹⁹ This would be true if every "bed" had its own 1) living, 2) sleeping, 3) cooking and 4) eating facilities. The IMPNF, page 11, describes these beds as being in "apartment and suite style units".

²⁰ See IMPNF page 8 and Mayor Thomas Menino's "leading the Way II".

²¹ See IMPNF page 14.

²² Sweeney Field is parcel 0402031000, 132,052-sqft, zoned IS under Article 59.

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Huntington Ave for \$4,250,000²³ and 634 Huntington Ave for \$2,000,000²⁴. The assessed values of these parcels are, respectively, \$2,417,200 and \$575,100²⁵ all of which is represented by the land values. Wentworth paid respectively 176% and 348% of the assessed values. The lot sizes are respectively 16,397-sqft and 6,426-sqft (Again, see attached spreadsheet). Therefore, the land sold for respectively \$259 and \$311 per square foot. The as-of-right zoning for these parcels are respectively FAR-2.0 and FAR-3.0²⁶. Dividing the purchase cost by the FAR, the development rights in this area can be

assumed to be worth between \$130 and \$104 per developable square foot. Let's call it \$125 per developable square foot. Since Wentworth has already agreed to the prices they paid than this data should be a fair way to assess the value of development rights in this area from their point of view.

So from above, 385,896-sqft of additional rights x \$125 per developable square foot yields approximately \$48.2-million of additional entitlement value at Sweeney Field. Wentworth is asking for a lot of value from the city.

Part 4-E Continued; Who then owns development rights granted through an IMP? Can you sell it, move it or bank it?

Selling: Should these development rights be transferable from the institution that receives the zoning relief? Joslin Diabetes Center recently sold development rights created in this manner to an unaffiliated for-profit third party²⁷. How can that be construed as furthering the not-for-profit mission of the institution²⁸?

Moving: Are these entitlements once granted transferable from one institutionally controlled parcel to another or are they associated with the parcels that they are granted for? Northeastern University has contended that once a build able volume has been approved in an IMP, the rights can be used for another development project on their campus. Boston Properties used similar arguments at the Prudential Center²⁹. How much entitlement or development rights are being awarded to Wentworth? Will approving this IMP shift the burden of proving that they have a worthy project too easily in their favor?

Banking: Are the rights kept even if the institution decides not to build? Boston

²³ Suffolk County Registry of Deeds; Number 45116, Book/Volume/Page 41662/19, April 23, 2007. Parcel No. 0401833000, from Motiva Enterprises LLC to W.I.T. Realty, Consideration \$4,250,000.

²⁴ Suffolk County Registry of Deeds; Number 22232, Book/Volume/Page 41338/188, February 22, 2007. Parcel No. 0402037000, from Huntington Avenue Trust 634, Papoulidis Maria K to WIT Realty Corp", Consideration \$2,000,000.

²⁵ See attached spreadsheet with information extracted from the City of Boston Assessing online website.

²⁶ Zoning is from BRA zoning map information that has also been tabulated in the attached spreadsheet.

²⁷ "Developer Prescribes a Cure For What Ails Medical Area", by Thomas Grillo, February 4, 2008, Banker & Tradesman.

²⁸ Let's call the non-transferability of development rights an "End User Certificate", a phrase made memorable in Frederick Forsyth's novel "The Dogs of War (1974)" about mercenaries.

²⁹ Letter from Michael A. Cantalupa, Boston Properties to John F. O'Brien, BRA detailing "Unused FAR SF", November 28, 2007.

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Properties (BP), at 888 Boylston, recently withdrew plans for a 287,493 square foot building and proposed a 422,052 square foot building. The smaller building had been approved as part of a PDA in 2000. Even though the smaller building is not built, BP claimed that the approved development rights could be transferred to the new proposed building. To bolster this assertion they proposed to pay job and housing linkage rates for the approved square feet at the year 1990 rate and only pay the current rate only for the additional square footage³⁰. This logic seems to defy the reason for granting development rights under a PDA or IMP agreement – to control specific development through a detailed public review process. If the rights are transferable how can they be said to apply to a specific proposal? Because their decision eroded this concept, I was disappointed that the BRA board approved the new 888 Boylston project with the reduced linkage payments.

The Notice of Project Change (NPC) and IMP Amendment procedures seem to be becoming an unwelcome back door to shortening the public process required by Article 80. Since under these procedures no development rights can be granted without a public process, there are no unused rights. "Everything not prohibited is mandatory"³¹.

Part 4-E Still; Development Impact Project Exactions (aka Linkage payments):

Linkage payments are an important consideration to the neighbors. "The purposes of Housing Exaction ... are: to preserve and increase the City's housing amenities; to facilitate the adequate provision of low and moderate income housing; and to establish a balance between new large-scale real estate development projects and the low and moderate income housing needs of the City..."³² "The ... Jobs Contribution Exaction

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is to mitigate the adverse impacts of new large-scale real estate development projects by providing for related job training for low and moderate income people..."³³ I suggest that the estimated values of these linkage payments be included in the public review documents whenever a proponent is asking for zoning relief.

The Office and Research and Development Facility is described as a total of 650,000 gross square feet (GSF). All of which is probably Office Use³⁴, a Development Impact Use (DIP).

Housing linkage is calculated at \$7.87 per GSF of Development Impact Use construction,

³⁰ See "Draft Project Impact Report, Volume 1, Prudential Center Redevelopment, Exeter Residences and 888 Boylston, Phase 6 and 4a, Boston, MA", August 2008, paragraph 8.3 "Housing and Jobs Linkage", page 8-3, http://www.bostonredevelopmentauthority.org/DevelopmentProjects/PipeDocs/Prudential%20Redevelopment/DPIR/Prudential%20Redevelopment_DPIR.pdf.

³¹ T. H. White, "The Once and Future King".

³² From Article 80, Section 80B-7, paragraph 1(a).

³³ From Article 80, Section 80B-7, paragraph 1(b).

³⁴ Presumably Zoning Use Item Number 39 from Article 8, "Regulation of Uses". This is one of the Use Item Numbers listed in Article 80, Section 80B-7, paragraph 2(c), "Development Impact Use".



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excluding the first 100,000 GSF, or $550,000 \times \$7.87 = 4,328,500^{35}$. Job linkage is calculated at \$1.57 per GSF of Development Impact Use construction, excluding the first 100,000 GSF, or $550,000 \times \$1.57 = \$863,500^{36}$.

