

Institutional Master Plan (IMP)

WHEELLOCK COLLEGE

submitted to
Boston Redevelopment Authority

submitted by
Wheelock College Board of Trustees

prepared by
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in association with
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February 21, 2007



WHEELOCK COLLEGE

February 21, 2007

Mr. Paul McCann
Interim Director
Boston Redevelopment Authority
One City Hall Square
Boston, Massachusetts 02201

Re: Wheelock College Institutional Master Plan

Dear Mr. McCann:

On behalf of the Wheelock College Board of Trustees, I am pleased to submit this Institutional Master Plan (IMP) pursuant to Section 80D of the Boston Zoning Code.

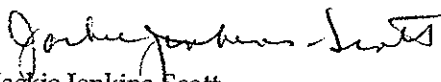
This is the first time Wheelock has prepared an Institutional Master Plan and it is exciting for us to be in a position to do so. After a two-year campus planning effort, new campus buildings and improvements have been identified and are described in this document. The three projects described in the IMP, expected to be constructed within the 10-year term of the IMP upon approval, include the Campus Center and Student Residence (65,000 SF) residential (129 beds) and student life building, East Wing (55,000 SF) and West Wing (75,000 SF), buildings which will provide additional beds, academic space and student life facilities.

The first of these building to be constructed, the Campus Center and Student Residence (CCSR), has been studied in detail and the Draft Project Impact Report (DPIR) for that project will be filed separately within a few weeks.

Wheelock College plans to increase its enrollment of undergraduates from approximately 670 undergraduate students today to approximately 1,100 undergraduate students in ten years. This student growth, accompanied by the campus building expansion described in the IMP, will allow us to continue to house a large percentage of our students on campus. Wheelock has a long history as a recognized leader in public education, and we are strongly committed to continuing that role in Boston and elsewhere. By addressing its financial imperatives, Wheelock will be positioned to continue to provide the City of Boston and the region with leadership in the fields of education, social work, juvenile justice and child life and maintain its many initiatives and partnerships with local, civic, community and cultural organizations.

I would be happy to answer any questions you may about our IMP and look forward to working with the Boston Redevelopment Authority as our long-term plans take shape.

Sincerely,


Jackie Jenkins-Scott
President

Cc: Thomas Miller, Director of Economic Development, BRA
Gerald Autler, Project Manager - Institutional Development, BRA
Paul Halloway, Mayor's Office of Neighborhood Services
Roy Schifilliti, VP for Administration and Student Life

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- Attachment C: Response to Comments on the IMPNF/PNF
(limited to comments related to the IMP)

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Mission and Objectives

Introduction

Wheelock College is known for its longstanding commitment to education aimed at improving the lives of children and family. This mission defines the learning community at the College, fuels its collective spirit and permeates everything it does. Wheelock connects individual passion to collective purpose by providing its students with the necessary knowledge, skills, and experience to make the world a better place.

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

Wheelock is an institution with many assets: the strong commitment of faculty, staff, and students to Wheelock’s service-oriented mission; the prime location of campus, which offers the convenience and attractions of central Boston; proximity to a nationally known historic park network; and a unique, highly respected curriculum that attracts a diverse array of students. About 220 or 22% of Wheelock’s students are members of minority groups.

Today, Wheelock serves a student body of over 670 undergraduates and 350 graduate students. Students value the personalized attention they receive from faculty as well as the intimacy and convenience of their small-college experience. They appreciate the charm and character of their compact, early-twentieth-century campus. Most of all, however, they value the high quality education and “real world” experience they receive at Wheelock.

Major Programs and Initiatives

Wheelock College offers its students numerous undergraduate multidisciplinary arts and science majors and excellent professional and graduate opportunities. What makes Wheelock College distinct from other colleges and universities are the program divisions it offers including Arts and Sciences, Child and Family Studies, Education, Social Work, and Juvenile Justice and Youth Advocacy.



Undergraduate Programs

Students find a combination of intellectual, creative and practical real-world learning experiences through their education. Wheelock College offers thirteen undergraduate majors including the following:

- American Studies,
- Arts,
- Certificate in Human Services,
- Child Care Specialist,
- Child Life,
- Early Childhood Care and Education,
- Elementary Education,
- Human Development,
- Humanities,
- Juvenile Justice and Youth Advocacy,
- Math and Science,
- Social Work, and
- Special Education.

An Arts and Science major at Wheelock College provides its students with the foundation for lifelong learning, and the understanding of underlying beauty, interconnections, and methods of inquiry that characterize the arts, humanities, social sciences, and natural sciences.

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



Graduate Programs

Graduate students at Wheelock College are taught to become professionals who are leaders and advocates for children and families. The college offers professional

development courses, a post-baccalaureate program, master's degree programs in ten areas of study within Education, Child and Family Studies, and Social Work, and post-master's certificate of advanced study. Graduate programs include the following:

- Human Development,
- Birth to Three,
- Child Life and Family Centered Care,
- Child and Family Studies,
- Early Childhood Education,
- Elementary Education,
- Language and Literacy,
- Leadership and Administration,
- Certificate in Parenting Education,
- Special Education,
- Social Work, and
- Urban Teaching.

All graduate students acquire a knowledge base in human development, multiculturalism, and research.

Wheelock's Future Trajectory on Campus



Wheelock in 2007

Wheelock College is at a transformational moment in its history – with significant change underway in its academic leadership and on its campus. Although long a recognized leader in research and teaching in the fields of early childhood education, teacher training and social work, the College did not make the investments necessary to sustain that preeminence for a decade or so with the attendant results that its enrollment declined, its stature diminished, its facilities declined and its budget didn't balance.

In 2003, the College brought in a new president and, with this step, reenergized its trustees, faculty and staff, and undertook an ambitious strategic repositioning of its mission, priorities, financial targets and enrollment.

The College must be able to support its first-rate faculty and provide them with the resources necessary to continue their leadership in research and teaching in fields critical to meet society's needs. In order to restore its financial viability, Wheelock – which is a tuition driven college – must grow. The only way the College can meet its financial requirements and balance its budget is to increase revenue from tuition and fees.

Wheelock's academic objectives align with its financial mandate and the two are mutually reinforcing. Wheelock must increase its student enrollment in order to meet desired class sizes and to offer rigor and depth in various teaching formats. Wheelock has to rebalance its student faculty ratio in order sustain its existing number of faculty to provide necessary depth in undergraduate and graduate education and professional training.

Increasing enrollment is dependent on two major factors:

- Reinforcing the preeminence of the College in its areas of specialization and
- Providing campus facilities that attract today's students.



Academic Direction

Wheelock College has a program of initiatives underway to address its academic expectations.

Wheelock's strategic academic plan places considerable emphasis on shaping its curriculum to: (1) Reflect new knowledge based on reliable research; and (2) respond to changing societal demands including changes in science and technology, increasing understanding of other cultures and languages, and the role of higher education in promoting social mobility. Wheelock's programs are underpinned by strong educational theory, practice, research, advocacy and a deep commitment to diversity and social justice.

With this strong foundation Wheelock aims to produce professionals in early childhood, education, social work and juvenile justice to meet the extraordinary demand in those fields over the next decade. In that period the nation will need about 2.4 million new teachers, including a 33.6% increase in the demand for preschool and kindergarten teachers, and a 27% increase in social workers, a significantly higher rate of growth than other professions. Urban districts throughout the country have an immediate need for highly trained teachers of mathematics and science. Wheelock takes seriously its commitment to help meet these outstanding needs.



Competitive Environment and Financial Viability

The high demand for well-trained professional to service the needs of children, youth and families coincides with Wheelock's own need to realign its revenue and expense balance.

Wheelock's faculty to student ratio – at 9 to 1 – is lower than the schools with which it competes, where the median ratio is in the range of 13-15 to 1. These schools, like

Wheelock, rely heavily on tuition to support operations. With such a low ratio, Wheelock's tuition revenue will not be sufficient to cover escalating costs. The solution to this situation is not to dilute the academic program by reducing the faculty; that would be counterproductive in that it would jeopardize the programmatic offerings that attract and sustain students. Rather the solution that these colleges have followed, and that Wheelock is pursuing, is to grow the undergraduate enrollment to bring the faculty to student ratio to 14-15 to 1 so as to reinforce both the academic mission and the financial viability of the College.

New Facilities Program

The new campus facilities program is the subject of Wheelock's Institutional Master Plan (IMP) and comprises three components: student activities and services space, modern dormitories, and academic support space.

Students currently eat in a campus dining facility that is located in basement space within a building, the Pilgrim House, which is almost 100 years old. The College has never built student housing on its Boston campus. All of the dormitories on campus are a result of building conversions of early-20th century apartment buildings.

Wheelock is a small college (670 undergraduates and 350 graduate students); and because Wheelock's campus is very small, encompassing just 2.8 acres, the only financially viable option for Wheelock to meet its immediate objectives is to build on available space on its campus so as to avoid prohibitive and unaffordable land costs off campus. Wheelock estimates that its ideal size from an academic and financial perspective is about 1,100 students. Research and data gathered about its students suggests that the on-campus living experience results in better academic and social experiences for Wheelock students. Thus the College proposes to continue to house at least 70% of its students on campus.

As a small college, one of the significant ways Wheelock differentiates itself and attracts students is the strong bond that is created among students in an intimate community where they can know most of their fellow students and where faculty student interaction is immediate and constant.

Furthermore, city-wide public policy promoted by the Mayor of Boston emphasizes to all Boston colleges and universities that they should house the majority of their students on-campus in order to reduce the number of students living in residential neighborhoods.

Institutional Master Plan

The future of Wheelock is in the balance and its proposed new facilities are essential for the College to remain viable. Wheelock is a small physical presence in Boston but its benefits to Boston are disproportionately large in terms of the services performed by faculty and students and in the contributions of alumni who teach and provide vital social services within the city and region.

Wheelock's Institutional Master Plan (IMP) proposes new student facilities, the Campus Center and Student Residence project ("CCSR"), the East Wing project and the West Wing project (the "IMP projects"). The IMP projects will contain up to 300 new student beds in new dormitory buildings, a new dining facility, multi-purpose campus spaces, and academic support space. At the present time, all three projects are expected to be built in the next 10 years, if financially feasible. The CCSR and East Wing projects are expected to meet about 75% of the College's required dormitory space along with the dining and other student facilities and academic support space. They are proposed to be built on a parking lot and open space on the campus. As compared with larger schools – of 2,500 or 25,000 students – Wheelock's needs represent quite small increments in the city's inventory of academic space. However, as with any small numbers, the values at the margins loom large and for Wheelock every marginal new bed makes a substantial difference toward achieving its objectives for the college and the campus.

Existing Property and Uses

Wheelock's Neighborhood Context

Wheelock College's planning for new facilities acknowledges its context as part of a neighborhood rich in institutions. Just around the block is the Longwood Medical Area: a busy and growing district that includes Children's Hospital, Beth Israel Deaconess Medical Center, Brigham and Women's Hospital, Dana-Farber Cancer Institute and Harvard Medical School (see Figure 2.1). Other neighborhood institutions also help make this area a hub for higher education. Nearby colleges and fellow members of the Colleges of the Fenway consortium are Emmanuel College, Wentworth Institute of Technology, Massachusetts College of Art, Massachusetts College of Pharmacy and Allied Health Sciences, and Simmons College.

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

Existing Campus Land Use and Facilities



Boston Campus

Located in the Longwood Medical and Academic Area (LMA) of Boston, Wheelock's main campus is bounded by the Riverway, Pilgrim Road and Short Street. It is situated linearly along the Riverway, part of the Frederick Law Olmsted-designed "Emerald Necklace" of urban parks and parkways. At just 2.8 acres in size, the Wheelock campus is a modest physical presence in a very busy section of the city.

Most campus buildings face the Riverway Park, located across the five-lane Riverway and buffered by a narrow nature park. The College has no leased property; however, they do have agreements for the use of space on other campuses, such as fitness and gym facilities.

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

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

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

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

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



Campus Life

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

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

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



Campus Character

The character of the Wheelock campus is that of a collection of modest, attractive buildings in a well maintained setting. Most buildings face the Riverway Park, located across the busy five-lane Riverway.

Wheelock currently operates 13 buildings, totaling 352,242 NSF; 10 of these buildings are located on the main campus on the Riverway (see Figure 2.2, and Table 2-1) and the remaining three are situated close to one another in the neighboring town of Brookline. Largely built in the early 20th century, many of Wheelock's facilities have attractive exteriors, but require intensive, ongoing maintenance and renovation. Maintaining buildings of this vintage is a challenge. The Wheelock community appreciates the unique character of the buildings, but concerns about climate control and the cost and aggravation of maintaining aging infrastructure are common. Wheelock's facilities are as follows:

**Table 2-1
Existing Campus Facilities**

Building Name Address	Current Use	Year Built	Floor Area (NSF)	Approximate Building Height	Number of Student Beds	Number of Parking Spaces
BOSTON CAMPUS						
Wheelock Library 132 Riverway	Library, Offices	1915	21,930 SF	7 stories ±71 ft.	n/a	n/a
Classroom Building 25 Pilgrim Road	Classrooms, Student lounges, Offices	1941	22,092 SF	4 stories ±44 ft.	n/a	n/a
Longwood House 154 Riverway	Residence Hall, Offices	1914	18,544 SF	4 stories ±44 ft.	66	n/a
Pilgrim House 39-41 Pilgrim Road	Residence Hall, Offices, Student Center	1911	31,558 SF	4 stories ±44 ft.	76	n/a
Riverway House 160-162 Riverway	Residence Hall, Offices	1915	36,940 SF	4 stories ±44 ft.	100	n/a
Activities Building 180 Riverway	Theater, Classrooms, Offices	1967	78,232 SF	4 stories ±44 ft.	n/a	35
Administration Building 200 Riverway	Admissions, Offices	1900	8,712 SF	3 stories ±44 ft.	n/a	n/a
Peabody Hall 210 Riverway	Residence Hall, Dining	1910	60,656 SF	6 stories ±70 ft.	255	n/a
Main Surface Parking Lot Pilgrim Road	Parking	n/a	n/a	n/a	n/a	57
TOTAL – BOSTON CAMPUS			278,664 SF		497	92
BROOKLINE CAMPUS						
Brookline Campus 43 Hawes Street	Classrooms, Offices, Dining,	1902	46,599	4 stories ±44 ft.	n/a	37
Colchester House 116 Colchester Street	Residence Hall	1941	19,468	3 stories ±34 ft.	30	5
President's House 295 Kent Street	President's Residence	1880	7,511		n/a	
TOTAL – CAMPUS-WIDE			352,242		527	135



Source: MassGIS 2005 Orthographic Images

Vanasse Hangen Brustlin, Inc.

Figure 2.1
Aerial of Neighborhood Context



Vanasse Hangen Brustlin, Inc.

Figure 2.2
Existing Campus Plan



0 40 80 Feet

Campus Demographics and Employment

Campus Demographics

Wheelock has always been a relatively small college. Its past undergraduate enrollment was in the range of 650 to 700 students. Enrollment declines began to appear in the late 1990's and early 2000's. Recently, due to enhanced recruitment and retention efforts, the College's enrollment has grown back to its historic range.

Approximately 500 undergraduate students live on-campus and approximately 170 live off-campus. Undergraduate off-campus residences are distributed throughout the metropolitan area; less than one-third of these students (49) live in the City of Boston. It is impossible to distinguish between how many of these students live at home with their families and how many live in apartments on their own.

Graduate students represent a very different profile than undergraduates. Most of them are working and settled in the Greater Boston metropolitan area. They come, for the most part as commuter students, to Wheelock for Masters Degrees and other post-graduate programs to enhance their professional capabilities. The majority of graduate classes are scheduled late in the day and on weekends to accommodate the complex and busy lives of these students.

Operating costs at colleges everywhere have grown and most schools are following a course similar to that which Wheelock is proposing, namely, increasing enrollment and with it tuition revenue, to help meet these rising costs. The cost increments arise out of greater requirements imposed by health and safety regulations, health care and student services—such as counseling, fitness, etc.—fuel and building operations, and the higher expectation of today's students for facilities and services.

Employment

Wheelock employs a workforce of about 333 employees, (full and part time) of which nearly 11% (37) are Boston residents (see Table 3-1 and Table 3-2 below). In addition, approximately 700 Wheelock alumni work in Boston, many in education and social

service, and nearly 900 Wheelock alumni reside in Boston. Wheelock does not anticipate any appreciable growth in its workforce, although some additional jobs are likely to be created over time to support the facilities proposed herein.

**Table 3-1
Wheelock Employees**

	Full-time	Part-time	Adjunct	All
Faculty	60	28	95	183
Administrative	75	8		83
Staff	36	3		39
Casuals		28		28
Total Employees:	171	67	95	333

**Table 3-2
Wheelock Employees residing in Boston**

	Full-time	Part-time	Adjunct	All
Faculty	3	1	8	12
Administrative	8	1		9
Staff	10	0		10
Casuals		6		6
Total Employees:	21	8	8	37

Employment and Workforce Development

Wheelock takes great pride in training Boston residents to be future leaders in the fields of social work, education, juvenile justice, and child life, among others. As discussed earlier in Chapter 1 of this IMP, a significant number of Wheelock graduates are employed in Boston after receiving their degrees. Wheelock acknowledges this by providing a wealth of recruiting channels for Boston-area employers, among others. In addition, Wheelock advertises for its own jobs heavily within the Boston market.

Wheelock College job postings are distributed via the following sources:

- Wheelock Website,
- The Colleges of the Fenway Consortium (COF),
- HigherEd Jobs.com,
- BostonWorks.com (Boston Globe Online), and
- N.E. HERC (Consortium of many colleges in the Boston area).

Certain job offerings are distributed through specific resources related directly to the position, such as those listed below:

- The Chronicle of Philanthropy,
- American Mathematical Society,
- American Historical Association, and
- Chronicle of Higher Education.

Finally, Wheelock advertises open positions in local recruiting channels that target specific sectors of the population:

- Bay State Banner Career Guide,
- Sampan (New England's only bilingual Chinese-English publication since 1972),
- WILD Radio, and
- El Mundo/Latino Career Guide.

Wheelock participates in the COF Diversity Recruitment events as part of a joint group under COF for advertising and sponsorship of diversity events. Through COF, Wheelock recruits at the following events:

- NAACP Breakfast,
- Asian American Civic Assoc Gala,
- India New England,
- Rosoff Awards for Diversity,
- El Mundo Latino Career Expo, and
- Power Diversity.

4

Proposed Future Projects

This is Wheelock's first Institutional Master Plan (IMP). Indeed, Wheelock has not constructed a new building on its Boston campus in about 40 years. This fact alone suggests that the College is due – perhaps even overdue – for significant changes and improvements on its campus to provide modern facilities for its students and faculty.

This chapter presents a description and required information for the proposed future projects as well as a discussion of zoning.