Taken together, the proponent would be returning \$5.2-million or only 10.8% of the \$48.2-million windfall that the extra development rights are probably worth.

Part 5-1, Transportation, An incomplete story:

No parking space inventory was included in the IMPNF. Parking inventory, as a generator of automobile traffic, is a big concern of the neighbors and of the areas ability to attract increased employment. Notably, Wentworth leases parking to MASCO. Signage at these lots indicate that 211 spaces at 100 Halleck Street and 125 spaces at 115 Halleck Street are currently part of the inventory. Does Wentworth need to recreate this parking supply in recreating Sweeney Field (See IMPNF page 13, proposed project 4D) if they are not using it to further their educational mission?

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Transportation Demand Management (TDM) is mentioned on page 16, but none of the current measures are described. One TDM measure of great concern to advocates of public transportation is to stop subsidizing to costs of driving to work. Wentworth should never be allowing any student or employee to park without charging a commercial rate equivalent to other parking in the area. I'd suggest \$15 per day. If Wentworth chooses to provide these fees as part of an employee's compensation package, the charges should be paid as salary and taxed as income to the employee. To do otherwise would be to provide a foolish driving subsidy. Descriptions of Wentworth's current policies are needed.

Part 5-2, Development Impact on Transportation Infrastructure:

What would be the impact of the Sweeney Field office and research development facility? Given the assumptions above, the 132,052-sqft parcel will have 650,000-sqft of office built on it. At 0.75 parking spaces per 1,000-sqft that would allow 488 additional spaces in the neighborhood. 490 are proposed in the IMPNF (Page 14). Quickly estimating the traffic generated during the peak PM hour, using 1.49 trips per 1,000-sqft from general office³⁷ and a 44% toward automobile mode split³⁸ yields 426 new vehicle trips during that hour.

Ldrmn.16

Clearly, this could be a very heavy impact project. Is this increased burden on the adjacent community the true source of the windfall development right value that Wentworth is asking for?

³⁵ From Article 80, Section 80B-7, paragraph 4(a)(i), "Housing Exaction, Housing Contribution Grant, Amount of Grant".

³⁶ From Article 80, Section 80B-7, paragraph 5(a)(i), "Jobs Exaction, Jobs Contribution Grant, Amount of Grant".

³⁷ Assuming an ITE Land Use Code (LUC) 710 for General Office of 1.49 peak PM trips per 1,000-sqft.

³⁸ BTM has asked developers to use this mode split for other projects in the Fenway.

Part 6-1, Open Space, Goals versus Development Proposals:

Wentworth meetings with the community have focused heavily on open space. This is recognized in the urban design goals and objectives (IMPNF page 19). Why is there no inventory of campus open spaces in the document?

Part 4 of the IMPNF describes a considerable erosion of campus open space as Sweeney Field and the recently renovated 525 Huntington Avenue would be subjected to dense development. Do the details of Wentworth's development proposals adhere to the lofty goals of campus open space preservation?

Ldrmn.17

Part 6-2, Who are Wentworth's Neighbors?

Page 19 describes Wentworth's design guidelines. Page 25 of the IMPNF describes Wentworth's interactions with the nearby residents. Has Wentworth looked at their plans in relation to the planning document for the Fenway community, The Urban Village Plan³⁹? Can the next submission include a formal comparison between the objectives of Wentworth and the objectives of the community as described in this plan?

Ldrmn.18

Part 6-3, Energy: Let's recognize how important it is:

I'm sure that Wentworth is familiar with American College and University Presidents Climate Commitment⁴⁰. Has Wentworth published a report along those lines? Can that report be inserted as an appendix to the IMPNF? It may be appropriate to create a new section in the IMPNF entitled "Energy".

Ldrmn.19

This report would list both energy consumption and greenhouse gas (GHG) emission⁴¹. How much GHG is produced based on the electric power usage? Power sources vary considerably depending on the source that it is purchased from. For example, NSTAR Energy Label⁴² probable produces 50% more GHG per kWh that Constellation Energy⁴³.

This type of report would be standardized. It would report annual usage. The average

³⁹ "The Urban Village Plan for the Fenway: A Report Card", by Marc Laderman, Prepared for the Fenway Community Development Corporation, 18 February 2008, <http://www.fenwaycdc.org/files/Urban-Village-Report-Card.pdf>.

⁴⁰ The American College and University Presidents Climate Commitment protocol uses best practices accounting principles as defined by The Climate Registry's General Reporting Protocol, version 1.1. These principles are the same as those published by the World Resource Institute (WRI)/ World Business Council for Sustainable Development (WBCSD) *GHG Protocol Corporate Accounting Standard*. This standard encourages: relevance, completeness, consistency, transparency and accuracy. In addition, this protocol follows existing GHG programs and protocols documented by the Registry from the International Organization for Standardization (ISO) 14064-1, The California Climate Action Registry, and the U.S. Environmental Protection Agency.

⁴¹ The GHGs tracked are usually CO₂, CH₄ and N₂O.

⁴² NSTAR Energy Label reported sources were 16% Coal, 29% Natural Gas, 32% Nuclear, 9% Oil and only 2% renewables among other sources as of September 2008.

⁴³ Constellation Energy reported sources were 61% nuclear, 35% coal, gas and oil and 4% renewable and alternative as of December 2007, http://www.constellation.com/vcmfiles/Constellation/Files/Press-Kit_Corp_Gen-Assets_2008-09-17.pdf



May 1, 2009

power density over the entire campus in Watts per square foot should be computed. This is the apples-to-apples number that should be calculated and used as a comparison with other institutions.

The Sustainable Design objectives listed on page 19 of the IMPNF are just a narrow aspect of the attention that energy use management deserves.

Part 7, Who is Part of the Wentworth Community?

The IMPNF lists how many Wentworth employees are Boston residents. How many are Fenway or Mission Hill residents? Wentworth should provide employee home addresses totaled by zip code. These are the employees who can walk to work, not impact the transportation system while commuting and are living the most sustainable lifestyles.

Ldrmn.20

Annual salary and other compensation to employees should be broken out by zip code also.

How many Wentworth employees are minorities?

Wentworth has not provided much description of their student population in the document (See IMPNF page 8). A full inventory of dormitory beds by building is needed. Wentworth's data submitted to the annual student census⁴⁴ should be included in the IMPNF.