Proposed IMP Projects

Wheelock College is proposing the following three projects during the term of this 10-year IMP (see Table 4-1 at the end of this chapter for further detail):

Campus Center and Student Residence (CCSR)

The CCSR is the initial project in the anticipated building program for the campus and the only one that the College is ready to proceed with at this time. The CCSR is proposed on undeveloped land within the eastern portion of its campus, between the College's Library and Longwood House along the Riverway. The 25,700 square foot (SF) project site is currently campus open space consisting of a sloped grassed area and walkways connecting the Riverway to the campus interior and to Pilgrim Road. The project site also contains 35 parking spaces on an existing surface lot. The current schedule looks to starting construction of this building in 2007 and ending in 2009.

The CCSR is designed as a six-story building with approximately 65,000 gross square feet (GSF). The building program of the CCSR consists of a two-story campus center including a student lounge, café, multi-purpose rooms, and a 250-seat dining facility to accommodate projected growth in enrollment. These spaces offer reasonable amounts of space for the wide range of student-oriented and student-sponsored activities. The constraints of available land and building capacity on campus mean that Wheelock has to be very efficient in the assignment and use of its building space.

The upper floors will contain 129 student beds in a variety of bedroom configurations. These beds are needed immediately to meet the College's enrollment

increases and to retain existing students. The marginal value to Wheelock of each bed increases as the cost per bed decreases and provides the incremental revenues that the College is depending on today. While 129 beds may initially appear to be a small increment; however, they represent an increase of over 25% above Wheelock's current inventory of almost 500 beds and will be invaluable as an incentive to increased enrollment.

Wheelock's buildings on the Riverway do not yet provide the College with the presence it needs to identify itself within the City. Unlike the nearby Landmark Center (containing building heights of 124 feet/162 feet) which is visible along the Riverway as one passes the College, none of Wheelock's buildings has the stature to call attention to the College. It is the College's aim to introduce an important institutional presence with the introduction of the CCSR building.

The CCSR will contribute to the shaping of a new courtyard, open to the public, which will replace a portion of the existing 57-car surface parking lot. The construction of the CCSR project results in the loss of approximately 23 parking spaces within the abovementioned parking lot on the project site. All loading and servicing of the CCSR by truck will be coordinated from Pilgrim Road.

Additional information on the CCSR will be provided in a Draft Project Impact Report (DPIR), which will be filed later.

Two additional future projects, described below, are contemplated within the 10-year term of the IMP. The East Wing and West Wing projects address the College's compelling need to fulfill its mission and reach its benchmarks, but for which there is neither a set timetable nor sufficient financial resources at this moment.

East Wing Project

The East Wing project is proposed on the remaining portion of the existing parking lot not occupied by the CCSR. The project site consists of approximately 11,709 SF and is mostly paved or contains landscaped borders accessory to the parking lot. The project site is on the northern border of the campus, and would be located south of the College's Library and west of the abutting Riverway Square condominiums.

Currently, the East Wing project is designed as a five- to seven-story mixed-use building providing the College with student residences, academic and administrative spaces. The differential heights reflect the need to make up for the balance of beds lost due to height restrictions on the CCSR building. The College will make every effort when the final program for this building is established to come up with a design that minimizes impacts on the adjacent Riverway Condominium Building. To that end, a setback from the shared Riverway/Wheelock property line of 15 feet has been established for the footprint of the East Wing Building. The East Wing is programmed to contain approximately 55,000 GSF of which 17,500 SF in residential space is planned for 70 student beds, 23,000 SF is planned for student life and



multi-purpose uses, and 15,000 SF is planned for academic and administrative uses (i.e., classrooms and seminar rooms).

The East Wing project is intended to supplement the number of beds over and above those in the CCSR that can be provided on unbuilt campus land. Wheelock is depending on the 70 beds proposed for this building to provide the capacity for its continuing increases in enrollment and for academic space to meet the need for additional faculty offices and classrooms. A discussion of these East Wing alternatives is presented in Chapter 6 of this IMP.

With the construction of the East Wing, the remaining 22 parking spaces in the existing surface parking lot would be removed. The west facing East Wing building edge will frame the proposed courtyard and campus landscaping that will be built along with the CCSR and will add the finishing touch to the inviting campus green. Vehicular access to the East Wing would be predominantly off Pilgrim Road. Currently, the College does not expect to house any loading activities within the East Wing project. Similarly to the CCSR, the East Wing loading and servicing will need to be coordinated from Pilgrim Road.

Since very few trucks are required to service Wheelock College each day and week, the College is looking at alternative ways to serve its loading needs, separate from the centralized loading and campus distribution center included in the basement of the East Wing building in the IMPNF. These options are evaluated Chapter 6 of this IMP.

As a proposed future project within the IMP, the East Wing project is presented here with general massing details as anticipated at this time. Further design details and any program refinements of the East Wing project will be submitted in a future Project Notification Form (PNF) when the College is ready to move forward with the East Wing project.

West Wing Project

The West Wing project is proposed on the current site of the College's Riverway House, a 100-bed dormitory building, along the Riverway. The project site is located between the Longwood House and the Wheelock Family Theatre. The West Wing project requires the demolition of the Riverway House (37,000 SF), built in 1915. The Riverway House is not listed on the State Register of Historic Places, nor has the Riverway House been identified by the Boston Landmarks Commission as a historic resource.

At the present time, the West Wing project is envisioned to be a five-story mixed-use building containing approximately 75,000 SF. The College anticipates adding 50,000 SF of residential space resulting in 180 student beds (80 net new beds), 16,000 SF of student life/multipurpose space, and 9,000 SF of academic and administrative space.

The College is planning to add approximately 25 parking spaces with the construction of an underground garage as part of the West Wing project. This parking garage would be accessed via an existing ramp below the Wheelock Family Theater off Pilgrim Road.

Similarly to the East Wing project, as a proposed future project within the IMP, the West Wing project is presented here with general massing details as anticipated at this time. Further design details and any program refinements of the West Wing project will be submitted in a future Project Notification Form (PNF) when the College is ready to move forward with the West Wing project.

Table 4-1
Proposed Future Projects

	Location (See Figure 4.1)	Proposed Uses (Principal Subuses)	Existing Site Area (SF)	Proposed Gross Floor Area (SF) (Area to be Demolished)	Boston Campus Floor Area Ratio (FAR) after building construction	Building Height	Location of Parking To Be Provided With Proposed Projects	Current Zoning	Total Project Cost Estimates (2006 Dollars)	Estimated Development Impact Payments	Approximate Timetable For Development Of Proposed Institutional Project Start Completion
Campus Center and Student Residence (Currently under Review pursuant to Article 80B)	Open space between Wheelock Library and Longwood House	Student Residential, Student Life/ Multipurpose, Dining.	±25,700 SF	±65,000 SF	2.74	6 stories 82 ft.	Parking will be provided in existing University parking locations.	H-2 Zoning Subdistrict	\$30,000,000	To be Determined	September 2007 August 2009
East Wing Project	Northern portion of existing main surface parking lot.	Student Residential, Student Life/ Multipurpose, Academic/ Administrative	±11,709 SF	±55,000 SF	3.03	5-7 stories 90 ft.	Parking will be provided in existing College parking locations.	H-2 Zoning Subdistrict	To be Determined	To be Determined	September 2011 September 2013
West Wing Project	Site of existing Riverway House (160-162 Riverway)	Student Residential, Student Life/ Multipurpose, Academic/ Administrative	±15,994 SF	±75,000 SF (±37,000 SF)	3.4	6 stories 75 ft.	Parking will be provided in a new underground garage.	H-2 Zoning Subdistrict	To be Determined	To be Determined	September 2015 September 2017

Current Zoning

H-2 Zoning District

Wheelock's Boston campus is located entirely within an H-2 zoning subdistrict. In this subdistrict, College or University Use is a conditional use. The floor area ratio (FAR) is 2.0 and there is no maximum building height. The minimum front yard requirement is 20 feet; minimum side yard and rear yard requirements are in some circumstances determined by a formula based on the length of the wall parallel to the lot line.

The existing FAR for the Wheelock Boston campus is 2.2. The proposed FAR for the Wheelock IMP area is 3.4. The FAR has been calculated by taking the total aggregate gross floor area, measured in accordance with the Boston Zoning Code, of all existing and proposed buildings within this lot area and dividing by the entire lot area of the Wheelock campus, which is approximately 125,500 SF.

Parking and loading within the IMP area are addressed in Chapter 8.

Groundwater Conservation Overlay District

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

Restricted Parking District

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

Institutional Overlay District

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

Campus Center and Student Residence (CCSR)

The CCSR will include approximately 65,000 SF of gross floor area and will have a maximum height of 82 feet, measured in accordance with the Boston Zoning Code. The FAR for Wheelock’s Boston campus, after construction of the CCSR, will be 2.74.

East Wing Project

The East Wing project will include approximately 55,000 SF of gross floor area and will have a maximum height of 90 feet, measured in accordance with the Boston Zoning Code. The FAR for Wheelock’s entire Boston campus, after construction of the CCSR and the East Wing will be 3.03.

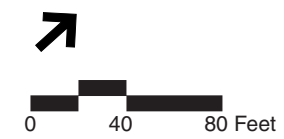
West Wing Project

The West Wing will include approximately 38,000 SF of net new gross floor area (including demolition of Riverway House) and will have a height of 75 feet, measured in accordance with the Boston Zoning Code. The FAR for Wheelock’s entire Boston campus, after construction of the CCSR, the East Wing and the West Wing will be 3.4, the maximum FAR sought for this IMP.



Effect of Approval

Upon approval of this IMP, all existing and proposed uses and structures described in this IMP, whether undertaken by Wheelock or by any other for-profit or non-profit entity, will be deemed to be in compliance with the use, dimensional, parking and loading and other requirements of underlying zoning (including special purpose overlay districts) and may be reconstructed after casualty, notwithstanding any provision of underlying zoning to the contrary and without the requirement of further zoning relief.



Proposed IMP Projects

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

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Figure 4.1
Proposed Future Projects

Planning Framework

Wheelock's Neighborhood Context

Located in the historic Fenway neighborhood of Boston, Wheelock's main campus is bounded by the Riverway, Pilgrim Road and Short Street. It is situated linearly along the Riverway, part of the Frederick Law Olmsted-designed "Emerald Necklace" of urban parks and parkways. At just 2.8 acres in size, Wheelock is a modest presence in a very busy section of the city. Most campus buildings face the Muddy River, located across the 5-lane Riverway and buffered by a narrow nature park.

Wheelock's planning acknowledges its context as part of a neighborhood rich in institutions. Just around the block is the Longwood Medical Area: a busy and growing district that includes Children's Hospital, Beth Israel Deaconess Medical Center, Brigham and Women's Hospital, Dana-Farber Cancer Institute and Harvard Medical School (see Figure 2.1). Other neighborhood institutions also help make this area a hub for higher education. Nearby colleges and fellow members of the Colleges of the Fenway consortium are Emmanuel College, Wentworth Institute of Technology, Massachusetts College of Art, Massachusetts College of Pharmacy and Allied Health Sciences, and Simmons College.

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

Community and Stakeholder Input

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

- The Mayor's Office,

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

In addition, a Task Force for the Institutional Master Plan has been convened and has been meeting monthly at Wheelock since October 2006.

Wheelock's Campus Planning

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

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

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

Plan Vision

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



Goals and Objectives

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

1. **Strengthen Wheelock as a learning community.** Wheelock requires an abundance of bright, inviting, and inspiring spaces that support learning and community-building.
2. **Support future efforts to expand Wheelock’s global reach and policy leadership role.** Wheelock requires spaces into which it can invite policy leaders, advocates and practitioners from around the world, as well as spaces that support policy research activities.
3. **Accommodate a significant increase in student population.** Wheelock requires a lively campus in which it can comfortably accommodate – and provide support services for – an undergraduate population of 1,100.
4. **Create a direction for Wheelock that “thinks big” while respecting spatial and financial resources.** Wheelock has many goals to accomplish and many activities to accommodate on its campus, but a workable capital investment plan must take into account both financial realities and the space constraints of Wheelock’s urban location.
5. **Lay the foundation for filing an Institutional Master Plan with the Boston Redevelopment Authority.** Major construction and renovation projects require City approval. Before Wheelock begins to make significant capital investments, the College must provide the BRA with a comprehensive plan for campus growth.
6. **Promote sustainability as the campus expands.** Wheelock will apply appropriate environmentally protective measures, when feasible, in the construction of its new buildings and their operations as yet another aspect of the College’s commitment to sustainability.

Urban Design Guidelines

Planning is not an activity that occurs once every ten years, or even every five years. It is an ongoing activity in which colleges must respond to current and future needs given financial, political, and spatial constraints. Moving forward, it will be critical that future development on the Wheelock campus feature the following public realm improvements and enhance these characteristics within each of the campus systems.

The well-kept buildings and attractive landscaping across the Wheelock campus demonstrate that maintenance is clearly a priority for the College. Urban design guidelines and objectives of the College recommends enhancing these efforts by “focusing the message” that Wheelock sends through the building and landscape design within each of its public realms as well as at its gateways and landmarks described below.



Riverway Realm

Improvements to the Riverway realm should focus on creating landmark elements and providing a unified look along and feel along this important front edge. Landmarks or “image points” can be created through building design and/or landscape design at each end of the campus, such as the CCSR project, establishing the physical extent of the campus along this important corridor. Between these landmarks, the campus should establish a consistent landscape vocabulary for the front lawns of the buildings. The landscape walls, lighting, signage and plant material should be part of an integrated design scheme that extends all along Wheelock’s segment of the Riverway. Street curbs should be treated as the boundary in order to capture as much space as possible for campus use and to ensure a unified appearance within the campus. Spaces such as the theatre plazas should continue to open out to the Riverway, offering views into and out of the campus.

Wheelock’s concern for this public face of the campus and the provision of a 20-foot setback along the Riverway assure that the public realm will continue to be an important part of the campus. The new campus “gateway” between the CCSR and library will be an inviting pathway through the campus to Pilgrim Road. Members of the public using this open pathway will be able to enjoy the new courtyard space.



The Campus Spine

The campus spine, located within the central portion of campus, should span the campus from end to end, connecting the east end of campus to the west. Given the modest size of campus, special care has to be taken to create a consistent, high quality, vibrant and bold character for both the indoor and outdoor portions of the spine. The ultimate success of this critical zone will depend upon the spine’s design. Building materials, both for the architecture and the landscape, need to be consistent and compatible along the spine. A vocabulary of fixtures, lighting, signage, and landscape material – preferably compatible with those chosen for the Riverway realm – have to be established and used throughout the development of the campus spine. The spine should be an active, inviting environment; as the primary pedestrian route through campus, it should act as a bustling “main street” for Wheelock. Furthermore, the establishment of the spine as a place where members of the Wheelock community come together in formal and informal ways each day should

not be confined to this zone; rather, these characteristics should extend across the Wheelock campus.



Pilgrim Road Realm

For first time visitors arriving by automobile, the Pilgrim Road realm is effectively the front door of campus. Either a landscape or architectural landmark, such as the East Wing project, should be established along Pilgrim Road to define the automobile entrance to visitor parking. Trees along the Wheelock-side of Pilgrim Road provide a good foundation for improving the look and feel of this zone. Signage and pedestrian-level lighting will be an important addition to the campus character along the Pilgrim Road realm. New construction should treat Pilgrim Road as a secondary entrance point, taking care to present an attractive and inviting façade for those traveling through this zone. Improvements to the landscape and design of the roadway should be consistent on either side of the street, and throughout its length. All of the Colleges of the Fenway have an interest in an attractive Pilgrim Road, as it is an important component in the Colleges of the Fenway Walk.



Gateways and Landmarks

As described above, landmarks should be created at each end of the campus along the Riverway, such as the CCSR and the West Wing, and at one location along Pilgrim Road, such as the East Wing project. The Riverway landmarks will help to mark the extent of the campus along this important parkway and the Pilgrim Road landmark will celebrate and emphasize the vehicular entrance into campus. The Wheelock Family Theatre will continue to be a landmark and the long-term campus planning recommends modification of theatre accents to emphasize the facility's connection to the College.

In addition, new construction on campus will strengthen existing gateways. The first will be located between the library and the CCSR that will front the Riverway. Landscaping and other features will help establish this gateway as an attractive and inviting "front door" to the Wheelock campus accessible to all. Current plans do not include the pedestrian bridge that was referred to in the IMPNF/PNF. Another gateway may be incorporated into the southern end of campus over time. Thousands of vehicles and pedestrians notice the southern end of campus each day. The creation of a new gateway and landmark along this part of campus would alert passersby to the fact that they have arrived at the Wheelock campus: a wonderful place to be.

East Wing Impact Analysis

Introduction

This chapter describes and assesses the impact of the East Wing project, one of three proposed future projects, within this Institutional Master Plan (IMP). The East Wing project is proposed on the remaining portion of the existing parking lot not occupied by the CCSR. The project site consists of approximately 11,700 SF and is mostly paved or contains landscaped borders accessory to the parking lot. The project site is on the northern border of the campus, and would be located south of the College's Library and west of the abutting Riverway Square condominiums.

As a result of comments received subsequent to the filing of the Institutional Master Plan Notification Form (IMP/NF) and Project Notification Form (PNF) for the Campus Center and Student Residence (CCSR), the Scoping Determination issued by the Boston Redevelopment Authority requested that Wheelock College provide an analysis of the East Wing project including the following:

- Alternative IMP Strategies
- East Wing Siting and Massing Studies
- Alternative Loading Strategies

As a proposed future project within the IMP, the East Wing project and the alternatives described are presented here with general massing details. Further design details and any program refinements of the East Wing project will be submitted in a future Project Notification Form (PNF) when the College is ready to move forward with the East Wing project.

Alternative IMP Strategies

Planning efforts conducted by Wheelock College related to the East Wing project are interwoven with the proposed Campus Center and Student Residence (CCSR) project. In order to achieve Wheelock's future plans for growth as presented in this IMP within its campus boundaries, open undeveloped campus areas such as the campus green and the surface parking lot associated with the CCSR and the East Wing project are the most favorable building sites and the only unbuilt areas on the



campus. Both the CCSR and East Wing project are proposed as mixed-use buildings with student beds, multi-purpose student and administration spaces. The CCSR will contain the College's campus center including a 250-seat dining hall.

The Longwood Medical Area Interim Guidelines offer recommendations on building heights for projects within the LMA area. These guidelines propose restricted heights within 100 feet of the Riverway. Height recommendations contained within the LMA Guidelines provide for increased building height at the location of the East Wing project, as compared to the CCSR project site.

The IMPNF-PNF described the East Wing project as an approximately 55,000 SF mixed-use building consisting of 17,500 of residential space (70 new student beds), 23,000 SF of student life/ multi-purpose uses, and 15,000 SF of academic/ administrative space. The IMPNF-PNF did not describe a particular building massing or height for that project.

After obtaining the Scoping Determination from the BRA, Wheelock consulted with the BRA Urban Design Department to present the proposed CCSR building and site design. A series of East Wing project alternatives were developed simultaneously with the CCSR alternatives studied. As an example, when a shorter building alternative with fewer beds was developed for the CCSR, a larger East Wing project alternative including the beds lost in the CCSR was presented as well.

East Wing Siting and Massing Studies

Wheelock developed a series of East Wing project alternatives during consultation sessions with the BRA Urban Design staff and has presented these studies to the Wheelock College Task Force.