Ldrmn.21

Part 8, Does the Community Benefits Offered by Wentworth Make up for Tax Exempt Status?

The other community contributions are also supposed to fill the gap left by the exempt properties (the other 75% of the theoretical tax bill of \$5,637,471 = \$4,228,103). The \$3,342,600⁴⁵ reported in this area (59% of the theoretical tax bill) shows that Wentworth is making a serious contribution that approaches their "fair" share. I recommend having an independent, third-part audit of the value of the community benefits listed so that it can be reliably compared to the tax exempt benefits Wentworth receives.

Ldrmn.22

⁴⁴ Published by the BRA as, "Insight 06-02",

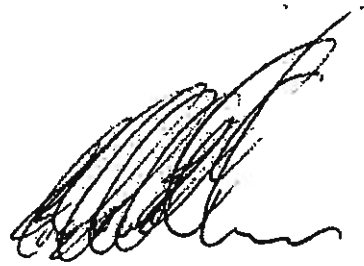
<http://www.bostonredevelopmentauthority.org/PDF/ResearchPublications/IS-06-2.pdf>.

⁴⁵ See IMPNF page 22, totaling \$342,600 as the value for Boston high school graduate scholarships and \$3,000,000 as the value of The Center for Community and Learning Partnerships.

— 2011 —

May 1, 2009

Sincerely,



Marc Laderman

Enc:
Spreadsheet, "Wentworth Properties.xls", 6 pages
Selected Definitions applicable to Article 80 (excerpts from Article 2A), 2 pages

Cc:
Sheneal Parker
David Holtzman

City Councilor Michael Ross
City Councilor Stephen Murphy
State Representative Byron Rushing
Matt Mayrl, City of Boston

090501 LTR WIT IMPNF

Marc Laderman (Ldrmn)

<p><i>Ldrmn.1</i></p>	<p><i>Include in the IMP information concerning filings with the Attorney General's office, annual budget, Board composition, accreditations, and degrees.</i></p> <p>As provided in Section 1 of the IMP, students at Wentworth are awarded a Bachelor of Science degree in fourteen career-oriented majors across seven undergraduate academic departments. Bachelor of Science Architecture graduates have the option of enrolling in an additional one year program to earn a Master of Science degree upon completion of their studies. Much of the information requested in this comment is beyond the purview of the planning and zoning purposes of an institutional master plan. Filings with the Attorney General are public records open to inspection. In addition, most of the requested information is public information available on Wentworth's website, www.wit.edu.</p>
<p><i>Ldrmn.2</i></p>	<p><i>Wentworth owns properties under names other than Wentworth. Please explain.</i></p> <p>In the past, certain properties were acquired by Wentworth through trusts for the benefit of the institution, rather than directly in its name. This practice is no longer continued, and Wentworth is in the process of conveying all such properties into its corporate name.</p> <p>Regardless of the form of ownership, all properties owned directly or indirectly by Wentworth are included in Section 2 of this IMP.</p>
<p><i>Ldrmn.3</i></p>	<p><i>Present properties owned by Wentworth in suggested spreadsheet format.</i></p> <p>Wentworth has provided all of the required information concerning its existing properties in Section 2 of this IMP, in both tabular and descriptive form. Information regarding assessment and values is beyond the purview of the planning and zoning purposes of an institutional master plan.</p>

<i>Ldrmn.4</i>	<p><i>Review institutional use status of each parcel.</i></p> <p>The use of each Wentworth owned parcel is set forth in Sections 2 and 5 of this IMP.</p>
<i>Ldrmn.5</i>	<p><i>Are zoning map changes being requested.</i></p> <p>All properties owned by Wentworth were included in the Prior IMP and are again included in this IMP. Although properties are included in the IMP, changes in use, or construction of new projects, must be include in the IMP in order to be authorized under Article 80D of the Boston Zoning Code. Five such proposed future projects would be authorized by the approval of this IMP.</p> <p>By way of example, although Wentworth is considering the future development on the current Sweeney Field site of up to 650,000 square feet of facilities to be used for Research and Development Uses and Office Uses., it not authorized by this IMP. The approval process for this project will be initiated at a later time, and based on Wentworth’s level of involvement will be reviewed through either an amendment to this IMP or a Planned Development Area Review which would include an amendment to Article 59 of the Boston Zoning Code.</p>
<i>Ldrmn.6</i>	<p><i>The Tax exempt status of each building should be reviewed.</i></p> <p>Information regarding assessment and values is beyond the purview of the planning and zoning purposes of an institutional master plan.</p>
<i>Ldrmn.7</i>	<p><i>Discuss PILOT payments.</i></p> <p>Wentworth plans to work cooperatively with the City of Boston concerning the negotiation of a new comprehensive PILOT agreement for the term of the Institutional Master Plan. It expects to reach a new PILOT agreement which will be in concordance with the guidelines recommended by the Mayor’s PILOT Task Force, on which the President of Wentworth served as a member.</p>

<i>Ldrmn.8</i>	<p><i>The BRA should require that Wentworth hire an independent real estate assessor to develop a report on values.</i></p> <p>Information regarding assessment and values is beyond the purview of the planning and zoning purposes of an institutional master plan, and this request was not included in the BRA's scoping determination.</p>
<i>Ldrmn.9</i>	<p><i>Describe the financing plan for each proposed future project.</i></p> <p>The potential future development of the Sweeney Field parcel as a commercial office/ research and development and facility is being considered, in part to provide a substantial portion of the capital needed to build the campus enhancing facilities proposed in this IMP. If the development of the Sweeney Field site is not pursued, Wentworth will have to rely solely on more traditional sources of funding such as philanthropy, allocations from the operating budget, and the issuance of debt obligations. Should that be the case, the development of a new soccer field would be deferred and the development of the other IMP projects would be carried out as funds become available. The Flanagan gift, and other cash on hand, allows the undertaking of the Flanagan Campus Center at Beatty Hall and the Ira Allen Addition. The 525 Huntington Avenue dormitory is a logical candidate for debt financing.</p>

<i>Ldrmn.10</i>	<p><i>What is a dormitory bed?</i></p> <p>Since the purpose of building a dormitory is to provide housing to students, dormitories are most often described by bed-count, which is the best description of the number of students that can be accommodated. The configuration of the spaces in which the beds are provided varies. Section 3 of this IMP has a description of every existing dormitory, and describes them both by bed count and configuration. Many are apartment style, and the number of apartments is provided. Baker Hall at 620 Huntington Avenue is described as a traditional residence hall comprised of single, double and triple occupancy rooms with common bathrooms and student lounges on each floor. Evans Way/Tudbury Residence Halls at 20-40 Evans Way are described as a suite style residence hall, with a typical suite consisting of a living room, two bathrooms and two to five bedrooms.</p>
<i>Ldrmn.11</i>	<p><i>Should a dormitory be subject to the Mayor's Executive Order Relative to the Inclusionary Development Policy?</i></p> <p>Dormitories are not housing within the meaning of the Mayor's Executive Order. They are facilities subject to licensure under MGL Chapter 140, § 22.</p> <p>It should be noted that Wentworth's dormitories are the most affordable among its neighbors – please see the table of comparative costs in Section 3 of this IMP – and far more affordable than neighborhood housing.</p> <p>Finally, Wentworth has demonstrated its commitment to the creation of local affordable housing by its recent contribution of four parcels of land located at 12, 14, 20, and 22 Gurney Street, having an appraised value of \$200,000, to Mission Hill Neighborhood Housing Services to allow for the development of 40 units of senior housing.</p>

<p><i>Ldrmn.12</i></p>	<p><i>Wentworth is asking for a valuable approval of the commercial development on Sweeney Field.</i></p> <p>Although Wentworth is considering the future development on the current Sweeney Field site of up to 650,000 square feet of facilities to be used for Research and Development Uses and Office Uses, it not authorized by this IMP. The approval process for this project will be initiated at a later time, and based on Wentworth's level of involvement will be reviewed through either an amendment to this IMP or a Planned Development Area Review which would include an amendment to Article 59 of the Boston Zoning Code.</p>
<p><i>Ldrmn.13</i></p>	<p><i>How much development is being approved in the IMP? Can it later be changed?</i></p> <p>Please see Section 4 of this IMP for description of five proposed future projects. Please see Article 80, Subsection 80A for the limitations upon project changes.</p>
<p><i>Ldrmn.14</i></p>	<p><i>Calculate linkage payments for the potential commercial development.</i></p> <p>Since the potential commercial development of the Sweeney Field site is not authorized by this IMP, no calculation of linkage to be generated by it would be appropriate.</p>
<p><i>Ldrmn.15</i></p>	<p><i>Provide a description of parking inventory and TDM measures.</i></p> <p>Please see Section 5 of this IMP.</p>

<p><i>Ldrmn.16</i></p>	<p><i>Describe the transportation impacts of the Sweeney Field potential development.</i></p> <p>Wentworth is not proposing the Commercial Research and Development/Office Project at this time, and does not intend that this IMP constitute approval for such commercial project. Rather, the IMP states that the approval process for this project will be initiated at a later time, and based on Wentworth’s level of involvement will be reviewed through either an amendment to this IMP or a Planned Development Area Review. In either case, such project would be subject to Large Project Review which would assess all of its impacts, including transportation and parking impacts. A trip generation analysis for this potential future project is included in Section 5 of this IMP.</p>
<p><i>Ldrmn.17</i></p>	<p><i>The proposed commercial building on the Sweeney Field site and construction of the 525 Huntington Avenue dormitory will result in a loss of green space.</i></p> <p>Wentworth shares the community’s desire that development of the existing Sweeney Field site should include a significant open space component – it will be Wentworth’s immediate neighbor.</p> <p>It should also be noted that the relocation of Sweeney Field to a deck over what is now an open parking lot will create new green space on the campus. Please see Section 4 for images of this new green space.</p>
<p><i>Ldrmn.18</i></p>	<p><i>Compare Wentworth’s urban design guidelines to The Urban Village Plan.</i></p> <p>Wentworth has presented in Section 7 of this IMP the urban design guidelines appropriate for its campus in the context of its neighborhood.</p>
<p><i>Ldrmn.19</i></p>	<p><i>Has Wentworth published a report consistent with the American College and University Presidents’ Climate Commitment protocol?</i></p> <p>Please see Section 7 of this IMP for a full discussion of Wentworth’s sustainability initiatives, including membership in the American College and University Presidents’ Climate Commitment.</p>

<i>Ldrmn.20</i>	<i>Provide employee residences and salary by zip code.</i> This not appropriate information for the IMP. However, please see Section 8 of the IMP for a discussion of Wentworth workforce development initiatives with the Boston Public Schools and employment of Boston Residents.
<i>Ldrmn.21</i>	<i>A full inventory of dormitory beds by building is needed.</i> Please see Section 3 of this IMP.
<i>Ldrmn.22</i>	<i>Recommend a third party audit of community benefits.</i> The audit was not required by the scoping determination.

April 30,2009

To: Katelyn Sullivan and Sonal Gandhi, BRA

Preliminary comments on Wentworth Institute's IMPNF

The following list is a first response to the IMPNF submitted 4/7/09.

The plans for a new Parker Street athletic field decked over a garage accompanied with a concurrent 14 story mixed use development on the existing Sweeney Field seem very ambitious and complicated. There needs to be careful overall planning because of the adjacent plans for Parcel 25, MassArt's new dormitory and the Urban Ring.

Pult.1

Enrollment shows a clear shift from commuting to resident students; a 400-car garage should not be approved w/o detailed information on the overall parking supply-identifying fees, users, the associated time periods and any existing or planned shared arrangements with other institutions or outside users. In an urban environment it shouldn't be acceptable to provide parking for dormitory students. From casual observation it appears that the Parker St surface lot is underutilized. Total full time staff and faculty number just 400 according to the IMPNF, yet WIT has how many spaces in total- counting West Lot, East lot, Annex lot, Parker Street lot, Beatty lot, Halleck Street lot, Mindoro Street lot?

Pult.2

Given that Wentworth's location in fact, is dense with transit, new parking facilities are not environmentally sustainable. The future 490-car garage for the Sweeney Field site is also questionable and should not be accepted in advance of submission of an actual project. An IMP is subject to abuse if it pre- approves development that is non-academic.

Pult.3

Urban design related to pedestrian pathways should also consider the Urban Ring and its impacts. A short and pleasant walking route from Ruggles Station to the MFA is necessary since the Ring does not connect with the Green Line.at Huntington and Ruggles.