Issues related to project design common in all the studies conducted included proximity to the Riverway Condominiums property line, building height, and reasonable student residential space planning. During the public review process, the setback distance from the property line of the Riverway Condominiums was looked at carefully so as to increase light and air between the two buildings. The proposed building heights of the East Wing increase as the height of the CCSR building decreases. East Wing project floor plans require a minimum width of 55 feet to allow efficient double-loaded corridors for dormitories.

Alternative 1

This alternative consists of an eight-story building consisting of 55,800 SF. The building is set back 15 feet from the Riverway Condominiums/Wheelock College property line. The total building height of this alternative is 94 feet (see Figure 6.1).

Alternative 2

This alternative consists of a five-story building consisting of 39,000 SF. The building is set back 15 feet from the Riverway Condominiums/Wheelock College property line. The total building height of this alternative is 60 feet. (see Figure 6.2).

Alternative 3

This alternative consists of a seven-story building consisting of 55,200 SF. The building is set back 25½ feet from the Riverway Condominiums/Wheelock College property line. The total building height of this alternative is approximately 83 feet (see Figure 6.3).

Alternative 4

This alternative consists of a six-story building consisting of 54,300 SF. The building is set back 8½ feet from the Riverway Condominiums/Wheelock College property line. The total building height of this alternative is approximately 73 feet (see Figure 6.4).

Alternative 5

This alternative consists of a 10-story building consisting of 55,100 SF. The building is set back 25½ feet from the Riverway Condominiums/Wheelock College property line. The total building height of this alternative is approximately 115 feet (see Figure 6.5).

The East Wing siting and massing options described above for the East Wing building assist in better understanding the massing impacts of a variety of design options for the project. It is important to note that no PNF for the East Wing has been submitted, and a detailed design and impact study has not been prepared. Other options may be identified for designing the building in a way that minimizes impacts on the abutting property when the project is officially proposed at a later time. Also, given the location of this building site, it is not expected to have any impacts on the Riverway or the Emerald Necklace.

Preferred Alternative

Currently, the preferred alternative for the East Wing project is designed as a five- to seven-story mixed-use building providing the College with student residences, academic and administrative spaces. The differential heights reflect the need to make up for the balance of beds lost due to height restrictions on the CCSR building.

The College will make every effort when the final program for this building is established to come up with a design that minimizes impacts on the adjacent

Riverway Condominium Building. To that end, a setback from the shared Riverway Condominiums/Wheelock property line of 15 feet has been established for the footprint of the East Wing Building. The East Wing is programmed to contain approximately 55,000 GSF of which 17,500 SF in residential space is planned for 70 student beds, 23,000 SF is planned for student life and multi-purpose uses, and 15,000 SF is planned for academic and administrative uses (i.e., classrooms and seminar rooms).

The East Wing project is intended to supplement the number of beds over and above those in the CCSR that can be provided on unbuilt campus land. Wheelock is depending on the 70 beds proposed for this building to provide the capacity for its continuing increased enrollment and for academic space to meet the need for additional faculty offices and classrooms.

With the construction of the East Wing, the remaining 22 parking spaces in the existing surface parking lot would be removed. The East Wing will add a building edge to frame the proposed courtyard and campus landscaping that will be built along with the CCSR and will add the finishing touch to the inviting campus green.

Vehicular access to the East Wing would be off Pilgrim Road. Currently, the College does not expect to house any loading activities within the East Wing project. Similarly to the CCSR, the East Wing loading and servicing will be coordinated from Pilgrim Road.

Alternative Loading Strategies

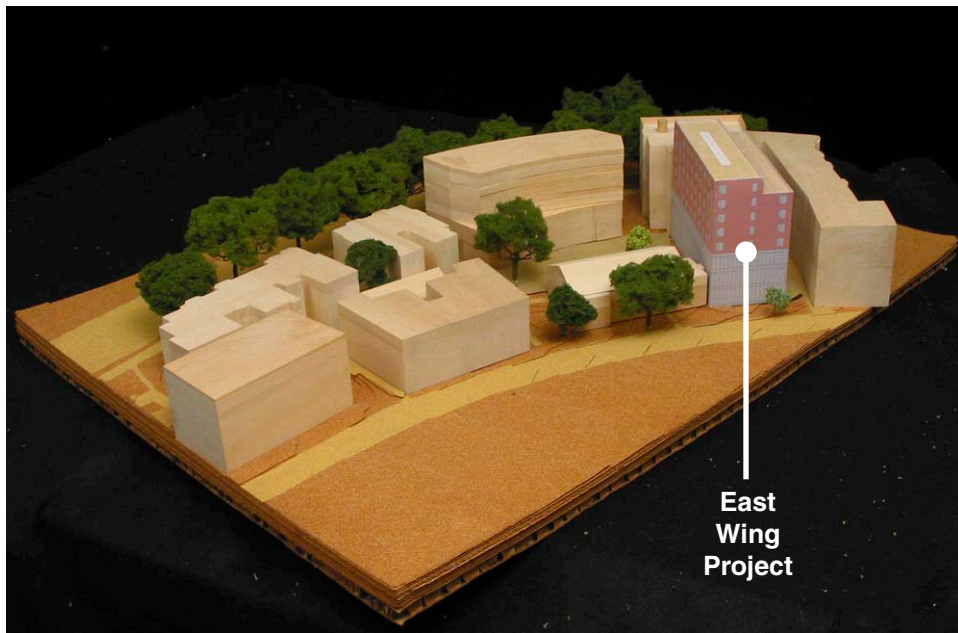
Since very few trucks are required to service Wheelock College each day and week, the College is looking at ways to serve its loading needs, other than the loading and campus distribution center described in the basement of the East Wing building as proposed in the IMPNF.

The main Wheelock College loading and service area today is located at 180 Riverway (accessed from 55 Pilgrim Road). This is where the trash bay/compactor is located and where loading and service activities occur. Trash is typically collected once a week on Wednesdays prior to 9:00 AM. The majority of loading and service activities occur throughout the day. Since there is no loading dock, deliveries are conducted using handcarts to deliver goods from the trucks parked along the street to the appropriate destination buildings. In some instances, loading and utility vehicles use parking spaces along the side of Pilgrim Road. Since Pilgrim Road ranges from 20–25 feet in width, these loading activities do not delay or block free-flowing traffic through the street.

On May 27, 2006, the loading and service activities were observed between the hours of 7:00 AM to 9:00 AM and 2:00 PM to 6:00 PM. Additional observations were conducted on January 31, 2007 from 9:00 AM to 2:00 PM in order to capture the

midday activity. Table 8-2 summarizes the loading activities observed during a typical day. All of the loading activities represent vehicles observed on Pilgrim Road.

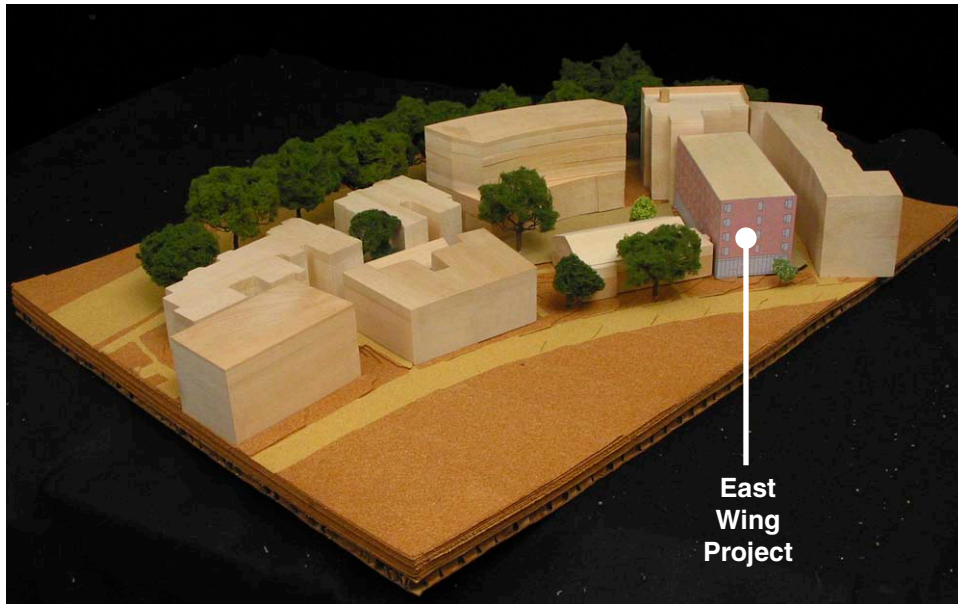
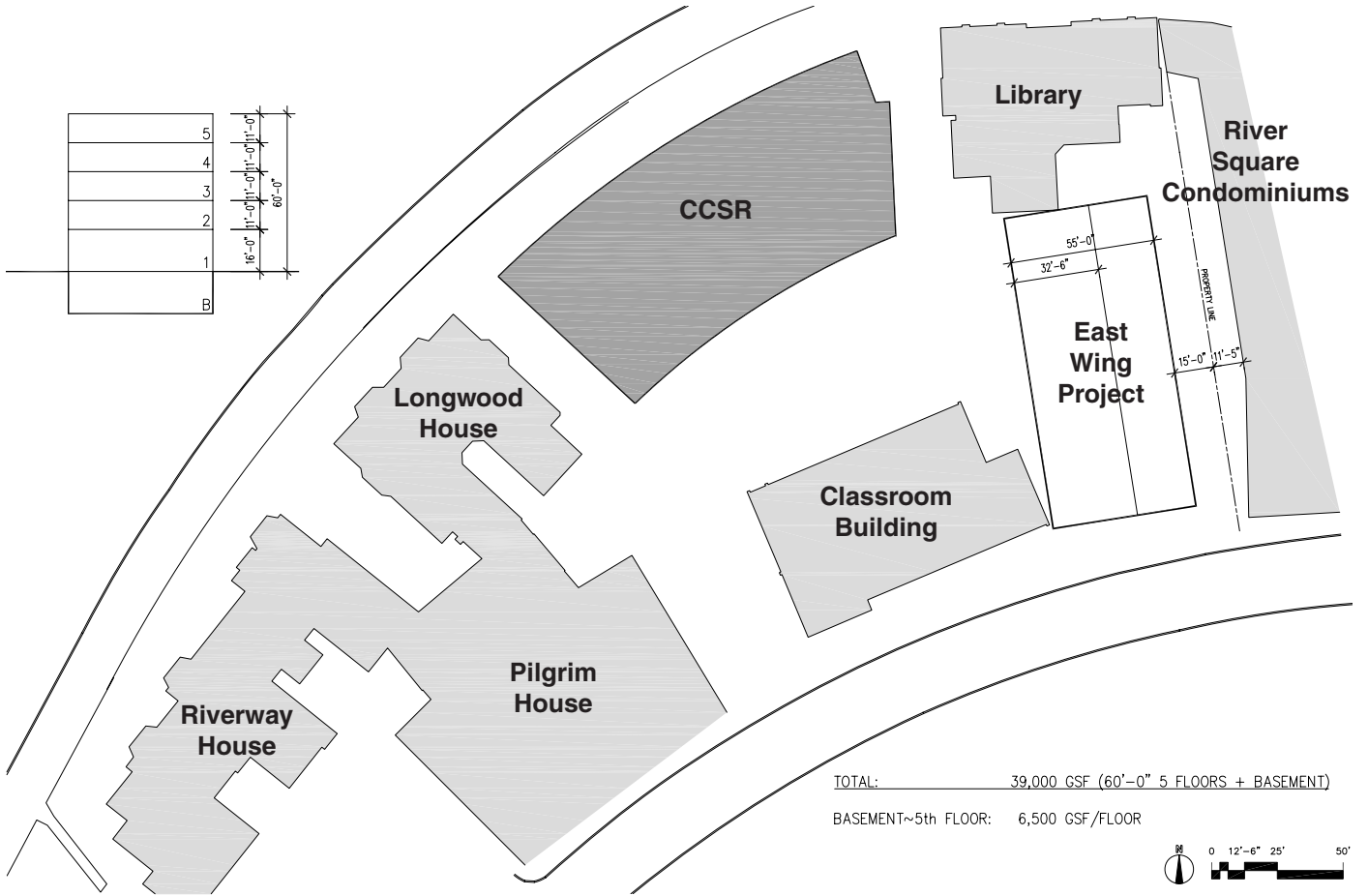
In the Wheelock College IMPNF/PNF, a designated off-street loading dock was proposed as part of the future East Wing project. After ongoing discussion with the neighboring condominium complex and the Task Force, it was felt there would be problematic air quality and noise impacts if a loading facility was implemented at this location. Detailed campus analysis to identify other means for accommodating loading resulted in no other acceptable and workable on-campus options. Because of the lack of unbuilt land on campus and the inability to establish a new curb cut along the Riverway, it was determined that an off-street loading dock could not fit on campus. For these reasons, a designated on-street loading zone is proposed along Pilgrim Road. This zone will require the removal of approximately three on-street parking spaces to handle the largest trucks that service Wheelock College. Wheelock's loading and service needs are not substantial under current conditions and these conditions are not expected to change much after completion of Wheelock's three IMP projects. Wheelock College will coordinate any changes to on-street parking regulations with the Boston Transportation Department.



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East Wing Analysis
Alternative 1

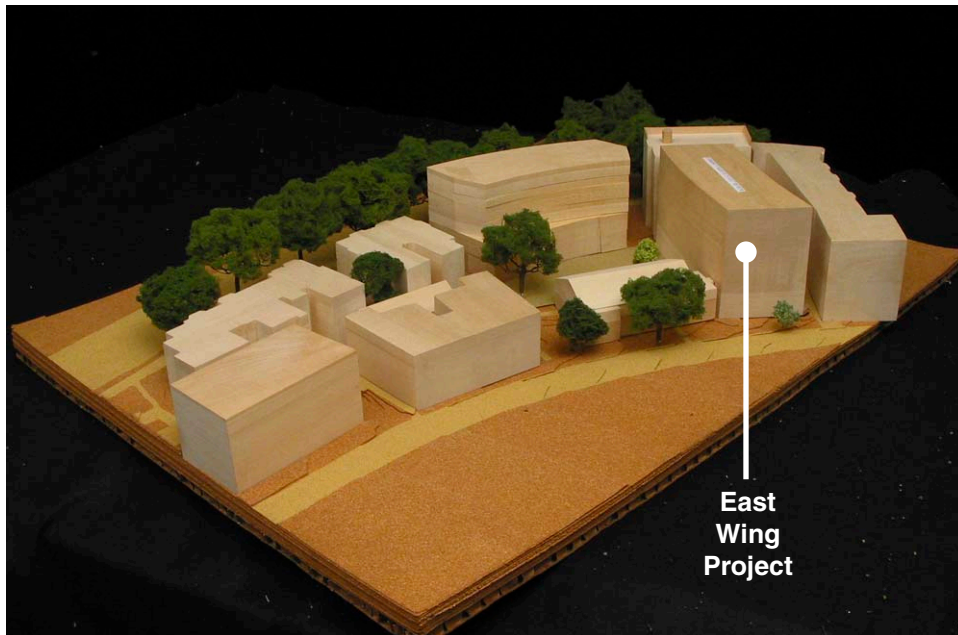
Figure 6.1



Vanasse Hangen Brustlin, Inc.

East Wing Analysis
Alternative 2

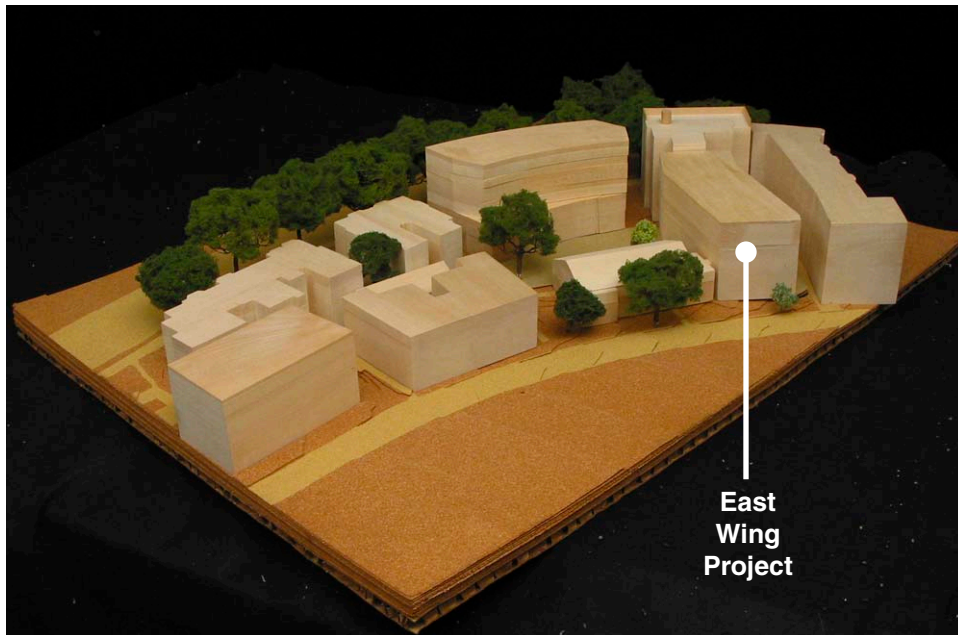
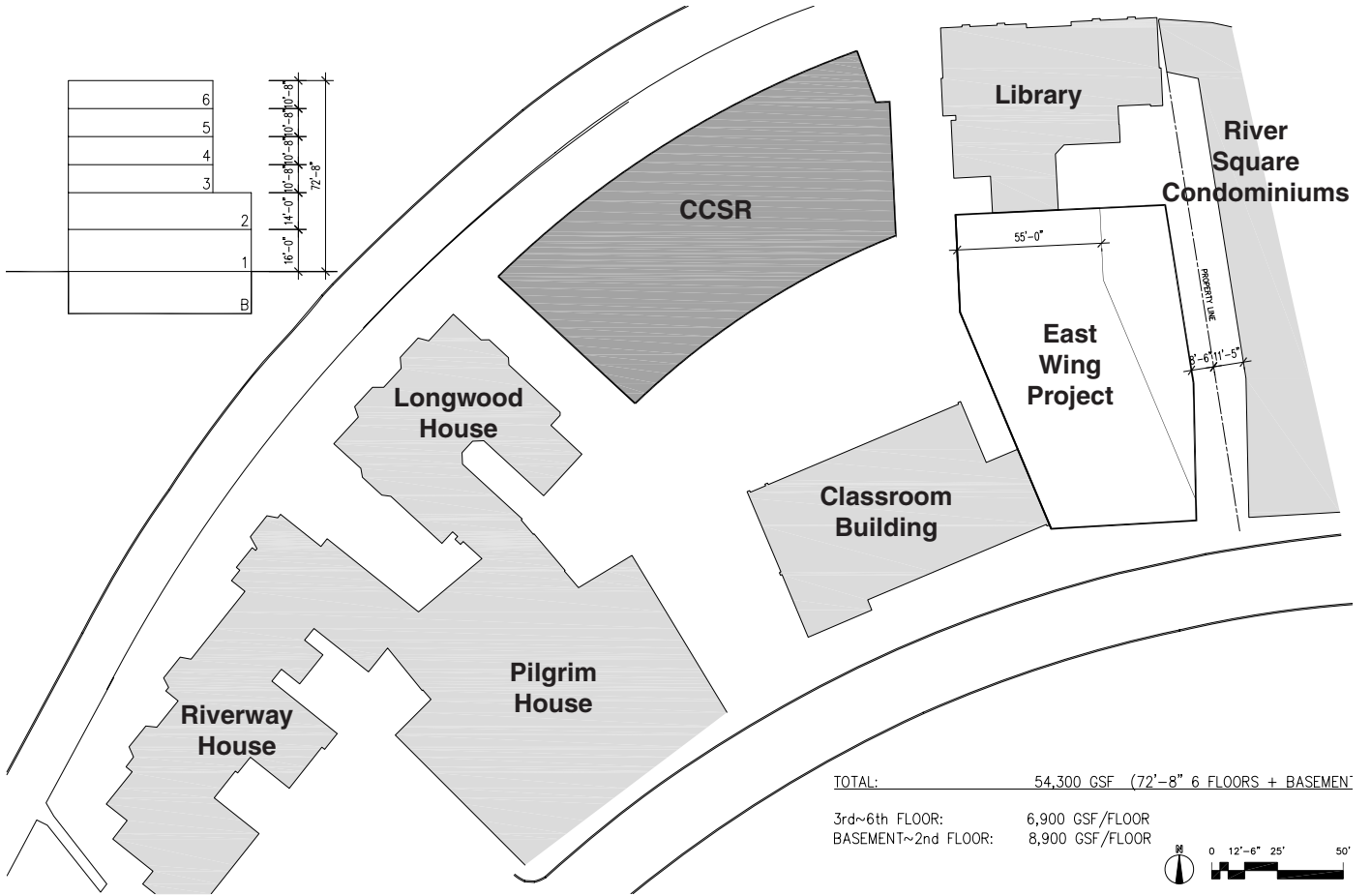
Figure 6.2



Vanasse Hangen Brustlin, Inc.

East Wing Analysis
Alternative 3

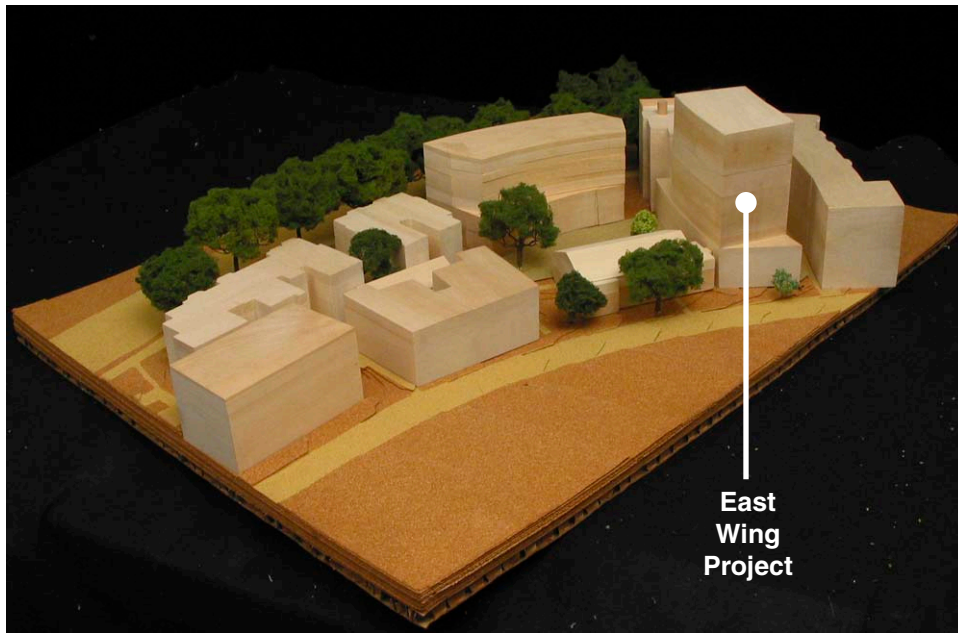
Figure 6.3



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East Wing Analysis
Alternative 4

Figure 6.4



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East Wing Analysis
Alternative 5

Figure 6.5

Student Housing Plan

Housing Goals

Increasing on-campus student housing is essential to Wheelock’s future growth and responds to a well-understood desire of the City of Boston and community to continue to provide housing for a large percentage of students in the City.

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

■

Housing Demand

The demand for additional on-campus housing continues to grow with increased enrollment, so creating housing on campus is a priority for Wheelock. Currently Wheelock houses about 500 of its 670 undergraduate students on-campus (75%).

With the CCSR Project, Wheelock seeks to add approximately 129 new beds to the campus housing inventory. When the East Wing and West Wing buildings are built, all three projects will provide approximately 300 net new beds, thus increasing its on-campus undergraduate housing inventory to 800 beds. Assuming the undergraduate student population increases to approximately 1,100 students in 10 years (the length of this IMP), the goal of 800 total beds will maintain about 70% on-campus undergraduate student beds.

Undergraduate and Graduate Student Housing

About 500 undergraduate students live on-campus and about 170 live off campus. Off-campus undergraduate residences are distributed throughout the metropolitan area; about 30% of these students (49) live in the City of Boston. It is impossible to determine how many of these students live at home with their families and how many live in apartments on their own. The distribution of these students throughout Boston is shown in Table 7-1:

**Table 7-1
Wheelock Undergraduate Students throughout Boston**

Boston Neighborhood	Number of Students
Allston	5
Back Bay	1
Brighton	8
Chestnut Hill	2
Dorchester	8
East Boston	1
Fenway	6
Hyde Park/Roslindale	3
Jamaica Plain	8
Mattapan	2
Roxbury	3
South End	2
Total	49

Graduate students represent a very different profile than undergraduates. Most of them – about 350 – are working and settled in the Greater Boston metropolitan area. They come to Wheelock for Masters Degrees and other post-graduate programs to enhance their professional capabilities. The majority of graduate classes are scheduled late in the day and on weekends to accommodate the complex lives of these students.

Operating costs at colleges everywhere have grown and most schools are following a course similar to that which Wheelock is proposing, namely, increasing enrollment and with it tuition revenue, to help meet these rising costs. The cost increments arise out of greater requirements imposed by health and safety regulations, health care and student services – such as counseling, fitness, etc. – fuel and building operations, and the higher expectation of today’s students for facilities and services.

Student Residence Locations

Wheelock's four undergraduate residence halls – Longwood House, Peabody Hall, Pilgrim House, and Riverway House – provide unique living environments due to differences in their size, types of rooms, designations as co-educational or single-sex halls, and their traditions. Each living environment is headed by professional Resident Directors and Resident Assistants who represent the general philosophies and policies of the Student Development Office.

Rooms are singles, doubles, and triples (single rooms are reserved for upper-class students) and each room in the residence halls is equipped with the following: twin bed, desk with a chair, dresser, blinds on the windows, overhead light, smoke detectors, closet space (limited), hook ups for telephone, voicemail, and cable TV, and computer network access.

Each residence hall is smoke-free and also has laundry facilities (located in Peabody Hall and Pilgrim House (for residents of Pilgrim House, Longwood House, and Riverway House), vending machines, television lounges with microwave ovens, computer rooms, and limited summer storage space.

Peabody Hall

Located on the Riverway, Peabody Hall is the largest residence hall on campus and houses approximately 250 undergraduate women in suite style living with bathrooms shared by suite mates. Peabody has five floors with elevator access. Peabody Hall is wheelchair accessible and the college dining hall is located leveling the basement of this building.

Pilgrim House

Located on Pilgrim Road, Pilgrim House houses approximately 75 undergraduate women, with community style bathrooms. This building also houses the laundry facilities for students living in Longwood, Riverway, and Pilgrim.

Riverway House

Located on the Riverway, Riverway House is a co-educational dorm of approximately 100 residents, with community style bathrooms.

Longwood House

Located on the Riverway, Longwood House is a co-educational dorm of approximately 65 residents with community style bathrooms. It is the smallest of all of the residence halls.

Student Housing Policies



Student Housing Resident Criteria

Housing is guaranteed to Freshman and Sophomores. There is no requirement that students accept this offer of housing. Further, there is no requirement that students live on campus; nonetheless, 75% of undergraduates choose to do so.



Student Housing Process

Development and implementation of the freshman, sophomore, transfer, upperclassmen, and graduate student room assignment and room selection processes are managed by the Student Development Office. Policies, procedures, processes, and timelines for students as they relate to housing applications and deposits are developed, updated, and communicated to residents annually. Publications outlining processes and procedures are sent to students and families each term and are posted on the College's website.

Impacts of the Institution's Student Housing Demand

Wheelock students and those from other area institutions who live off-campus have an impact on the Boston area rental housing market, including nearby neighborhoods of Mission Hill, Fenway and in a smaller part, Roxbury. Many students seek their least expensive housing choice. Without continued development of new on campus housing, students will continue to seek the most affordable housing options, preferably in neighborhoods closest to campus.

Consequently, as Wheelock and nearby colleges and universities meet their commitments to increase on-campus housing, we expect the demand for rental units in these communities to ease. Eventually, if a significant number of students move on campus, a larger supply of housing may become available for other residents. A possible side effect of a larger supply of rental housing is lower asking prices and better maintenance, as landlords will be forced to make their properties more attractive, financially attainable for families and aesthetically pleasing.

Transportation

Introduction

This chapter presents a summary of the existing transportation aspects of Wheelock College and develops a thorough description of the transportation infrastructure 10 years into the future. This summary is based on the comprehensive Transportation Access Plan that was developed in connection with the CCSR Draft Project Impact Report (DPIR). This chapter considers the transportation issues as delineated by Article 80B of the City of Boston Zoning Code and specifically addresses the Scoping Determination that was issued by the Boston Redevelopment Authority (BRA) on the Institutional Master Plan Notification Form/Project Notification Form dated October 10, 2006. In brief, this chapter:

- Summarizes existing conditions at the Wheelock College Boston campus;
- Summarizes the overall findings of the comprehensive Transportation Access Plan presented in the CCSR DPIR; and
- Articulates transportation mitigation and improvements that have been committed to by Wheelock through the term of this IMP.



Summary of Findings

The primary finding of this transportation analysis is that the transportation improvement and mitigation plan proposed by Wheelock College will provide its students and staff with better transportation amenities. There will be a small loss of on-campus parking (32 spaces) with completion of the IMP projects. However, additional Transportation Demand Management (TDM) measures will be implemented to encourage public transportation and other means of alternative transportation to and from the campus. Wheelock College's commitments in the form of policies and management actions will continue to establish and maintain a proactive TDM program. In addition, Wheelock College plans to implement a market-rate parking program and investigate leasing off-campus parking spaces to accommodate the employee parking demand.

In addition to TDM programs already instituted on the campus previously, other TDM measures that will be implemented at Wheelock College, include:

- Increase monthly employee parking rates on-campus to discourage parking on-campus and to make the parking rates competitive with other local garages.
- Investigate leasing off-site parking to manage employee parking demands, particularly during construction of the CCSR.
- Provide new bicycle racks at the CCSR (approximately 25 spaces) to encourage bicycling as an alternative form of transportation.
- Enhance pedestrian routes by constructing a walkway through the center of campus running from east and west.
- Provide staff and faculty with transportation information packages that include public transportation maps and schedules and information about MASCO shuttle services.
- Continue to provide a 75% public transportation subsidy for employees.

Existing Transportation Conditions

This section provides a summary of existing transportation conditions at the Wheelock College campus.



Parking at Wheelock College

Wheelock College currently controls approximately 96 off-street parking spaces on the main campus in Boston and 42 off-street parking spaces on the Brookline campus (138 total off-street parking spaces).

All three main campus facilities in Boston, (25 Pilgrim Road Surface Lot, 180 Riverway, Below-grade Lot, and 85 Pilgrim Road Surface Lot) are accessed via Pilgrim Road as illustrated in Figure 8.1. Wheelock College parking permits are required at all parking facility locations with the exception of the 85 Pilgrim Road lot, which is reserved for visitors that have made prior arrangements to park on campus through the Admissions Office. Of the 96 parking spaces on the main campus, four spaces are accessible spaces reserved for vehicles with “HP” plates only. Table 8-1 provides a summary of the Wheelock College off-street parking facilities.

Table 8-1
Existing Wheelock College Off-Street Parking Space Inventory
(January 2007)

Parking Facility	Current Number of Parking Spaces		
	Total	Employee/Student	Visitor
Boston Main Campus			
25 Pilgrim Road (Surface Lot)	57	57	0
180 Riverway (Below-grade Lot)	35	35	0
85 Pilgrim Road (Surface Lot)	4	0	4
Boston Total	96	92	4
Brookline Campus			
43 Hawes Street	37	34	3
Colchester Street	5	5	0
Brookline Total	42	39	3
Grand Total Parking Spaces	138	131	7

Source: Wheelock College, Parking and Security.

Employee Parking

Employees may purchase permits through the school which are priced at \$300.00 per year for full-time faculty, and \$150.00 per year for part-time faculty members. Currently, 130 parking permits are issued for full-time staff and an additional 35 permits for part-time staff. A parking permit does not guarantee a parking space on campus.

Student Parking

Undergraduate student permits are only available to students who participate in the work program and whose place of work is not accessible by public transportations. With a valid student pass, students are permitted to park in the off-street parking facilities only from 5:00 PM until 7:00 AM and on weekends.

Graduate student permits allow students to park on-campus from 3:30 PM to 11:00 PM Monday through Friday and 8:00 AM to 11:00 PM on Saturday and Sunday.

Currently, 126 student permits (graduate and undergraduate) have been issued for on-campus parking, representing a little over 10% of the total student population. A student parking permit is \$75.00 per year.

Exceptions to the above policy include specifically-identified move-in/move-out days when families are allowed to park on-campus at no charge.



Loading and Service Activities

The main Wheelock College loading and service area is located at 180 Riverway (accessed from 55 Pilgrim Road). This is where the trash bay/compactor is located and where loading and service activities occur. Trash is typically collected once a week on Wednesdays prior to 9:00 AM. The majority of loading and service activities occur throughout the day. Since there is no loading dock, deliveries are conducted using handcarts to deliver goods from the trucks parked along the street to the appropriate destination buildings. In some instances, loading and utility vehicles take up parking spaces along the side of Pilgrim Road. Since Pilgrim Road ranges from 20–25 feet in width and is a generally less-traveled street, these loading activities do not delay or block free-flowing traffic through the street.

On May 27, 2006, loading and service activities were observed between the hours of 7:00 AM to 9:00 AM and 2:00 PM to 6:00 PM. Additional observations were conducted on January 31, 2007 from 9:00 AM to 2:00 PM in order to capture the midday activity. Table 8-2 summarizes the loading activities observed during a typical day. All of the loading activities represent vehicles observed on Pilgrim Road.

**Table 8-2
Existing Loading and Service Observations**

Time of Arrival	Location	Vendor	Time of Departure
7:00 AM	Across from 85 Pilgrim Road on sidewalk	Poland Spring	7:30 AM
8:40 AM	Across from 55 Pilgrim Road on-street	Frito Lay	8:58 AM
8:51 AM	85 Pilgrim Road Lot	Clean E-vent Services	8:58 AM
9:20 AM	Short Street	Federal Express	9:31 AM
9:42 AM	Pilgrim Road	Iggy's Bread	9:44 AM
9:45 AM	Pilgrim Road	UPS	9:47 AM
10:49 AM	Pilgrim Road	SYSCO	11:09 AM
11:06 AM	Pilgrim Road	Federal Express	11:12 AM
11:11 AM	Pilgrim Road	Federal Express	11:14 AM
11:59 AM	Pilgrim Road	Ben & Jerry's	12:11 AM
12:40 PM	Pilgrim Road	Federal Express	12:44 AM
1:01 PM	Pilgrim Road	UPS Mail	1:03 AM
1:02 PM	Off-Street	Stanley	1:22 AM
1:24 PM	Pilgrim Road	UPS	1:40 AM
1:50 PM	Across from 55 Pilgrim Road on curb	Federal Express	2:06 PM
4:26 PM	55 Pilgrim Road on street	USPS	4:29 PM

Source: Field observations at Wheelock College May 27, 2006. Supplemental observations were conducted January 31, 2007.

The observation of loading and service at Wheelock indicates that the servicing needs of the campus are generally quite low.



Wheelock Family Theatre

The Wheelock Family Theatre (WFT) is an award-winning theatre that has been located on the campus of Wheelock College since 1981. The WFT is a non-profit entity providing multicultural productions that provide a shared experience for the whole family. The WFT play selection, casting policy, affordable ticket prices, education programs, and access provisions for people with disabilities reflect an unwavering commitment to inclusive, community-based theatre.

The WFT has a main entrance on the Riverway. The theatre provides 650 seats. During an event, groups arriving by buses are dropped-off and picked-up on the Riverway adjacent to the theatre. Approximately 10-12 buses stage on the Riverway during an event.

Patrons arriving by personal automobile are strongly urged to park at the nearby MASCO garage at 375 Longwood Avenue. Parking during evening and weekend events is \$5.00. However, since the theatre mainly serves the surrounding community, most patrons arrive by foot or by public transportation.



Student Moving Operations

Wheelock College currently schedules students moving-in and out to stagger activity and reduce the impact to the neighborhood. With the help of the Massachusetts State Police, the far right lane of the Riverway is closed for travel and coned-off for vehicle load-out. Students and their families are expect to unload their vehicles onto the sidewalk and then move their vehicle to a surface lot or underground garages to free up curb space. During move-in and move-out families are allowed to park on campus at no charge.

First year students move in on the first Saturday of September. Move-in begins at 8:00 AM and continues until 12 noon. Students receive their keys and IDs in their residence halls. The same procedure is followed the next day for returning upper-class students.

Approximately 500 students live on the main campus. On Saturday, the first-year fall move-in day, approximately 150 students will move in. Another 150 upper-class students will return on Sunday and approximately another 100 on Monday. The remainder has typically moved in early for athletic training or for leadership roles.

For spring move-out, few students stay until the residence halls close. Students will leave after their classes end at the rate of approximately 35-50 per day beginning the week prior to the official close of the buildings. As previously mentioned, families may park in the Wheelock parking lots during this time.



Pedestrian Circulation

Pedestrian circulation on campus was described in Chapter 5. In addition, Wheelock's campus provides a pleasant, well-maintained background for pedestrians along the Riverway. Wheelock looks forward to working with its neighbors, the Emerald Necklace Conservancy, the Department of Conservation and Recreation (DCR), and the City, to arrive at a safer and more efficient system of crossings and other improvements for pedestrians along the Riverway.