Pult.4

The IMP should address existing and future plans for all Wentworth owned property including the long vacant 125 Halleck Street, Vienna Brewery complex. The Vancouver and Louis Prang Street row houses adjacent to non-institutional privately owned residences should not be student housing but are ideal for faculty.

Pult.5

Pult.6

The question of neighborhood use of Sweeney Field and the implied concern that it is too far away is odd. It would be helpful to see the actual stats on use of the Field by WIT, COF and outside groups. A clear and public application process for community use is essential if the Institute is sincere about sharing the space with neighborhood groups. For example, posted signs at the site with contact information would be helpful. The Mission Hill *Reviving Baseball in the Inner City* Pirates program has been consistently short of fields for their girls' softball teams. The future loss of the Parker Street tennis courts does impact the community. Presumably the athletic facilities will not disappear until there are replacements?

Pult.7

Pult.8

The future 6-9 story dormitory at the former gas station site needs to be vetted in a wider forum than the Task Force. The proposed height impacts local Vancouver Street residents living in historic 3 story row houses. Fenway residents and groups that are involved with reviewing IMPs from other local educational institutions should be included. The current and future arrangements for shared institutional facilities need to be fully transparent. The IMP should describe existing shared housing and future lease plans.

Pult.9

The IMPNF doesn't include any Wentworth contact information (or consultants!). Its not clear how the public is able to participate in the review of the documents. They should be available and convenient to interested parties.

Pult.10

Sincerely,
Alison Pultinas
81 Lawn Street
Roxbury, Ma. 02120
617-739-1489

Alison Pultinas (Pult)

<p><i>Pult.1</i></p>	<p><i>There needs to be an overall planning study including the proposed commercial development of Sweeney Field, Parcel 25, MassArt's new dormitory and the Urban Ring.</i></p> <p>Wentworth is not proposing the Commercial Research and Development/Office Project at this time, and does not intend that this IMP constitute approval for such commercial project. Rather, the IMP states that the approval process for this project will be initiated at a later time, and based on Wentworth's level of involvement will be reviewed through either an amendment to this IMP or a Planned Development Area Review. In either case, such project would be subject to Large Project Review which would assess all of its impacts, including urban design impacts.</p>
<p><i>Pult.2</i></p>	<p><i>Present a parking analysis, including rules for resident student parking and parking supply.</i></p> <p>Section 5 of this IMP presents a parking study which demonstrates that an overall reduction in parking supply is still sufficient to meet Wentworth's needs. The study states that freshmen and sophomores, who under the Student Housing Plan are required to live on campus, are not allowed to park overnight on campus.</p>
<p><i>Pult.3</i></p>	<p><i>The proposed 490 car garage on the Sweeney Field site should not be accepted without an actual project.</i></p> <p>The need for a 490 space garage would be included among the matter studied under Large Project Review at such time as the Commercial Research and Development/Office Project is actually proposed.</p>
<p><i>Pult.4</i></p>	<p><i>Consider the Urban Ring and its impacts in the pedestrian study.</i></p> <p>In the development of the potential future commercial project on the existing Sweeney Field site, Wentworth will replicate the setback alignment along the northeasterly side of Ruggles Street which has been created by Northeastern University in the buildings on its west campus.</p>

<p>Pult.5</p>	<p><i>Address existing and future plans for all Wentworth property, including 125 Halleck Street and the Vienna Brewery complex.</i></p> <p>A complete inventory of Wentworth properties, and current and planned uses, is contained in Section 2 of this IMP.</p>
<p>Pult.6</p>	<p><i>The Vancouver and Louis Prang row houses should not be student housing, but are ideal for faculty.</i></p> <p>The acquisition of one or more of these properties would offer the opportunity to provide additional campus housing for Wentworth's students, faculty or staff.</p>
<p>Pult.7</p>	<p><i>Discuss use of Sweeney Field by the community, and a clear application process for use.</i></p> <p>Sweeney Field, both in its current location and as relocated, is and will be available for use (when not required by Wentworth for its own programs) by organized community groups and supervised teams. Reservations for use may be made through the Office of Community Relations at Wentworth. Wentworth will work with the Community Task Force to publicize the availability of this facility and the application process.</p>
<p>Pult.8</p>	<p><i>The loss of tennis courts will impact the community.</i></p> <p>The proposed Flanagan Campus Center will now be developed through the substantial renovation of portions of Beatty Hall and by constructing a new addition to Beatty Hall rather than through the construction of a new freestanding building on the site of the current tennis courts. Therefore, the existing tennis courts will remain and continue to provide an amenity to the community.</p>
<p>Pult.9</p>	<p><i>The height of the proposed new dorm impacts local residents living in 3 story row houses. The IMP should discuss shared housing and lease plans.</i></p> <p>The IMP now describes a proposed new dormitory at 525 Huntington Avenue which will provide housing to 305 Wentworth students on 7 floors rather than the alternative described in the IMPNF which would have provided up to 395 beds on up to 9 floors. As previously envisioned, the first six floors would have provided 260 bed spaces for Wentworth, and floors 7-9 would have provided an additional 135 bed spaces to house students from other Colleges of the Fenway. In response to concerns from the community regarding the potential height of this facility, the proposed project has been limited to 7 stories and will provide housing solely for Wentworth students.</p>

<i>Pult.10</i>	<i>Provide contact information for Wentworth and consultants.</i> Please see contact information provided at the end of Section 1 of this IMP.
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July 26, 2010

Mr. John Palmieri, Director
Boston Redevelopment Authority
One City Hall Plaza, 9th Floor
Boston, MA 02201

Re: Wentworth Institute of Technology
IMPNF Notice of Project Change

Dear Mr. Palmieri:

This letter constitutes a notice given pursuant to Section 80A-6 of Article 80 of the Boston Zoning Code submitted on behalf of Wentworth Institute of Technology (“Wentworth” or the “Institute”) describing certain limited changes to the provisions contained in the Institutional Master Plan Notification Form (“IMPNF”) which was filed by Wentworth with the Boston Redevelopment Authority on April 6, 2009, which changes will be reflected in the Institutional Master Plan to be submitted in response to the Scoping Determination on the IMPNF issued by the Boston Redevelopment Authority on June 5, 2009.