Transportation Demand Management

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

- **Employee Transportation Advisor.** Wheelock College has a dedicated commuter services advisor who provides employees with commuter services and works with MASCO's CommuteWorks TMA to improve existing TDM measures and devise and implement new programs.
- **Employee transit pass subsidy.** Wheelock College employees regularly purchase monthly T-passes and choose public transportation as their primary mode to work. Wheelock College offers a transit pass subsidy of 75% of the total cost of monthly transit passes for its faculty.
- **Student transit pass subsidy.** An 11% transit discount is offered to students. Approximately 126 students participate in this program.
- **Ridematching services to employees** through MASCO's CommuteWorks Transportation Management Association. Wheelock College faculty members and students regularly carpool to work based on parking permits and carpool space usage. Wheelock staff and faculty receive 75% subsidy for vanpools and assist and match prospective ride-sharers.
- **Bicycling incentives and amenities.** Provision of centrally located bicycle racks on the Wheelock College campus.
- **Guaranteed Ride Home Program.** Wheelock College provides a guaranteed ride home program through CommuteWorks. Taxi service or car rental vouchers for emergency trips home may be obtained up to five times per year for employees commuting on public transit.
- **Information dissemination.** Dissemination of a regular Commuter Bulletin to faculty members (through CommuteWorks) and bus schedule/transit schedule posting.
- **Active CommuteWorks member.** Participation in and support of MASCO's extensive transportation mitigation efforts whose focus is to encourage commuting to work via transit and other ridesharing programs.

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

IMP Overview

Wheelock's 10-year IMP includes the proposed construction of the following projects:

- **Campus Center and Student Residence (CCSR)** is programmed as a six-story mixed-use campus building, with the upper story containing duplex residential units. The CCSR will consist of approximately 129 student beds, 16,400 SF of dining space, and a 10,200 SF campus center. Construction of the CCSR will also include the elimination of 35 surface parking spaces at the 25 Pilgrim Road Surface Lot.
- The **East Wing** will provide additional dormitory (70 beds) and academic/classroom space (15,000 SF). With construction of the East Wing, the remaining 22 existing parking spaces located at the 25 Pilgrim Road Surface Lot will be eliminated.
- The **West Wing** will include approximately 180 additional student beds and 9,000 SF of administrative/office space. This project will be built on the site of the existing Riverway House, which will be demolished, thus replacing 100 existing beds. If feasible, the West Wing will include the construction of about 25 below-grade parking spaces that will be accessed via Pilgrim Road.

Table 8-3 provides a summary table of proposed IMP projects, their intended use, and size. These projects were also shown in detail in Chapter 4. When all projects contemplated within the term of the IMP are completed, it is expected that the Wheelock College parking supply will decrease by 32 parking spaces.

**Table 8-3
Proposed IMP Projects**

	Program	
CCSR (65,000 SF)		
Dormitory	129	new beds
Dining	250	seats
Campus Center	10,200	SF
East Wing (55,000 SF)		
Dormitory	70	new beds
Student Life / Multi-purpose	23,000	SF
Academic / Classroom	15,000	SF
West Wing (75,000 SF)		
Dormitory	180	new beds
Office	9,000	SF
Student Life	16,000	SF
Less Riverway House (-37,000 SF)	(-100)	beds

Source: Wheelock College, Facilities and Planning.

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

- Pedestrian paths will be enhanced with the construction of the CCSR and new open space.
- Approximately 25 parking spaces are expected to be constructed below-grade in the proposed West Wing project if feasible given physical and financial considerations. These proposed spaces will be accessed via Pilgrim Road.



Parking

Wheelock College proposes the elimination of 35 of the 57 existing parking spaces located at 25 Pilgrim Road Surface Lot with the construction of the CCSR. Removing these spaces is necessary for the construction of the courtyard. With construction of the East Wing, the remaining 22 existing parking spaces located at the 25 Pilgrim Road Surface Lot will be eliminated. Approximately 25 parking spaces are expected to be replaced by the proposed parking garage beneath the West Wing. When all projects contemplated within this IMP are completed, it is expected that the Wheelock College parking supply will decrease by 32 parking spaces.

As currently contemplated within this IMP, Wheelock College proposes the development of approximately 158,000 SF of net new development with the

elimination of 32 net parking spaces as shown in Table 8-4. Upon completion of Wheelock’s planned IMP projects, its overall campus parking ratio is expected to decrease from 0.31 to 0.14.

**Table 8-4
Wheelock College Parking Ratios**

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

Source: Wheelock College Facilities and Management, and Parking and Security.
* Excluding Brookline Campus

During the term of the IMP, it is expected that the student body will grow by approximately 430 students while the staffing will remain generally constant since Wheelock currently has a very low student to teacher ratio. Students are not allowed to park on the campus today, with the exception of an off-peak student permit, and this will continue to be enforced in the future.

Wheelock College intends to increase the costs of parking on-campus to market-rate. This change will likely reduce the current parking demand on-campus. In addition, Wheelock College plans to investigate leasing off-site parking spaces in nearby facilities for employees.



Loading

In the Wheelock College IMPNF/PNF, a designated off-street loading dock was proposed as part of the future East Wing project. After ongoing discussion with the neighboring condominium complex and the Task Force, it was felt there would be problematic air quality and noise impacts if a loading facility was implemented at this location. Detailed campus analysis to identify other means for accommodating loading resulted in no other acceptable and workable on-campus options. Because of the lack of unbuilt land on campus and the inability to establish a new curb cut along the Riverway, it was determined that an off-street loading dock could not fit on campus. For these reasons, a designated on-street loading zone is proposed along Pilgrim Road. This zone will require the removal of approximately three on-street parking spaces to handle the largest trucks that service Wheelock College. Wheelock’s loading and service needs are not substantial under current conditions and these conditions are not expected to change much after completion of Wheelock’s three IMP projects. Wheelock College will coordinate any changes to on-street parking regulations with the Boston Transportation Department.



Shared Parking

Wheelock is looking into shared parking opportunities to determine whether shared parking is a viable prospect; it will be addressed in forthcoming discussions with the neighboring community and City.

Mitigation

Additional TDM measures that will be implemented at Wheelock College, on top of the existing measures discussed previously include:

- Increased monthly employee parking rates on-campus to discourage employee auto-use and parking on-campus and to make the parking rates competitive with other local garages over time.
- Investigate the leasing of off-street parking spaces in nearby garages to manage employee parking demand and reduce the potential impact on the on-street parking supply.
- Provide approximately 25 new bicycle spaces at the CCSR to encourage bicycling as an alternative form of transportation.
- Provide landscape amenities along the Riverway to enhance the campus' public spaces to encourage walking.
- Pedestrian paths will be enhanced and subsequently on-campus circulation will be enhanced with the construction of the CCSR and new open space.
- Provide new staff and faculty with transportation information packages that include public transportation maps and schedules and information about MASCO shuttle services.
- Prepare and submit detailed Construction Management Plans (CMP) for the projects that will address minimizing construction impacts.
- Continue to provide a 75% MBTA T-pass subsidy for employees.
- Continue to participate in MASCO's CommuteWorks program, which encourages commuting to work via transit and other ridesharing programs.

<u>Location</u>	<u>Total Spaces</u>
① 25 Pilgrim Road (Surface Lot)	57
② 180 Riverway (Below-Grade Garage)	35
③ 85 Pilgrim Road (Surface Lot)	4
<hr/>	
Total Wheelock Off-Street Parking Spaces	96

■ Off-Street Parking Lot
🚚 Loading/Service Area



Vanasse Hangen Brustlin, Inc.

Figure 8.1
Off-Street Parking and
Loading Facilities

Environmental Sustainability

Introduction

Wheelock College shares the City of Boston’s strong commitment to the principles of sustainable development and aims to incorporate a wide variety of sustainable initiatives in all its projects as appropriate. Wheelock will work with the BRA, the City of Boston Environment Department, and others to set environmental sustainability goals in the design of the proposed future projects through the Large Project Review process. The following paragraph is a comprehensive review of Wheelock’s existing sustainable practices both campus-wide and building-specific.

The College Facilities Department has responsibility for bringing ideas and pursuing recommendations for sustainability measures at Wheelock. They are actively involved in investigating and implementing environmentally responsible initiatives. Over the past year, the department has researched and is considering implementing sustainable technologies or practices, such as increased waste recycling, the guidelines of Leadership in Energy and Environmental Design (“LEED®”) building systems and other elements discussed in this chapter.

Existing Sustainability Measures

Wheelock College values sustainability and environmental stewardship. The Facilities Department at Wheelock College takes into consideration the economic costs and benefits as well as the environmental costs and benefits associated with any sustainable strategy before deciding to go forward. At the present time the college’s focus in terms of sustainability is on its recycling program which continues to grow and expand.

■

Campus-Wide Recycling

Wheelock College employs an active recycling program throughout its campus. The College has a system wide recycling program. This program helps to cut back on the amount of waste from Wheelock but it also reduces energy use for the region. The core concept of recycling is energy conservation via reuse of materials. The energy

used to produce new raw materials greatly surpasses that to recycle a material. Wheelock's growing recycling program results in not only less pollution throughout the region, but also a more sustainable campus. The recycling program at Wheelock has three objectives:

- Preserve the environment.
- Reduce the cost of waste disposal.
- Keep the design of the program simple and convenient to maintain campus-wide commitment.

The recycling efforts at Wheelock have grown immensely since its inception the early 1990's. Last year Wheelock recycled 4.65 tons of paper, which translates to the following environmental savings: 17 trees, 60 lbs. of air pollutants, 380 gallons of water, and 10,401 kwh of energy. Last year, Wheelock also recycled glass, metal, and plastic that totaled 2,000 lbs. (about 240 lbs. short of 1 ton).

The Facilities Department works closely with other College departments to ensure proper disposal procedures and compliance with all governmental regulations. The program has strong relations with student groups in an attempt to keep all of the campus community involved. The combined efforts of students, faculty and staff have produced a program that will continue to expand as new buildings are constructed at Wheelock.

Potential Future Sustainability Programs and Plans

In addition to the above-mentioned strategies already in place, the College is involved with sustainability initiatives such as meeting LEED® standards and sustainable campus outreach to create a more sustainable campus.

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LEED® Strategies

Wheelock College is committed to building its proposed future projects as LEED® certifiable buildings, the first "green" buildings on its campus. The early design phases of the first IMP project, the Campus Center and Student Residence project (CCSR), observe requirements for LEED® certification and the points needed to achieve a LEED® certifiable project.

The College plans to measure its success in tangible terms, and through the framework of the LEED® rating system, using indicators such as reduced energy consumption, improved stormwater management, reduction in water usage, improved indoor air quality, and use of sustainable materials where possible, to evaluate performance.

Sustainable Campus Education

The College plans on educating its students on the environmental and sustainable benefits of such “green” buildings. Wheelock College prides itself on preparing young adults to teach the next generation in all areas of child development. The College is committed to increasing the visibility of daily sustainability measures its students may undertake and pass along to their students. The College anticipates incorporating sustainability measures into an educational component/curriculum to foster a shared sustainable vision for its campus by faculty, students and staff.

Green Building

Wheelock College is committed to implementing green building technology in its proposed projects, in recognition of the newly adopted provisions of the Boston Zoning Code. The sustainable energy use aspects of proposed new buildings will include optimizing the thermal performance of the building envelope, providing efficient electric lighting systems and controls, maximizing mechanical system performance and use of efficient equipment and appliances that meet EPA Energy Star criteria. Sustainable design will be evaluated at all stages of building development, including plans to recycle or reuse construction and demolition waste. Further, the building designs will provide and maintain indoor air quality that complies with ASHRAE / OSHA regulations. Building occupants will have operational control of windows, lighting and HVAC systems whenever possible.

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

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

Energy Use

The College will consider enhanced commissioning of the building’s energy systems, which entails verification that the building’s energy related systems are installed,

calibrated and perform according to the project requirements, basis of design, and construction documents.

The College will assess and measure the performance of existing buildings and design iterations of proposed buildings to influence and identify opportunities for lowering energy usage. The College uses Light Emitting Diode (“LED”) technology in all exit signs, which reduces energy consumption and carbon dioxide emissions by nearly 90%. Furthermore, all kitchen appliances in residential halls are rated “Energy Star.” The intent is to achieve increasing levels of performance above the baseline ASHRAE/IESNA 90.1 standard to reduce environmental and economic impact of excessive energy usage.

Effective use of natural light will also reduce the energy load for a building. Additional load reduction measures may include incorporating compact fluorescent lamps/ballasts in lieu of incandescent lamps in every possible instance, and specifying the high efficiency fluorescent lamp/ballast combination for all fixtures of that type. The College’s standard lamp is low-mercury and energy-efficient for reduced energy consumption.

The College will strive to eliminate the use of all CFC-based refrigerants for the proposed future projects. The College will install equipment that does not contain HCFCs, Halons or CFC-based refrigerants. CFC-based refrigerants for HVAC systems are not used on the Campus.

Building automation systems in new projects shall provide for ongoing accounting of building energy consumption.

Water Use

Water conservation is of importance to Wheelock College, and reducing the amount of potable water usage for the proposed future projects is a foremost goal. The College is investigating a number of water conservation measures such as utilizing low-flow fixtures and identifying feasible opportunities for water harvesting and reuse for future building projects. The College currently utilizes in some areas hands free fixtures to conserve water usage. As spaces are renovated, these measures will continue to be implemented. The design intent is to maximize water efficiency within the building to reduce the burden on the municipal water supply and waste water system. The use of energy efficient fixtures will reduce the domestic water demand.

Stormwater Retention / Treatment / Reuse and Groundwater Recharge

Wheelock College is committed to limiting the disruption of natural water flows by minimizing stormwater runoff to ensure that there is no net increase in the rate and quantity of stormwater runoff.

Proposed future projects within this IMP will likely not generate an increase in the peak rate or volume of stormwater runoff because the existing sites consist primarily of a large parking lot (CCSR and East Wing project) or existing building (West Wing project). However, planned improvements will mitigate the peak rates and volume of stormwater runoff to below the present levels.

The CCSR and East Wing projects will replace the existing parking lot with building roofs. Stormwater runoff from building roofs is of a higher quality than run-off from parking lots. There will be no paved open parking areas that will contribute unwanted sediments or pollutants into the existing storm drain system. Therefore, water quality will also be significantly improved.

Further reduction of stormwater runoff in future structures can be achieved through the use of green roofs. The design of the CCSR project may include landscape materials on a portion of the roof surface, and green roofs for future projects are still under consideration. Not only do green roofs provide a natural filter for rainwater and aesthetic benefits, but they also provide a bastion for biodiversity within urban environments.

Solid Waste

Wheelock College has a goal of reducing the level of solid waste generated by our community, both in the construction and operation of buildings. Below are highlights of a few programs that aim to accomplish this goal; these were also discussed in more detail above under Campus-Wide Initiatives.

The College currently has a recycling program, which provides the space and containers campus-wide for the recycling of glass, paper and plastic at academic, administrative and residential facilities as well as the dining hall. The College will provide residents of all new projects with facilities for recycling as well as literature educating residents about the College's recycling program.

The College will consider favoring building materials and purchases of supplies that are nontoxic, made from recycled materials, and made with low embodied energy for all new projects. Recyclable and recycled materials may be incorporated into the design and construction of proposed future projects as much as possible within the design scheme. It will be necessary to verify that recycled materials will be

technically acceptable and comparable in quality and cost to the non-recyclable equivalent.

Landscape and Natural Features

As its new buildings are constructed, the associated open spaces will be designed to enhance biodiversity with the choice of plant materials as well as mitigate other environmental conditions. Sustainability will be a primary consideration in the design and operation of campus open space.

Performance Standards and Indicators

Wheelock College will continue to evaluate and study our existing programs as well as implement new initiatives and technologies to maintain and promote a sustainable campus.

Community Benefits Plan

Introduction

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

Wheelock College contributes greatly to our host communities of Boston and Brookline through notable programs and events. Many students, staff and faculty are active volunteers, contributing their time to a wide range of activities including education and literacy programs, youth sports, neighborhood development initiatives and the arts.

Every student (graduate and undergraduate) must fulfill community-based fieldwork to graduate. Wheelock students contribute an estimated 100,000 hours of civic service work every academic year. More than 60% of Wheelock students put in between 75-300 hours of service learning work each year. Of the 270 organizations where Wheelock places its students, 50% are in the City of Boston.

Economic Development Goals

The City of Boston views its academic institutions as tremendous assets and as valuable partners in economic development. Wheelock's ongoing evolution will provide additional opportunities for cooperation with the City on key economic development goals. Wheelock expects to continue working with the City in the future to find ways that Wheelock's positive economic impacts can be increased, and support the City's key economic goals.

School Projects

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



Boston Higher Education Partnership

Boston Higher Education Partnership (BHEP) is a learning community that creates a culture of reflection and mutual learning and new avenues for collaboration for its members. It is the oldest partnership of its kind in the country designed to match the strength of area institutions of higher education with the needs of public school teachers and children. Many colleges and university members have their own in-depth partnerships with individual public schools in Boston. Wheelock currently has 41 partnerships with local public schools.



Beacon Academy

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



Fenway High School

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



Wheelock College Teacher Bound Project

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



The Boston High School Reform Initiative

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



Wheelock College/Mason Pilot School Partnership

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



Orchard Gardens Pilot School Partnership

Wheelock College and Orchard Gardens K-8 Pilot School developed a partnership in the fall of 2003 to advance student achievement, provide opportunities for professional development of in-service teachers, and prepare the next generation of teachers, particularly in the area of literacy. A corpus of tutors who are graduate students in Wheelock College’s Masters programs preparing to become reading specialists work with fourth and fifth grade Orchard Garden students over the course of the year in an after school literacy tutorial program. The tutees are jointly identified by Orchard Gardens School and the Director of the Wheelock College Literacy Laboratory. An experienced Wheelock College faculty member teaches the Wheelock Literacy Laboratory students and the participating mentors and classroom teachers with the goal of increasing teachers’ understandings of literacy development as measured by expanded practices in the classroom.

Additionally, the Wheelock students support improvement of first graders' reading and writing proficiency, as measured by the Clary Observation Survey; teachers from Orchard Gardens mentor the masters students as the masters students create workshops on various aspects of children's literacy that are presented to parents and school support staff. A goal of this partnership is to develop a school-wide understanding of, and commitment to, a research-based, balanced literacy program, as demonstrated by the participation of all members of the community in on-going conversations about balanced literacy and as reflected in the school curriculum.

Community Services

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



Jumpstart

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

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



Policy Interns

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



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

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

Cambridge Community Partnerships for Children (CCPC) and Wheelock College are currently piloting “Making Room in the Circle” as well as the training-of-trainers component of the course. Wheelock faculty are reviewing the course with the intention to offer it as a for-credit course for Wheelock students and community professionals. “Making Room in the Circle” is the first course of its kind in the United States, originating in San Francisco and being replicated here in Massachusetts.



TEACHBoston

TEACHBoston is a program of the Boston Public Schools’ “School to Career Initiative.” Wheelock College has collaborated with this group since 2002. Each

summer the TEACHBoston/Wheelock Summer Academy hosts approximately 15 students and serves approximately 60 to 100 Boston elementary school summer students. Its mission is to inspire and prepare young people to pursue a career in the field of education by partnering Boston Public School students with adults who are highly skilled and passionate about their roles as educators and eager to share their knowledge and experience. A founding goal of the program is to increase the number of Boston Public School graduates who return to the school system as educators with the skills and passion to inspire and prepare their own students for future success. These programs are designed for high school students who are interested in becoming teachers and will provide a unique opportunity for students to explore what it means to be an educator.



Puerto Rican Décima

A daylong celebration called Décima was sponsored by Wheelock and the Berklee College of Music on May 2, 2006. This was done in collaboration with the Puerto Rican Cuatro Project and El Jolgorio de Massachusetts Inc., a nonprofit organization dedicated to fostering leadership, civic engagement, and educational attainment among Latino youth. For Wheelock, sponsoring the Décima provided a good opportunity to work together to create stronger ties with the Boston's Puerto Rican community, bring Latin culture onto Wheelock's campus, and open Wheelock's doors, free to the public, so that many could enjoy and learn about an important part of Puerto Rico's heritage.



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

In collaboration with the Multilingual Action Council to present a cross-cultural forum with individuals and representatives from Boston community organizations, Voices for Change in Different Languages units organizations such as New Bostonians, Massachusetts Immigrant and Refugee Advocacy Coalition, Mass INC, and Centro Presente to discuss current political and social issues facing immigrant children and families in Massachusetts.



TEEN LEEP

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



Summer Professional Development Institutes and Special Courses

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



Winter Policy Talks

A series of four important policy discussions, open to the public, took place during the months of February and March 2006. The topics emerged from the President's Dialogues where community leaders expressed interest in Wheelock convening policy discussions. The Talks include a panel discussion by members of the Wheelock and larger communities who are experts in the given topic. The topics are described below.

Policy Talks

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

community leaders in a community dialogue to discuss the impact of the Act and to assist in shaping the future governance.



Center for Community Service

The Center for Community Service has been established in the Student Development Division of Wheelock College. The Center's mission is to provide Wheelock College students, faculty and staff with the resources necessary to engage in volunteer opportunities and service experiences in and around Boston's community. Their goals are to provide information about existing programs as well as to initiate community service programs for the college campus. The Center sponsors and publicizes area events and volunteer opportunities in addition to generating its own calendar of events.

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



MissionSAFE

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



Athletic Department Partnerships

- City of Boston Department of Recreation – Wheelock was asked to develop a citywide sportsmanship program. A proposal was submitted in August 2006.
- Boston Centers for Youth and Families – Trained all Directors and Assistant Directors of Athletics in the 49 community centers in Boston on the topic of gender sensitivity and gender specific programming.
- Governor’s Committee on Physical Fitness and Sport – Wheelock is a member of the committee and helped develop and review the “Everybody Move” grants, which gave more than \$200,000 to local schools for physical activity programs.
- Boston Girls Youth Sports Project – Wheelock provided a meeting space and conducted a panel on campus for the 15 organizations that make up the learning clusters. These organizations all received a three-year grant from the Women's Sports Foundation to increase opportunities for girls in sports. The learning clusters provide technical assistance to the grantees in the area of volunteer recruitment, training, financial and strategic planning, and network development.



Wheelock Family Theatre

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

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

Attachment A

Distribution List

Attachment A Distribution List



City of Boston

Boston Redevelopment Authority (BRA)
Attn: Gerald Autler
One City Hall Square, 9th Floor
Boston, MA 02201

The following City Agencies will receive copies of the IMP c/o the BRA:

Boston Zoning Commission
One City Hall Square, 9th Floor
Boston, MA 02201

Boston Board of Appeal
One City Hall Square, Room 204
Boston, MA 02201

Boston Civic Design Commission
One City Hall Square, 9th Floor
Boston, MA 02201

Boston Environment Department
Attn: Bryan Glascock
One City Hall Square, 8th Floor
Boston, MA 02201

Boston Transportation Department
Attn: Frank Johnson, P.E.
One City Hall Square, Room 721
Boston, MA 02201

Inspectional Services Department
1010 Massachusetts Avenue, 5th Floor
Boston, MA 02118

Mayor's Office of Neighborhood Services
One City Hall Square, Room 708
Boston, MA 02201

Boston Water and Sewer Commission
Attn: John P. Sullivan, P.E.
980 Harrison Avenue
Boston, MA 02119-2540

Boston Groundwater Trust
Attn: Elliot Laffer
234 Clarendon Street, 3rd Floor
Boston, MA 02116

Boston Fire Department
Attn: Peter A. Laizza
115 Southampton Street
Boston, MA 02108

Boston Public Works Department
Attn: Bob Giers
One City Hall Plaza, Room 714
Boston, MA 02201



City of Boston Elected Officials

Boston City Council
Attn: Michael Ross
One City Hall Square, 5th Floor
Boston, MA 02201

Boston City Council
Attn: Chuck Turner
One City Hall Square, 5th Floor
Boston, MA 02201

State Representative Jeffrey Sanchez
State House, Room 42
Boston, MA 02133

■

Wheelock College IMP Task Force

Ms. Lisa Dagher
Isabella Stewart Gardner Museum
280 The Fenway
Boston, MA 02115

Mr. Joseph Guccione
The Winsor School
Pilgrim Road
Boston, MA 02115

Ms. Ruth Khowais
35 Queensberry St.
Boston, MA 02115-5037

Mr. Michael Stein
Audubon Circle Neighborhood Association
26 Medfield St. #2
Boston, MA 02115

Ms. Sarah Nailor
Riverway Square Condo Association
118 Riverway #28
Boston, MA 02115

Mr. Marco Baldassarre
Fenway Civic Association
195 Park Drive #34
Boston, MA 02115

Sister Anne Donovan
Emmanuel College
400 The Fenway
Boston, MA 02115

Ms. Sarah Hamilton
MASCO
375 Longwood Avenue
Boston, MA 02115-5328

Ms. Diane Hammer
Simmons College
300 The Fenway
Boston, MA 02115

Ms. Kelly Brilliant
The Fenway Alliance
337A Huntington Ave/ Avenue of the Arts
Boston, MA 02115

Attachment B

Boston Redevelopment Authority Scoping Determination

December 6, 2006

Mr. Roy Schifilliti
Vice President, Administration and Student Life
Wheelock College
200 The Riverway
Boston, MA 02215

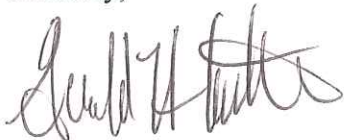
Re: **Scoping Determination for proposed Institutional Master Plan and Proposed Campus Center and Student Residence**

Dear Mr. Schifilliti:

Please find enclosed the Scoping Determination for the proposed Wheelock College Institutional Master Plan Amendment and proposed Campus Center and Student Residence. The Scoping Determination describes information required by the Boston Redevelopment Authority in response to the Institutional Master Plan Notification Form/Project Notification Form, which was submitted under Article 80D and Article 80B of the Boston Zoning Code on October 10, 2006. 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) 918-4438.

Sincerely,



Gerald Autler
Senior Project Manager / Planner

CC: Tom Miller, BRA
Jansi Chandler, BRA
William Onuoha, Mayor's Office of Neighborhood Services

BOSTON REDEVELOPMENT AUTHORITY

SCOPING DETERMINATION

FOR

WHEELOCK COLLEGE INSTITUTIONAL MASTER PLAN

AND

CAMPUS CENTER AND STUDENT RESIDENCE

PREAMBLE

On October 10, 2006, Wheelock College ("Wheelock") submitted to the BRA an Institutional Master Plan Notification Form/Project Notification Form ("IMP/NF/PNF") seeking approval of a 10-year Institutional Master Plan with three proposed projects, as well as approval under Large Project Review of one of those projects, the Campus Center and Student Residence ("Proposed Project" or "CCSR").

The BRA will review the proposed IMP and Proposed Project pursuant to two sections of Article 80 of the Boston Zoning Code ("Code"). The proposed IMP is being reviewed pursuant to Section 80D (Institutional Master Plan Review) and the Proposed Project is being reviewed pursuant to Section 80B (Large Project Review). These two review processes will be conducted in parallel but have somewhat different purposes and requirements.

As part of the BRA's Article 80 review, Wheelock is required to prepare and submit to the BRA two types of documents: a proposed IMP pursuant to Section 80D and a Draft Project Impact Report ("DPIR") pursuant to Section 80B. The former must set forth in sufficient detail the planning framework of the institution and the cumulative impacts of the projects included in the IMP to allow the BRA to make a determination about the merits of the proposed IMP. The latter must detail the specific urban design, transportation, environmental, and other impacts of the Proposed Project and must propose measures to mitigate, limit, or minimize such impacts. The proposed IMP and DPIR shall contain the information necessary to meet the specifications of Article 80 as well as any additional information requested below.

Copies of the IMP/NF/PNF were made available to residents of surrounding neighborhoods in both hard copy and electronic format. On October 16, 2006 a public meeting was held at which the proposed IMP and Proposed Project, as outlined in the IMP/NF/PNF, were presented, and on October 19 a scoping session was held with public agencies. The Wheelock Task Force established by the BRA met on October 5 and November 1, the latter meeting being devoted to a discussion of the IMP/NF/PNF and the scoping process. Comments generated from these

meetings are included in Appendix 1 (Comments from Public Agencies) and Appendix 2 (Comments from the Public).

Based on review of the IMPNF/PNF 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 and Section 80B-5.3 of the Code. Wheelock is requested to respond to the specific elements outlined in this Scope. Written comments constitute an integral part of the Scoping Determination and should be responded to in the IMP or DPIR 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 and/or Proposed Project.

To facilitate the preparation and review of the two documents referenced above, the Scope contains two discrete sections, one setting forth the submission requirements for the IMP, and another setting forth the submission requirements for the DPIR. When appropriate, information requested in one section may be provided in the submission that responds to the other section.

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 IMP mechanism is intended to help City agencies and residents assess the cumulative impacts of institutional expansion, and to facilitate a process by which those impacts can be addressed comprehensively. The BRA recognizes Wheelock's efforts to support the goals of the IMP mechanism by projecting its long-term needs and proposing a multi-phase program for addressing those needs. However, the proposed project of greatest concern to Wheelock's residential abutters (the "East Wing" project) is part of a second development phase for which Wheelock has not yet submitted a Project Notification Form. Given the concerns about the proposed project, the level of detail typically suitable for an Institutional Master Plan may not be sufficient to assess the merits and potential impacts of the proposal. The BRA expects Wheelock to work with City agencies, the Wheelock Task Force, and residential abutters to explore ways in which the impacts of that project can be minimized through modifications to the proposed IMP and/or further study of the future design and impacts of the East Wing project, beyond what might typically be expected with regard to a proposed project that is part of an Institutional Master Plan.

SUBMISSION REQUIREMENTS

FOR THE

WHEELOCK COLLEGE IMP

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

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

The Wheelock 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. An additional thirty-five (35) hard copies of the document should be available for distribution to the Wheelock 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. MISSION AND OBJECTIVES

- **Organizational Mission and Objectives.** Define Wheelock's institutional mission and objectives, and describe how the development contemplated or proposed in the IMP advances the stated mission and objectives. In particular, the IMP should address the following:
 - Wheelock's competitive context and an explanation of the relationship between, on the one hand, Wheelock's competitive strategy and trajectory as an institution, and on the other hand its physical needs.
 - The rationale behind Wheelock's intentions to increase its enrollment given the competitive strategy, organizational mission, and objectives outlined above.
- **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 Wheelock and shaping program objectives.

2. EXISTING PROPERTY AND 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 Wheelock 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 Wheelock).

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 Wheelock's student body. 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. The IMP should include, at a minimum, an explanation of past growth trends and an explanation of Wheelock's target student enrollments for five years and 10 years in the future.
- **Student Residence Locations.** Present data on the residence locations of students living in Wheelock-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, this information may be integrated with the Student Housing Plan, described below, if desired.
- **Employment.** Provide information Wheelock's current employee population, disaggregated by faculty/staff, full-time/part-time, contract employees, 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 Wheelock 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 Wheelock, at the requisite skill levels, or to otherwise enhance educational opportunities for Boston residents and prepare Boston residents and students for employment.

4. **PROPOSED FUTURE 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 site.
 - 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 and location of each Proposed Project in light of earlier discussions on mission, facilities needs, and campus planning objectives. Discuss the rationale for the scale of the Proposed Projects, particularly the square footage programmed for student life and dining uses in the CCSR given current and projected future campus population.

5. PLANNING FRAMEWORK

This section should discuss, at a minimum, the following:

- **Existing Context.** Describe Wheelock'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 Wheelock.
- **Campus Vision and Identity.** Describe Wheelock's vision of its desired physical identity and, in general terms, strategies for achieving that identity.
- **Urban Design Guidelines and Objectives.** A statement of urban design guidelines and objectives for new and renovated buildings to assure their compatibility with supporting neighborhoods and districts and to minimize potential adverse impacts on historic structures.
- **Open Space System and Public Realm.** Discuss existing public realm conditions (i.e. parks, pedestrian routes, streetscapes) in the vicinity of Wheelock facilities, regardless of ownership. Discuss key urban design and public realm goals and objectives proposed by Wheelock for the campus, with a focus on creating a high-quality interface between the campus and the surrounding neighborhoods and transit stations. The discussion should address the impact of removing open space along the Riverway which is visible to and accessible to the public and replacing it with more enclosed, private open space, as well as the impact of a pedestrian bridge between the Proposed Project and the Wheelock Library on the proposed new campus open space and public access to that open space.

6. EAST WING IMPACT ANALYSIS

The proposed East Wing project would have direct impacts on the Riverway Square condominiums, which abut the site of the proposed project. Wheelock should make every effort to work with the BRA and the residents of Riverway Square, primarily through the Task Force process, to study ways that the programmatic objectives of the IMP can be achieved while minimizing the impact on the neighboring building. This process shall include, at a minimum:

- **Alternative IMP Strategies.** An examination of alternative strategies for meeting Wheelock's facilities needs by redistributing the total proposed program differently across the three proposed buildings. All strategies should examine the impact on the Riverway Square condominiums, the Riverway and Emerald Necklace, and Wheelock's ability to meet its facilities goals effectively. At the time of the issuance of this Scope, it is the opinion of the Boston Parks and Recreation Department that the provisions of Section 7-4 of the City of Boston Code, i.e. a seventy foot height limit, do not apply to Wheelock's Proposed Future Projects. Therefore, strategies that require building heights of greater than seventy feet along the Riverway should be included. Additional massing, design, and shadow studies, beyond those specifically set forth in this Scope, may be required for both the CCSR and the West Wing project in order to determine the impacts of those buildings on the Riverway and the adjacent parkland.
- **East Wing Siting and Massing Studies.** An examination of siting and massing options for the East Wing building that can reduce the impacts of the building on the condominiums. Although no PNF for the building has been submitted, and therefore a detailed design and impact study are not expected, the IMP should make clear that options exist for designing the building in a way that minimizes impacts on the abutting property.
- **Alternative Loading Strategies.** In the short term, the dedicated loading/service area for the proposed Campus Center and Student Residence will create negative impacts on the Riverway Square Condominiums. In the longer term, the loading dock proposed as part of the East Wing building will locate Wheelock's principal loading area next to a residential buildings. Wheelock should explore alternative strategies and locations for loading that have less impact on the Riverway Square Condominiums in the short and long term.

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.

8. TRANSPORTATION AND PARKING MANAGEMENT / MITIGATION PLAN

The following submission requirements relate to the proposed IMP; the DPIR will be required to present more specific information on the transportation impacts of the Proposed Project. In addition to the submissions detailed in this Scope, Wheelock 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 IMP and/or Proposed Project. See also the comments of the BTD and of the Boston Environment Department both offer additional

- **Existing Conditions.** Provide a description of Wheelock's existing transportation and parking characteristics, including data on mode share for employees and students, parking spaces owned and operated by Wheelock, and policies regarding student and employee parking, and existing transportation demand management ("TDM") measures in place. Describe key pedestrian and bicycle safety problems in the vicinity of the campus that might reduce the number of Wheelock employees and students willing to use alternatives to the automobile.
- **Proposed TDM Measures.** Describe additional TDM measures that are being considered for the IMP, particularly in light of the proposed reduction in on-campus parking supply.
- **Parking.** In light of the proposed removal of parking spaces and the scarcity of on-street parking in the vicinity of the campus, the IMP should examine the following issues related to Wheelock's current and future parking policies:
 - Describe the anticipated impact of projected enrollment and employment increases on parking demand and Wheelock's ability to meet that demand.
 - Document the number of employee and student parking permits that have been issued in recent years.
 - Document the parking supply in surrounding area, including paid parking and on-street, with information on parking restrictions in place.
 - Provide data on parking fees charged by nearby garages and institutions, e.g. the Landmark Center, the MASCO garage, Simmons College, and major hospitals. Document Wheelock's parking fees in comparison with others in the area. Fees should be cited on an hourly, weekly, and/or monthly basis as necessary to facilitate comparisons.
 - The BRA and BTD reserve the right to request additional analysis related to parking, including potential strategies for additional on-campus parking, should it be deemed necessary.
- **Pedestrian Circulation Goals and Guidelines.** Provide a statement of goals and guidelines for pedestrian circulation both within and in the vicinity of Wheelock's campus. It is understood that Wheelock has neither the responsibility nor the ability to implement all the necessary improvements to the open space and pedestrian systems in the vicinity of its campus. However, Wheelock should work with City and state agencies, as well as

neighboring institutions and other actors, to effect improvements to those systems, including but not limited to enhanced pedestrian pathways to and from the nearby MBTA stations. Such improvements are a critical element of any TDM measures on the part of Wheelock and other area institutions. Proposals for specific improvements should be included in the IMP. Specific issues and suggestions are included in the comment letters.

- **Student Auto Ownership, Use, and Parking.** Describe Wheelock'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 Wheelock'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. This information may be consolidated with the Move-In/Move-Out Plan required as part of the DPIR.
- **Bicycle Transportation.** Given the proposed addition of a significant number of new residents to the campus, the IMP should discuss the adequacy of Wheelock's existing bicycle storage facilities and the facilities to be included in the Proposed Project or elsewhere on campus.
- **Bus Traffic.** Document average bus traffic associated with Wheelock Family Theatre events or other Wheelock functions, and indicate where buses are parked while events are in progress.
- **Shared Parking.** Explore the feasibility of a shared parking arrangement to allow neighbors to park in Wheelock's parking lots during off-peak hours. The IMP should document current off-peak usage of Wheelock's parking and project future off-peak usage throughout the buildout of the proposed IMP projects.
- **Other Comments.** The IMP should respond to all other comments related to transportation included in the Appendixes, with particular reference to comments submitted by BTB and the Boston Environment Department.

9. ENVIRONMENTAL SUSTAINABILITY

The City of Boston expects a high level of commitment to principles of sustainable development from all developers and institutions. Wheelock's campus expansion provides exciting opportunities for innovation and excellence not only in individual buildings, but across the campus as a whole. Wheelock 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 Project. 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, but that a comprehensive approach to sustainability will be expected in Wheelock's next IMP. Additional topics related to sustainability are included in the DPIR Scope for the Proposed Project.