Prior Review

Wentworth Institute of Technology filed its first Institutional Master Plan (the “Prior IMP”) in 1999. This plan was reviewed over the next year and approved in April of 2000. The plan covered the years 2000 through 2008 and included one proposed project for the development of a new dormitory as an addition to Baker Hall located at 610 Huntington Avenue. Subsequently, the Prior IMP was amended twice. The first amendment in April of 2003 allowed for the development of a second new student residence at 555 Huntington Avenue and the incorporation of an existing 12-person dormitory located at 66 Louis Prang Street into the Prior IMP; the second amendment filed in June of 2007 was to approve the addition of property located at 525 and 634 Huntington Avenue to the Prior IMP as interim open space.

During the term of the Prior IMP, Wentworth made significant progress towards the City of Boston’s goal of expanding the institution’s capacity to house students on campus, increasing the total number of student bed spaces from 1,033 to 1,936.

In April of 2008, Wentworth submitted to the Boston Redevelopment Authority an Institutional Master Plan Notification Form requesting an extension of the Prior IMP for a term of one year, a request approved by the Authority. The purpose of this one year

extension was to allow time for Wentworth to conduct an extensive strategic planning effort to assess its campus development needs. This effort, which has involved the Wentworth Community Task Force, the local community, faculty, staff, students, alumni and trustees, was concluded in March of 2009.

The information gathered during this process was utilized in the development of the IMPNF for Wentworth, as required under Article 80; Section 80D-5, sub-paragraph 2(b) of the Boston Zoning Code, which was filed with the Boston Redevelopment Authority on April 6, 2009. Copies of the IMPNF were made available to the public in both electronic and printed formats. The IMPNF was reviewed in a scoping session with public agencies on April 30, 2009 and at a public meeting held on May 13, 2009. The objectives of the Wentworth ten year Institutional Master Plan and the content of the IMPNF were also presented and discussed with the Wentworth Community Task Force at meetings held on March 11, 2009, April 1, 2009 and April 22, 2009. A Scoping Determination on the IMPNF was issued by the Boston Redevelopment Authority on June 5, 2009.

Subsequent Events

On January 19, 2010, Wentworth notified the Boston Redevelopment Authority of its intention to take some additional time to prepare the Institutional Master Plan before filing it with the Boston Redevelopment Authority to ensure that it was in concordance with the long-term academic plans of the Institute and the financial realities it faced due to the economic downturn. As a result of this review several changes have been made to the proposed Institutional Master Plan from the program that was described in the IMPNF.

- The proposed Flanagan Campus Center will now be developed through the substantial renovation of portions of Beatty Hall and by constructing a new addition to Beatty Hall rather than through the construction of a new freestanding building on the site of the current tennis courts. This change will allow Wentworth to proceed with the development of a new campus center in 2011 with all of the essential programmatic components of the original plan but at a cost equal to the already committed naming gift of \$10 million, in contrast with the substantial delay that would be required to raise the additional \$11 million needed to implement the original plan to construct a new 46,000 square foot facility.
- The proposed new student residence at 525 Huntington Avenue will provide housing to 305 Wentworth students on 7 floors rather than the alternative described in the IMPNF which would have provided up to 395 beds on up to 9 floors. As previously envisioned, the first six floors would have provided 260 bed spaces for Wentworth, and floors 7-9 would have provided an additional 135 bed spaces to house students from other Colleges of the Fenway. In response to concerns from the community regarding the potential height of this facility, the proposed project has been limited to 7 stories and will provide housing solely for

Wentworth students. This change will allow the Institute to meet the objectives of the Student Housing Plan to be included in the IMP while keeping the height of the building below that of the student residence at 555 Huntington Avenue.

- The 40,000 square foot addition to the Wentworth Annex proposed in the IMPNF has been eliminated in favor of the development of a new 45,000 square foot Center for Engineering & Technology located at the site of the existing Willson Hall and a portion of the West Parking lot. Relocating this academic building to this site will deliver these new state of the art facilities in closer proximity to the departments of Computer Science, Mechanical, Civil and Electrical Engineering and Technology which are now seen as its primary users. The development of the Center of Engineering & Technology at this new location will also strengthen the Campus Quadrangle and improvements planned for "The Pike" by creating a separation with landscape and hardscape improvements between this main pedestrian thoroughfare and the parking area. While the siting of this project at this new location will result in the loss of 73 spaces in the West Parking lot, this parking loss will be more than offset by the retention of all of the spaces in the Halleck lot which were slotted for elimination in the IMPNF to allow for the relocation of the tennis courts required under the previous plan for the development of the new campus plan (see attached table).
- The IMPNF projected an enrollment of approximately 3,600 students during the ten year term of the Institutional Master Plan. Recent events, including the current economic conditions and the impact of unprecedented tuition discounting by some of the Institute's competitors, have lead the Institute to conclude that it is more prudent to project enrollment in a range, from 3,400 to 3,800 students, during the term of the IMP. For example, enrollment for the Fall of 2010 will decrease from the Fall of 2009 enrollment level of 3,527 to approximately 3,400 because of these factors. The Institute expects that its base enrollment will return to the 3,600 level over the following two years. The upper end of the range represents a modest enrollment increase of approximately eight tenths of one percent (0.008) per year. Therefore, the Institute has adjusted its Student Housing Pan to accommodate up to 3,800 students. The Institutional Master Plan will now also include as a Potential Future Project, a 100 bed addition to the student residence at 610 Huntington which would be developed in the event that enrollment approaches the upper end of this range.
- Wentworth estimated in the IMPNF that the five Proposed Institutional Projects would generate approximately 21 additional permanent faculty and staff jobs over the term of the IMP. The Institute now projects that base employment may increase by approximately nine tenths of one percent per year (0.009) which would yield an increase of approximately 90 additional faculty and staff over the ten year term of the IMP in addition to the 21 positions created by the proposed projects.

A table comparing the provisions of the proposed IMP to the IMPNF has been attached for your review.

Conclusion

None of the changes from the IMPNF described above create impacts of a different nature than those impacts which are already required to be studied under the Scoping Determination issued by the Authority on June 5, 2009. The IMP will fully study the impacts of these revisions. Given the interest in beginning the construction of the Flanagan Campus Center and Ira Allen Addition projects in 2011, it is respectfully requested that the BRA issue a determination under Article 80A-6 of the Boston Zoning Code that the Wentworth IMP may be filed without additional scoping.