- **Sustainability Meeting.** Wheelock will be expected to help organize one or more meetings on campus sustainability to discuss and shape its plans with the BRA and other key public agencies and organizations, with particular focus on the topics below.
- **Existing Sustainability Measures.** Document and describe Wheelock'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 Wheelock 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. Sustainable features of the Proposed Project should be described in the DPIR.
- **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.
- **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.** Wheelock’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. This goal should be considered in conjunction with strategies for reuse of retained stormwater and strategies for groundwater recharge. 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. Particular attention should be paid to the comments provided by the Boston Water and Sewer Commission, the Boston Groundwater Trust, and the Charles River Watershed Association, which are included in the Appendixes and incorporated herein by reference and made a part hereof.
- **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.
- **Performance Standards and Indicators.** Over the long term, Wheelock should commit not only to broad sustainability principles, but also to specific performance standards and a system of indicators and metrics to track performance.
- **Other Comments.** The IMP should respond to all other comments related to environmental protection and sustainability included in the Appendixes, with particular reference to comments submitted by BTD and the Boston Environment Department.

10. COMMUNITY BENEFITS PLAN

- **Current Community Benefits.** Describe Wheelock’s current impact on the Boston Public Schools and other schools in the City of Boston in greater detail than provided in the

IMP/NF/PNF. Specifically, provide any available data on the number of Boston Public Schools graduates enrolled at Wheelock and the number of Wheelock graduates teaching in or otherwise involved in the Boston Public Schools.

- **Economic Development Goals and Strategies.** The City of Boston views its academic institutions as tremendous assets and as valuable partners in economic development. Wheelock's ongoing evolution will provide additional opportunities for cooperation with the City on key economic development goals. The City looks forward to working with Wheelock in the future to explore ways that Wheelock's positive economic impacts can be increased.
- **Future Community Benefits.** The BRA looks forward to working with Wheelock, the Wheelock Task Force, and Wheelock's neighbors to explore appropriate community benefits to be associated with the IMP and Proposed Project. Of particular interest are potential benefits related to education and improvements to the public realm in the vicinity of the Wheelock campus.

11. OTHER

- **Public Notice.** Wheelock 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 3. Following publication of the Public Notice, Wheelock shall submit to the BRA a copy of the published Notice together with the date of publication.

Attachment C

Response to Comments related to the IMP & Comment Letters

Appendix C

Response to Comments on the IMPNF



Introduction

This chapter provides responses to the Boston Redevelopment Authority on the agency/public comment letters received during the review of the Institutional Master Plan Notification Form (IMPNF) dated October 10, 2006. The following sections provide a direct response to each substantive individual comment that appears in a particular comment letter, pursuant to the BRA Scoping Determination on the IMPNF dated December 6, 2006. It should be noted that the comments included here are limited to IMP items. Response to all other comments will be addressed in the forthcoming Draft Project Impact Report (DPIR) for the CCSR Project.

The comment letters appear immediately following this chapter. Each of the comment letters is assigned a number as shown below in Table 1. The individual comments appearing in the comment letters are flagged in these respective documents and assigned a code number. The enumerated comments/responses correlate with the code numbers that appear on the comment letters. Those not addressed herein will appear in the DPIR for the CCSR.

Table 1
Comment Letters on IMPNF

Letter	Commenter
1	Boston Environment Department, Bryan Glascock
2	Boston Transportation Department, Frank Johnson, P.E.
3	Boston Water and Sewer Commission, John P. Sullivan, P.E.
4	Boston Groundwater Trust, Elliot Laffer
5	Boston Fire Department, Peter A. Laizza
6	Boston Public Works Department, Bob Giers
7	Friends of the Muddy River, Brenda Lew and Isabella Callanan
8	Fenway Civic Association, Marco Baldassarre
9	The Winsor School, Joseph Guccione
10	Charles River Watershed Association, Pallavi Kalia Mande
11	Medical Academic and Scientific Community Organization Inc. (MASCO), Sarah Hamilton
12	Sarah Nailor
13	Fredericka Veikley
14	Nardy Henigan

15 John C. Bedell Jr.
16 Peri Kurshan
17 Michael Grappo
18 Adam Shulman
19 Albert Dragon
20 Brendan Lilley
21 Nina Mitra
22 Mark Morano
23 Jon Simonini
24 Megan Kludt
25 Tom Mayer
26 Silvia Hopper
27 Damianpreet Bedi
28 Rachel Freedman
29 Name Illegible
30 William Richards
31 Manisha Dadhanian
32 Name Illegible
33 Louisa Eppletstillt
34 Name Illegible
35 Laura Burrack
36 Sonya White
37 Alexandra Schepens
38 Victoria Beebe
39 Sherie Laurie
40 L. Ant
41 Unit 18 Owner
42 Alyssa DiPasquale
43 Unit 6 Owner
44 Christine Goodard
45 Dr. Alec Yen
46 James Cormier
47 Katherine Seder
48 Scott Hurwitch
49 Claire Ferrante
50 Rebecca Chin
51 Brad Crevier
52 Martha Crisatorre
53 Aleks Chernyy
54 Cynthia Webster
55 Mark Evans
56 Meredith Sullivan

Letter 1

Boston Environment Department

Comment 17

"We request that the IMP provide the following information about all persons who work at Wheelock's Boston campus:

- the number of full-time faculty;*
- the number of full-time, non-faculty employees;*
- the number of part-time faculty;*
- the number of part-time, non-faculty employees;*
- the number of full-time contract employees; and*
- the number of part-time contract employees.*

Information should not be reported as full-time equivalents."

Response

A breakdown of the College's employment demographics are provided in *Chapter 3 Campus Demographics and Employment* in the IMP.

Comment 18

"Based upon a four-day work week for nine months per year for full-time faculty and a two-day work week for part-time faculty, the cost to park at Wheelock is \$2.08 per day. The monthly cost is less than the least expensive MBTA transit pass. We support an increase in parking charges to market levels for the area."

Response

Wheelock College plans to implement market-rate parking fees, as mentioned in *Chapter 8 Transportation* of the IMP.

Comment 19

"The IMP should outline the TDM benefits offered to each category of employee."

Response

TDM measures are discussed in *Chapter 8 Transportation* of the IMP.

Comment 20

“The IMP should have the following in discrete sections: ...A Sustainability Plan using as an outline the LEED guidelines. Elements that Wheelock will use as standard practice in the new construction and in any upgrades should be identified.”

Response

The College’s sustainability initiatives are provided in *Chapter 9 Environmental Sustainability* of the IMP.

Comment 21

*“The IMP should have the following in discrete sections:
...An Environmental Protection Plan for both construction and operating periods that includes water and open space protection and maintenance, healthy construction practices, stormwater quality and management, solid waste management, erosion and sedimentation control and air quality protection.”*

Response

The DPIR will contain chapters addressing environmental protection components, infrastructure and transportation for the CCSR. The design of the East Wing and West Wing projects in the IMP has not progressed to offer the level of detail requested in this comment. In the event, the College undergoes Article 80 Large Project Review for the East and West Wing, further environmental protection information will be submitted.

Comment 22

*“The IMP should have the following in discrete sections:
...A Transportation section of the IMP should provide the following information:*

- The number of employees eligible for TDM benefits and the criteria for eligibility.*
- The number of faculty and non-faculty employees who, on a monthly basis, take advantage of the transit pass subsidy.*
- The number of employees who ride-share or carpool.*
- Incentives provided for ride-sharing and carpooling.*
- Current faculty/non-faculty employee mode splits (including contract employees).*

- *The level of subsidy for parking based upon the cost of securing, operating and/or maintaining spaces.*
- *The location and number of bicycles that can be accommodated by existing bicycle racks.”*

Response

See *Chapter 8 Transportation* in the IMP.

Letter 2

Boston Transportation Department

Comment 5

Transportation Demand Management

- *What TDM measures are being proposed to account for the loss of 32 parking spaces and ensure there will be no adverse impact to the community?*
- *How many transportation passes will be assigned to college employees?*

Response

See *Chapter 8 Transportation* in the IMP for a discussion of mitigation measures.

Letter 3

Boston Water and Sewer Commission

Comment 1

“It is unclear why Wheelock College plans on utilizing the 15-inch sanitary sewer in Brookline Avenue.”

Response

The proponent is no longer considering discharging sanitary sewage to the Brookline Avenue infrastructure. Sanitary sewage will discharge into the existing dedicated sanitary sewer in Pilgrim Road.

Letter 4

Boston Groundwater Trust

This letter contained no comments directly related to the IMP.

Letter 5

Boston Fire Department

“... the Boston Fire Department requires the following issues addressed by a qualified individual... These items should be analyzed for all phases of the construction as well as the final design stage.”

Comment 1

“1. Emergency vehicle site access to the new buildings as well as existing buildings that might be affected.”

Response

Emergency vehicle access to the Wheelock campus will continue to be from Pilgrim Road and the Riverway. There are no proposed changes to the public right-of-way that would affect emergency vehicle access.

Comment 2

“2. Impact on availability and accessibility of hydrant locations for new buildings as well as for any existing buildings that might be impacted.”

Response

Hydrants will be provided within 100-feet of the fire department connection (siamese connection) as requested for new and existing buildings adjacent to the new building.

Comment 3

“3. Impact on availability and accessibility to siamese connection locations for new buildings as well as for any existing buildings that might be impacted.”

Response

Hydrants will be provided within 100-feet of the fire department connection (Siamese connection) as requested for new and existing buildings adjacent to the new building.

Letter 6

Boston Public Works Department

Comment 1

“Developer must provide an engineer’s site plan at an appropriate engineering scale, that shows curb functionality on both sides of all streets that abuts the property.”

Response

Duly noted and the proponent will comply.

Letter 7

Friends of the Muddy River

This letter contains no comments directly related to the IMP.

Letter 8

Fenway Civic Association

This letter contains no comments directly related to the IMP.

Letter 9

The Winsor School

Comment 1

“Parking in the neighborhood area surrounding Wheelock College is difficult at best. With the removal of approximately half of its current surface parking, we hope that Wheelock will continue to seek alternative solutions to its parking demand, from car pooling, public transportation, offsite parking, to collaboration with Winsor and surrounding institutions for additional underground parking in the area.”

Response

Please refer to *Chapter 8 Transportation* of the IMP for a discussion of Wheelock’s proposed parking mitigation.

Comment 3

“Despite the constraints of congested roadway access and inadequate loading dock facilities, Wheelock arranges for large truck service deliveries as well as rubbish removal at times that minimize the impact on congestion and road access in the neighborhood. It is our sincere hope that Wheelock will continue to seek solutions for deliveries with the same sensitivity to its neighbors.”

Response

Wheelock will continue to observe current practices and respect its neighbors.

Letter 10

Charles River Watershed Association

Comment 1

“Any redevelopment that is proposed in areas that drain directly into the Muddy River system, therefore, needs to focus carefully on stormwater management issues, and should maximize opportunities to reduce peak storm flows, minimize imperviousness, maximize infiltration and capture sediments.”

Response

Duly noted and the proponent will make every effort to address these concerns.

Comment 3

“As a part of its efforts to mitigate its impact on the Muddy River, CRWA would also encourage Wheelock College to consider retrofitting not only its own property but also sections of Pilgrim Road and Riverway with Low Impact Development (LID) best management practices in coordination with various city agencies like BWSC and DPW etc.”

Response

The proponent will investigate this issue.

Letter 11

Medical, Academic and Scientific Community Organization, Inc. (MASCO)

This letter contains no comments directly related to the IMP.

Letter 12

Sarah Nailor

Comment 5

“At which point in the process will abutters and neighborhood residents become privy to three-dimensional renditions of the proposed buildings in our neighborhood?”

Response

Massing models have been presented to the Wheelock College Task Force. Photographs of these models are presented in *Chapter 6 East Wing Impact Analysis* of the IMP.

Letter 13

Fredericka Veikley

Comment 1

“Does Wheelock currently lease parking to other institutions? If so, please indicate how much and to whom.”

Response

No; as stated in the IMP, Wheelock has a limited parking supply and therefore does not lease parking to other institutions.

Comment 2

“It is important that the parking lane remain along the Riverway, and all on-street parking is retained for the physical protection of residents and pedestrians and as a much-needed source of resident parking.”

Response

Please refer to *Chapter 8 Transportation* of the IMP.

Letter 14 Nardy Henigan

Comment 1

“The plan for this building [East Wing] should be changed or removed from the master plan. At the very least, it should be set back further from the property line.”

Response

Please refer to *Chapter 6 East Wing Impact Analysis* of the IMP.

Letter 15

John C. Bedell, Jr.

Comment 1

“Proposal of loading dock at same location. The increase in noise, potential for vermin / uncleanliness and program type do not make good neighbors.”

Response

Please refer to *Chapter 6 East Wing Impact Analysis* of the IMP.

Letter 16

Peri Kurshan

Comment 4

“I noticed in the PNF that Wheelock is planning to put a loading dock for the CCSR building in the remaining parking lot. I am concerned that this will greatly increase the noise in that lot, in particular during early morning or nighttime hours (for example, due to the beeping of large trucks backing up). One way to address this issue would be to restrict loading dock usage times to daytime hours.”

Response

Please refer to *Chapter 6 East Wing Impact Analysis* of the IMP.

Letter 18

Adam Shulman

Comment 8

"The Master Plan should provide the existing heights of all campus buildings. Figure 1-2 should be updated to include building's square footage, height and use."

Response

Please refer to Table 2-1 in *Chapter 2 Existing Property and Uses* of the IMP.

Comment 9

"A scaled model should be built to test alternative future building locations, sizes, heights and designs. The model should be presented to Riverway Square unit owners and residents."

Response

Massing models have been presented to the Wheelock College Task Force. Photographs of these models are presented in *Chapter 6 East Wing Impact Analysis* of the IMP.

Comment 11

"The IMPNF did not present the Floor Area Ratio (FAR) calculations for all existing and proposed buildings."

Response

Please refer to *Chapter 4 Proposed Future Projects* of the IMP.

Comment 12

"The IMPNF failed to address the BRA'S LMA Interim Development Review Guidelines."

Response

Please refer to *Chapter 6 East Wing Impact Analysis* of the IMP.

Comment 16

“Parking, loading and service is a major problem with this Master Plan and needs serious attention. I do not support loading and service vehicles in a parking lot under my window as proposed in the IMPNF. The parking lot is a nuisance today and I can only imagine it getting worse as proposed in the Master Plan. There will be trucks in early mornings waking residents in the Riverway Square building up with idling engines. They will create noise and air pollution. Loading areas should not be located next to a residential building.”

Response

Please refer to *Chapter 6 East Wing Impact Analysis* and *Chapter 8 Transportation* of the IMP.

Comment 17

“Figure 2-5 in the IMPNF proposed maintaining a parking lot up against the Riverway Square condominium building. A problem today is vehicle idling in the parking lot. All parking should be put underground in Phase I of the Master Plan. The parking lot in 2-5 should be additional green space.”

Response

Please refer to *Chapter 8 Transportation* of the IMP.

Comment 36

“The East Wing concept should be eliminated from the Master Plan.”

Response

Please refer to *Chapter 6 East Wing Impact Analysis* of the IMP.

Comment 37

“The IMPNF proposal to maintain a parking lot up against a residential building and use that lot for loading and service for the dining facility/campus center is not acceptable.”

Response

Please refer to *Chapter 6 East Wing Impact Analysis* of the IMP.

Letter 19

Albert Dragon

Comment 1

“In an already over built community, it seems to me that Wheelock College has not taken necessary steps to solicit comments from its immediate neighbors, residents of the Riverway Square apartments.”

Response

Please refer to *Chapter 5 Planning Framework* of the IMP.

Comment 9

“Eliminate the East Wing from the college's Master Plan.”

Response

Please refer to *Chapter 6 East Wing Impact Analysis* of the IMP for a discussion on the East Wing project.

Letter 22

Mark Morano

Comment 1

“The close proximity of a building to RSC which would block resident views, cause loss of light, privacy and property values. I motion that the East Wing building be eliminated from the master plan.”

Response

Please refer to *Chapter 6 East Wing Impact Analysis* of the IMP.

Comment 2

“The proposed loading dock -this seems entirely inappropriate for a residential neighborhood. The increase of traffic and most particularly the accompanying noise are not in any way acceptable.”

Response

Please refer to *Chapter 6 East Wing Impact Analysis* of the IMP.

Comment 6

“The proposed maintenance of a parking lot up against RSC again displays Wheelock's disregard for residents who abut that side. Would you want to have to deal with idling cars and the noise and pollution outside your bedroom window? I suggest Wheelock create underground parking to resolve this issue.”

Response

Please refer to *Chapter 6 East Wing Impact Analysis* and *Chapter 8 Transportation* of the IMP.

Letters 23 - 56 Abutting Residents

Comment 2

"I would also like to register my displeasure with the proposal to install a loading dock in the existing parking lot."

Response

Please refer to *Chapter 6 East Wing Impact Analysis* of the IMP.

Comment 3

"I am extremely concerned about the proposal to construct a building abutting Riverway Square condominiums (the East Wing building), as this proposed building will block out all of the light and privacy of all the west-facing units, greatly reducing their property value and negatively impacting the quality of life for those residents."

Response

Please refer to *Chapter 6 East Wing Impact Analysis* of the IMP.

November 14, 2006

Mark Maloney, Director
Boston Redevelopment Authority
Boston City Hall, Room 925
Boston, MA 02201
Attention: Gerald Autler, Senior Project Manager

Re: Wheelock College - Institutional Master Plan Notification Form/Project Notification Form

Dear Director Maloney:

The City of Boston Environment Department has reviewed the Institutional Master Plan Notification Form/Project Notification Form (IMP/NF/PNF) and offers the following comments.

Wheelock College is a liberal arts college that specializes in , but is not limited to, education social work, education, juvenile justice and child life. Its student body is made up of 650 undergraduate and 350 graduate students. It plans to increase undergraduate enrollment to 1,100 students over the next ten years and to maintain existing campus boundaries. Wheelock currently houses 470 undergraduates (about 70 percent) and expects to maintain this percentage as student numbers increase. It employs 319 individuals.

The main (Boston) campus is bounded by The Riverway, Pilgrim Road and Short Street in the Fenway/Audubon Circle area. It is occupied by eight buildings, each serving multiple uses. The campus is in an H-2 (Apartment) zoning district, the Groundwater Conservation Overlay District (GCOD), a Restricted Parking District and an Institutional Overlay District.

Buildings on the Brookline campus are located on Hawes Street (classrooms, offices and dining), Colchester Street (residence hall) and Kent Street (President's residence).

Wheelock has completed a one-year process that resulted in a facilities framework for the campus. It is the basis for what will be an IMP and for the proposed projects. Goals of the plan are:

- Strengthen Wheelock as a learning community.
- Support future efforts to expand Wheelock's global reach and policy leadership role.
- Accommodate a significant increase in student population
- Create a direction for Wheelock that "thinks big" while respecting spatial and financial resources.
- Lay the foundation for filing an Institutional Master Plan with the Boston

Redevelopment Authority.

- Promote sustainability as the campus expands.

Wheelock plans to upgrade and reorganize its academic facilities including the provision of classrooms of the correct size for the number of students in a class and that can accommodate up to 30 or 40 people; equip classrooms with the technology needed to support pedagogy; upgrade math and science labs; move faculty offices out of dormitory basements; locate on the main campus all academic deans and faculty primarily serving undergraduates, improve accommodations for student service functions, establishing a new, centralized Maintenance and Facilities area. The first two floors of all buildings are to be dedicated for uses that serve the entire campus.