Respectfully submitted,

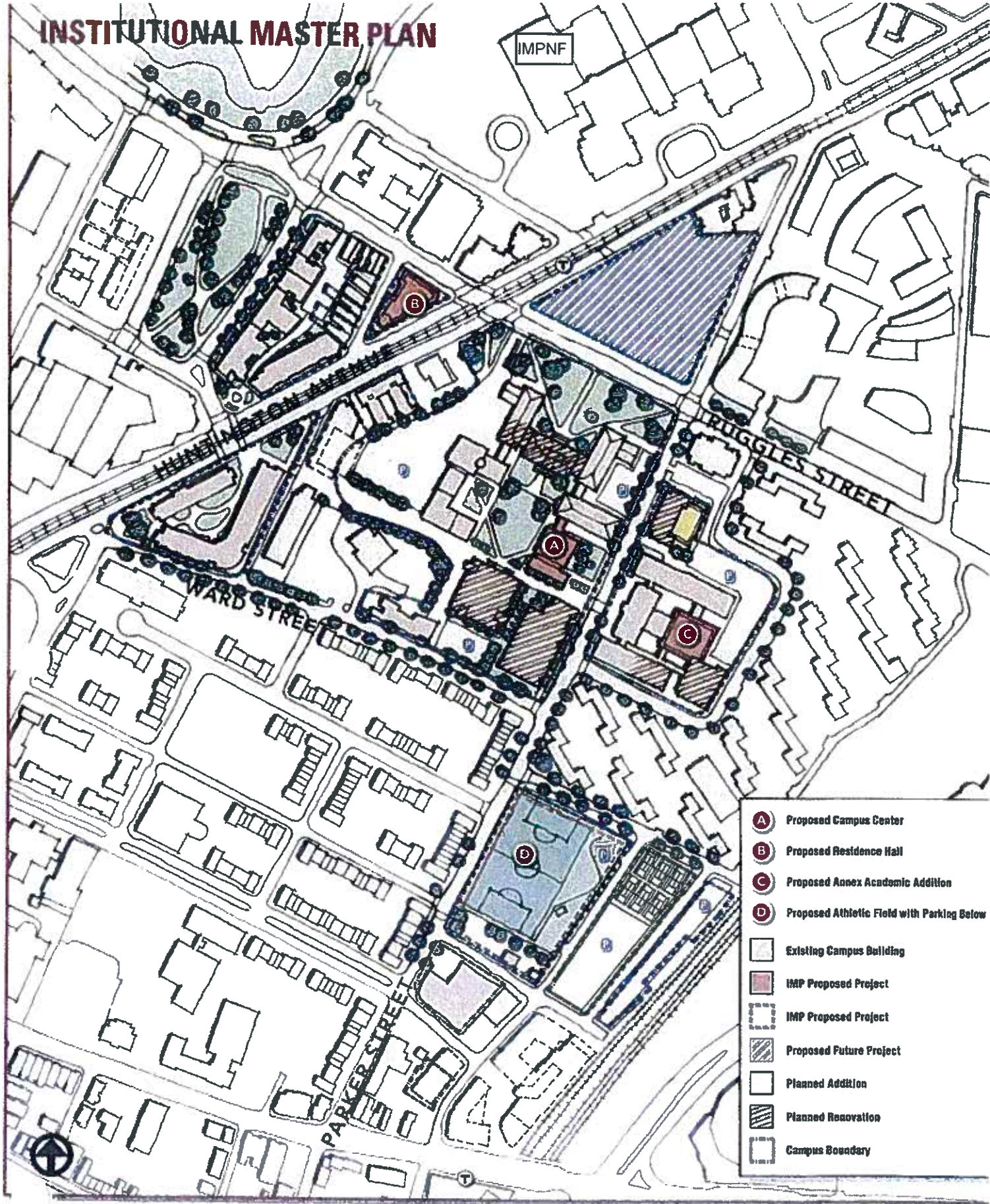
Yours sincerely,



Richard J. Towle

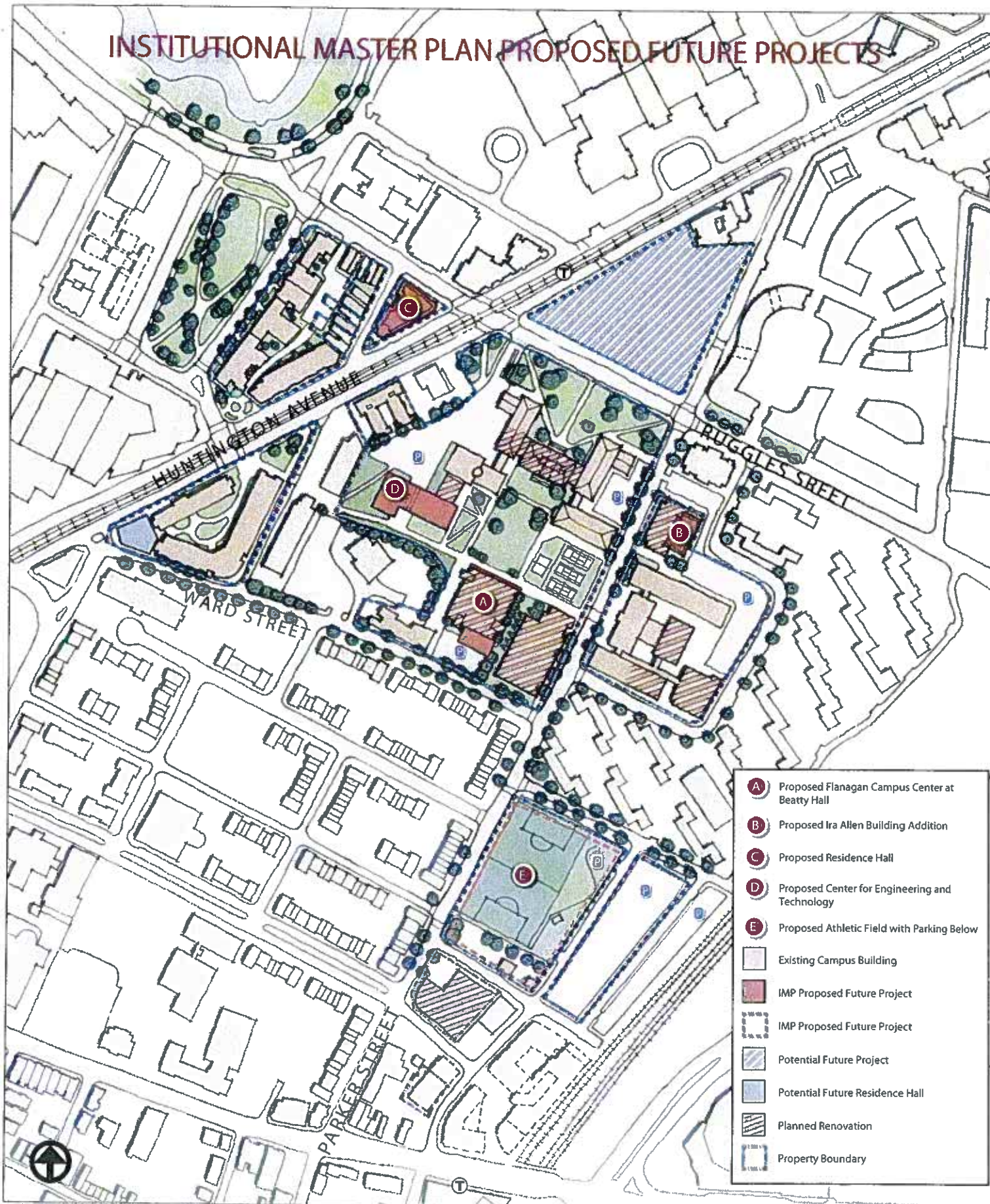
cc: Sandra Pascal
David Wahlstrom
Myrna Putziger
Gerald Autler
Katelyn Sullivan

INSTITUTIONAL MASTER PLAN



- A** Proposed Campus Center
- B** Proposed Residence Hall
- C** Proposed Annex Academic Addition
- D** Proposed Athletic Field with Parking Below
- Existing Campus Building
- IMP Proposed Project
- IMP Proposed Project
- Proposed Future Project
- Planned Addition
- Planned Renovation
- Campus Boundary

INSTITUTIONAL MASTER PLAN PROPOSED FUTURE PROJECTS



Wentworth Institute of Technology
 Institutional Master Plan Notification Form (IMPNF) Compared to the Proposed Institutional Master Plan

	<u>IMPNF</u>	<u>Proposed IMP</u>
Proposed Projects		
Flanagan Campus Center	40,000 sq. ft Facility at Tennis Court site	Renovation & addition at Beatty Hall*
New Student Residence at 525 Huntington Avenue	6 to 9 Stories 260 to 395 Bed Spaces ¹	7 Stories 305 bed spaces ²
Addition to Ira Allen Building	18,000 sq. ft.	No Change.
New Academic Facility	40,000 sq. ft. Addition to the Wentworth Annex	45,000 sq. ft. Center for Engineering & Tech. at site of Willson Hall & the West Parking Lot ³
New Soccer Field above 330 Surface Parking Spaces	To be located at Parker Street Parking Lot.	No Change
Potential Future Project Commercial R&D/ Office	Potential Development of up to 650,000 sq. ft at Sweeney Field	No Change
Potential Future Project Student Residence, 630 Huntington	Not Included	Potential Development of a 6 story, 100 Bed Space Facility
Student Enrollment Projection	3,600 Students ⁴	3,400 to 3,800 Students ⁴
Employment Projection	21 employees to be added	Up to 111 employees to be added
Parking Space Reduction	271	197

* The project will include a 7,000 square foot addition and the renovation of approximately 23,000 feet to update and expand student activity space, meeting rooms, dining areas and dining concepts, function space, meeting rooms, student lounges and study areas.

¹ The IMPNF allowed for 260 new bed spaces for Wentworth students and up to 135 additional spaces for other colleges

² The proposed IMP calls for 305 bed spaces for Wentworth in this facility and none for other institutions.

³ Requires the demolition of the 2 story, 8,135 square foot Willson Hall built in 1962 and a 4,000 square foot, one story addition to Kingman Hall constructed in 1955. Both of the buildings have been modified several times and lack the historical significance of the surrounding iconic Wentworth Buildings.

⁴ Student enrollment totals include all full-time students enrolled in classes and all students enrolled in a full-time Co-op placement

**Wentworth Institute of Technology
10 Year Enrollment and Student Housing Projections**

	Fall 2009	Fall 2010	Fall 2011	Enrollment Inc. of 4%	Enrollment Inc. of 7.7%
Full-time Enrollment	3527	3392	3527	3668	3800
Students in W.I.T. Housing	1759	1652	1842*	2217	2298
W.I.T. Housing Capacity	1936	1936	1936	2241 ¹	2341 ²
Beds Leased to Others	165	266	70	-	-
Bed Spaces Available	12	18	24	24	43
Students Living in Boston Independently	462	444	374*	92 ³	95 ³
Students Living in Boston with Families	213	208	213	222	230
Students Commuting from Homes outside of Boston	1093	1088	1098	1137	1177

*** Sophomores not living at home will be required to live on campus beginning 2011**

¹ 305 bed spaces added at 525 Huntington Avenue

² 100 bed spaces added at 610 Huntington Avenue

³ It is assumed that up to 2.5% of the student population will require independent living due to cultural, religious or health concerns.

August 9, 2010

Mr. David Wahlstrom
Associate Vice President of Business
Wentworth Institute of Technology
550 Huntington Avenue
Boston, MA 02115

THE FALLON COMPANY

AUG 19 2010

RECEIVED

Re: Determination for the Wentworth Institute of Technology Notice of Project Change

Dear Mr. Wahlstrom:

Please be advised that I have received the Notice of Project Change ("NPC") submitted on behalf of Wentworth Institute of Technology ("Wentworth") on July 26, 2010 in accordance with Section 80A-6 of the Boston Zoning Code. The NPC describes certain limited changes to the Institutional Master Plan Notification Form ("IMPNF") which was filed with the Boston Redevelopment Authority ("BRA") on April 6, 2009. A Scoping Determination was issued by the BRA to Wentworth in response to comments received on the IMPNF on June 5, 2009.

After consulting with staff I have determined that none of the limited changes proposed create impacts which require additional study under the Scoping Determination and that Wentworth may file an Institutional Master Plan without additional scoping. Please note that Wentworth will be expected to consult with BRA Urban Design and other city agencies to ensure that their concerns and questions are addressed throughout the Article 80 process.

Thank you and please do not hesitate to contact me or my staff if you have any questions.

Sincerely,



John F. Palmieri

Director

cc: Sandra Pascal, Wentworth Institute of Technology
Myrna Putziger, Fallon Towle & Associates
Richard Towle, Fallon Towle & Associates ✓