As necessary and financially manageable, parking will be located under new buildings. The college currently controls 138 off-street parking spaces - 96 in Boston and 42 in Brookline. Parking permits are required for use of the four parking lots on the main campus and the one at the Brookline campus. Wheelock expects that there will be a total of 106 parking spaces once the three projects proposed under this IMPNF are complete.

Full-time faculty pay \$300/year for parking, part-time faculty pay \$150 and students pay \$75/year and can parking on campus from 5:00 p.m. to 7:00 a.m.

Wheelock is member of the Medical, Academic and Scientific Community Organization, Inc.'s (MASCO) CommuteWorks, a Transportation Management Association (TMA). It has a dedicated commuter services advisor, offers a 75 percent transit pass subsidy to faculty and an 11 percent subsidy for students. the IMPNF/PNF indicates that 636 employees regularly purchase monthly transit passes.

Through CommuteWorks, Wheelock faculty and students can participate in a ridematching service with a 75 percent subsidy for vanpools, bicycle racks are provided in a central location and a Guaranteed Ride Home program is available to faculty.

Projects proposed under the IMP are:

- Construction of a six-story, 65,000 gross square foot (GSF) Campus Center and Student Residence (CCSR) on a Riverway parcel between Longwood House and the library. The site is partially occupied by a surface parking lot on Pilgrim Road and will result in a reduction of 35 parking spaces, leaving 22. The building is to include 150 new beds and a 250-seat dining facility. The CCSR will connect to the existing library via a pedestrian walkway about 15-16 feet above grade. Surface parking and a loading area are part of the project. It will help to frame a Courtyard internal to the campus. The project is expected to generate 186 new vehicle trips per day. Wheelock expects this to be its initial project and is ready to proceed. It is the subject of the PNF.

Environmental review will include:

- construction-related air quality and noise impacts;

- sustainable design/energy conservation; Wheelock indicates that it has an active recycling program for paper, glass, metal and plastic. The base configuration of the project will meet the Massachusetts Energy Code, HVAC systems will be installed to current industry standards and that the DPIR will describe appropriate environmentally protective technologies that can be incorporated into the project, including energy conservation measures.
- a qualitative study of pedestrian level wind;
- a shadow study for March 21st as required by the Longwood Medical and Academic Area (LMA) Interim Guidelines. The IMPNF/PNF indicates that some shadow may extend onto The Riverway and into what is identified as Olmsted Park during mid-mornings.
- a solar glare analysis;
- a daylight analysis;
- an air quality analysis;
- a description of any solid and hazardous waste;
- a noise analysis;
- a geotechnical analysis;
- water quality;
- stormwater impacts; and
- wetlands.

The IMPNF/PNF states that the project will not result in significant changes in drainage patterns or water quality and is not expected to result in the introduction of pollutants, including sediments, into surface waters or local groundwater. Stormwater management measures will be described in the DPIR. A description of the project area's stormwater drainage system to which the project will connect, including the location of stormwater drainage facilities and points of discharge, may be provided.

- Demolition of Riverway House (residence hall with 100 beds and offices at 160-162 The Riverway) and construction of the West Wing, 75,000 GSF of space for housing (70 new beds), student life and academics. About 25 below-grade parking spaces are planned and would be accessed by an existing ramp below the Wheelock Family Theater. New vehicles trips are expected to be 98.
- Construction of the East Wing, a 55,000 GSF building for dormitory (180 new beds), student life, academic space and loading and service facilities. New daily vehicle trips are project to be 128.

New transit trips for the three projects are expected to total 276 with 218 new bike/walk trips.

Contractors will be encouraged to develop access plans that minimize construction worker commuting by automobile.

RESPONSE-PROJECT

We understand from discussions at the October 19, 2006 BRA Scoping Session that Wheelock is looking at certification under the U.S. Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) standards. This department encourages Wheelock to take the long view of its investment in this project and meet the requirements for LEED Silver certification. A LEED checklist should be included in the Draft Project Impact Report and show commitments, measures under consideration and those that will not be part of the project. C.1

The project is subject to the residential sound limits established under the Regulations for the Control of Noise in the City of Boston. This department frequently receives complaints from citizens objecting to the level of noise disturbance from externally placed equipment. Equipment should be properly sized to serve the proposed project but should not provide excess capacity. To minimize the noise impact of any emergency generators during the operation of the project, they should be tested the minimum number of times recommended by the manufacturer at times when ambient noise levels in the area are high. Acoustical enclosures should be employed around all mechanicals to ensure compliance with noise regulations. C.2

Exterior lighting should meet safety needs while not contributing to light pollution. Fixtures should be shielded and downward directed. We recommend as a resource, the Campaign for Dark Skies and their "Solutions and Problems: Good and bad lighting" information which can be accessed at '<http://www.star.le.ac.uk/~dbl/cfds/goodvbad.htm?60>'. C.3

In addition to the paper, glass, metal containers and plastic containers designated from 1 to 7 already recycled at Wheelock, cardboard, fluorescent bulbs, printer cartridges, batteries, Styrofoam and other materials can also be recycled. We ask that additional opportunities be explored and discussed in the DPIR. C.4

The IMPNF/PNF correctly notes that The Riverway is on the State Register of Historic Places and the National Register of Historic Places. It is also a Boston Landmark. The Boston Landmarks Commission's (BLC) designation along the Muddy River covers the parkways to the back of sidewalk on the city side.

The project is subject to City of Boston Ordinances including 7-4.10, Restrictions on Parkway Frontages, and 7-4.12, Setback Requirements. The DPIR should discuss the proposed project in light of these restrictions and requirements. C.5

Frederick Law Olmsted's Emerald Necklace is a designated Boston Landmark and is listed on the State Register of Historic Places and the National Register of Historic Places. It is urban open space used 12 months per year. The City of Boston Parks and Recreation Department (BPRD), the Town of Brookline, the Commonwealth's Department of Conservation and Recreation (DCR) and United States Army Corps of Engineers (USACOE) are spending about \$90 million on the Muddy River Flood Control, BED comments - Wheelock College IMPNF/PNF, Page 5

Water Quality, Habitat Enhancement, and Historic Preservation Project. Elements of the project include the dredging of contaminated sediments, removal of invasive plant species, the daylighting of culverted sections of the river, expansion of culverts, installation of structural and non-structural stormwater best management practices, and the restoration of historic riverbank and wetlands plantings.

Many projects in the LMA, on sites subject to or using as a standard the LMA guidelines and surrounding areas including Boylston Street, Park Drive, The Riverway, Huntington Avenue and The Fenway are likely to cast shadow on the park and river. Extended shadow can have a negative consequence on the natural environment. Depending upon the timing and duration of shadow, diminished exposure to sunlight may have the following effects:

- Plant materials may fail to flourish, including plantings that grow during the winter season when tree cover is minimized. These materials are essential for soil stabilization to prevent erosion and the introduction of sediment into the Muddy River.
- New tree, shrub, and wetland plantings may also fail to flourish, reducing diversity of plant communities and wildlife habitat and inhibiting the stormwater storage capacity of wetlands.
- Shadow on watershed may also further reduce already stressed dissolved oxygen levels in the river, diminishing the growth of phytoplankton and aquatic vegetation/organisms, negatively impacting habitat value for finfish and promoting the growth of nuisance weeds and algae.

A shadow study for a single day will not enable Wheelock to assess the potential effects of shadow. In addition, the issue of cumulative shadow projected to result from this proposal plus approved projects in the LMA and area surrounding the project is not addressed. Shadow studies should include approved projects that will cast shadow on The Riverway, parkland, open space and river. A list of those projects should be included in the DPIR shadow section. In addition to the March 21 date, shadow should be mapped for the Vernal Equinox, Summer Solstice, Autumnal Equinox and Winter Solstice for 9:00 a.m., 12 noon and 3:00 p.m. with a 6:00 p.m. analysis for the Summer Solstice and Autumnal Equinox. Shadow diagrams should have a north arrow, street names and plainly delineate existing shadow, projected shadow from approved projects and that expected from the project. C.6

In addition, the Boston Landmarks Commission (BLC) requests more information about the proposed pedestrian bridge including visual depictions that will show how it will affect view corridors to and from The Riverway and parkland. C.7

The increase in the amount and velocity of stormwater must be quantified and current and new patterns shown graphically in the DPIR. A plan for retaining stormwater on site should be included as should details of how the project will meet the recharge requirements imposed by Article 32 of the Boston Zoning Code. A description of the project area's stormwater drainage system to which the project will connect, including the location of stormwater drainage facilities and points of discharge, should also be provided. C.8

The quality of stormwater is receiving increasing regulatory attention as it is a primary contributor to the condition of receiving water bodies. The Boston Water and Sewer Commission (BWSC) spends more than \$600,000 annually for the disposal of materials removed from catch basins. This cost does not include labor and general operating and maintenance costs. If the project requires the

installation of and/or work at stormdrains, we ask that the proponent help to educate the public and further improve the water quality of local water bodies by agreeing to the permanent installation of plaques that bear the warning "Don't Dump - Drains to Charles River." Information on the casting can be obtained from the Operations Division of the BWSC (617-989-7000). C.9

According to the Massachusetts Department of Environmental Protection (DEP), about 33 percent of mobile source particulate matter (PM) and ten percent of all nitrogen oxide (NO_x) pollution in the northeast is caused by construction vehicles. More than 90 percent of diesel engine particulate emissions are highly respirable and carry toxins deep into the lung, exacerbating human respiratory ailments. The U. S. Environmental Protection Agency (EPA) has proposed classification of diesel exhaust as "highly likely to be carcinogenic in humans." It estimates that diesel engines currently on the road can run for 1,000,000 miles and remain in operation for as much as 20 to 30 years. This amounts to 160 to 240 tons of pollution over the life of each engine.

The DEP's Voluntary Diesel Retrofit Program is designed to reduce air quality degradation caused by emissions of carbon monoxide (CO), volatile organic compounds (VOC), NO_x and air toxins from heavy-duty, diesel-powered construction equipment. Oxidation catalysts and catalyzed particulate filters reduce toxic emissions of formaldehyde, benzene, acrolein and 1-3 butadiene by as much as 70 percent. The program offers contractors a cost-effective way to decrease localized adverse impacts and reduce dust and odor complaints from project abutters and regulatory agencies. Experience with a pilot project that retrofitted 83 pieces of equipment working on the Central Artery/Tunnel (CA/T) project showed that:

- Vehicles did not experience significant power loss.
- There are no additional operation and maintenance (O & M) or fuel costs.
- Engine manufacturers continue to honor vehicle warranties.

More information on the program can be obtained from Christine Kirby of DEP at 617-292-5500.

We urge Wheelock to require that contractors use retrofitted equipment and ultra low-sulfur diesel (ULSD) fuel (15 ppm), in off-road construction equipment. C.10

The City of Boston's is seeking to minimize the number of motor vehicles that enter Boston each day, currently 600,000, and to protect parking for city residents. As part of this effort, we request that a comprehensive Transportation Demand Management (TDM) plan be established for all construction workers and required by contract. Such a plan should include: C.11

- Providing secure, on-site storage so that workers do not have to transport tools and equipment each day.
- Offering pre-tax payroll deduction for Massachusetts Bay Transportation Authority (MBTA) transit pass purchase.
- Providing a ride-matching service.
- Posting transit schedules in a prominent area.

We ask that this become part of Wheelock's policy and practice and, along with diesel retrofits, be included in a construction section of the upcoming IMP.

The reuse, recycling and reprocessing of excess construction materials is an inherently sustainable

practice. Some excess materials may be appropriate for donation to the Building Materials Resource Center (BMRC) located at 100 Terrace Street in Roxbury (617-442-8917). This non-profit center offers, for only a handling fee, new and used materials for low and middle income homeowners. Donations tax-deductible and there would be a cost-savings on tipping fees.

This department recommends talking with Mark Lennon of The Institution Recycling Network (IRN) at 1-866-229-1962 regarding the recycling of any construction debris not appropriate for donation to the BMRC. IRN can divert up to 95 percent of waste from a job site with the exception materials classified as hazardous. It is also a resource for recycling during the day-to-day operation of Wheelock. End markets have been identified for:

- furniture and furnishings;
- formed concrete, including rebar;
- brick and block;
- asphalt pavement;
- dimensional lumber and plywood;
- engineered wood products;
- treated wood;
- ceramics (sinks, toilets);
- mixed construction debris;
- ferrous scrap;
- non-ferrous scrap;
- gypsum wallboard;
- commercial (membrane), metal and slate roofing material;
- asphalt roof shingles;
- wood and metal doors and windows; and
- universal waste (batteries, fluorescent lamps, ballasts).

This department receives frequent complaints about noise generated at construction sites before 7:00 a.m. Complaints show that contractors often allow workers on site before that time. Noise is often related to the run-up of diesel equipment and the preparation and movement of tools and materials. No sound-generating activity is allowed to occur at the site prior to 7:00 a.m.

C.12

Regular vacuum cleaning of streets and sidewalks in the project area should be employed to ensure that they remain free streets of dust and debris. The use of a vacuum cleaner is an important measure for preventing construction-related dust and debris from clogging storm drains.

RESPONSE-IMP

In order to encourage compliance with the Commonwealth's anti-idling law (MGL 90 s16A and 310 CMR 7.11) we request that "No Idling" signage be posted in parking garage and at loading and drop-off/pick-up areas. Carbon monoxide (CO) monitors in the garage should have direct read meters as well as visual and audible alarms.

C.14

The location of the curb cut to and access to ramp below the Wheelock Family Theater is unclear.

C.15

We ask that diagrams in the DPIR show these areas. If a curb cut is proposed for The Riverway, federal and state permitting may be triggered.

C.15
cont.

As with the CCSR, the other projects must meet the recharge requirements imposed by Article 32.

C.16

The staff of the BLC looks forward to reviewing additional documentation concerning the proposed demolition of the Riverway House. Better photographs of this building, along with detailed plans and elevations of the Campus Center will be required for the BLC's Article 85 (demolition delay) review process.

We request that the IMP provide the following information about all persons who work at Wheelock's Boston campus:

C.17

- the number of full-time faculty;
- the number of full-time, non-faculty employees;
- the number of part-time faculty;
- the number of part-time, non-faculty employees;
- the number of full-time contract employees; and
- the number of part-time contract employees.

Information should not be reported as full-time equivalents.

Based upon a four-day work week for nine months per year for full-time faculty and a two-day work week for part-time faculty, the cost to park at Wheelock is \$2.08 per day. The monthly cost is less than the least expensive MBTA transit pass. We support an increase in parking charges to market levels for the area.

C.18

Additional measures to decrease single-occupant vehicle commuting include:

- Providing showers and locker/changing facilities for those who walk or bike to Wheelock.
- Offering payroll deduction or subsidy for the purchase of bicycles and accessories for those enrolled and participating in a Workout to Work or similar program.
- Offering payroll deduction or subsidy for the purchase of athletic shoes for those enrolled and participating in a Workout to Work or similar program.
- Posting and updating information about public and private transit route schedules and rates and providing the same information on the Wheelock Web site and through e-mails and newsletters.
- Offering pre-tax payroll deduction for MBTA pass purchase.
- Providing the monthly passes on-site as required by the LMA Interim Guidelines.
- Offering direct deposit of paychecks.
- Having an on-site ATM.
- Offering flextime and telecommuting.
- Ensuring that the direct employers of contract staff offer the same TDM benefits that are offered to Wheelock employees and that part-time employees are offered benefits on a *pro rata* basis as required by the LMA Interim Guidelines.

The IMP should outline the TDM benefits offered to each category of employee. C.19

The IMP should have the following in discrete sections:

A Sustainability Plan using as an outline the LEED guidelines. Elements that Wheelock will use as standard practice in the new construction and in any upgrades should be identified. C.20

An Environmental Protection Plan for both construction and operating periods that includes water and open space protection and maintenance, healthy construction practices, stormwater quality and management, solid waste management, erosion and sedimentation control and air quality protection. C.21

A Transportation section of the IMP should provide the following information: C.22

- The number of employees eligible for TDM benefits and the criteria for eligibility.
- The number of faculty and non-faculty employees who, on a monthly basis, take advantage of the transit pass subsidy.
- The number of employees who ride-share or carpool.
- Incentives provided for ride-sharing and carpooling.
- Current faculty/non-faculty employee mode splits (including contract employees).
- The level of subsidy for parking based upon the cost of securing, operating and/or maintaining spaces.
- The location and number of bicycles that can be accommodated by existing bicycle racks.

Thank you for the opportunity to offer comment. We look forward to the DPIR and IMP.

Sincerely,

Bryan Glascock
Director



BOSTON
TRANSPORTATION
DEPARTMENT

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

November 10, 2006

Gerald Alter, Project Manager
Boston Redevelopment Authority
One City Hall Plaza
Boston, MA 02201

RE: Wheelock College IMPNF

Dear Gerald:

Thank you for the opportunity to comment on the Wheelock College Institutional Master Plan, Project Notification Form, dated October 10, 2006.

Wheelock College proposes a ten year Master Plan that includes 195,000 square feet of development, of which only 65,000 (the Campus Center and Student Residential building) is currently funded and planned for construction in the immediate future. BTD's primary concerns are related to the funded stage of the Master Plan and include pedestrian safety and flow between the Wheelock campus and the multitude of public transportation facilities servicing the campus, parking issues, and proposed loading arrangements.

The proponent needs to address the following issues and concerns when preparing the DPIR and subsequently the Transportation Access Plan Agreement.

Pedestrian Management

► Provisions should be made to enhance connections between the Wheelock campus and the eight T stations and eight bus stops servicing the campus. Specifically, the proponent should work with local residents and DCR to consider installing a crosswalk over Riverway connecting Wheelock library to the Landmark Center and Fenway Transit station. The pathway across the DCR property should be re-graded and re-paved and the college should commit to maintain this pathway year around. C.1

► Wheelock College should install pedestrian countdown signals around the Sears Rotary, including the crosswalk at the Riverway/Brookline Avenue. C.2

► Wheelock College should commit to investigating and resolving the drainage problem at the Brookline/Fenway intersection that causes water to pool over the sidewalks on many occasions. C.3

THOMAS M. MENINO, Mayor



In addition the following issues should be addressed in more detail:

Parking

- ▶ Are only four designated visitor parking spaces adequate to service the college.
- ▶ Are parking spaces to be designated for car sharing services?
- ▶ What measures are being proposed to limit or prevent construction employees from parking on site?

C.4

Transportation Demand Management

- ▶ What TDM measures are being proposed to account for the loss of 32 parking spaces and ensure there will be no adverse impact to the community?
- ▶ How many transportation passes will be assigned to college employees?

C.5

Loading

- ▶ Can loading dock facilities be incorporated into the CCSR building?

C.6

Bicycles

- ▶ Where are bicycle storage racks to be located?
- ▶ How many bikes will they accommodate?

C.7

The attached standard Scope of Work is to be used as a point of departure in formalizing a final Scope of Work. BTM will work with the proponent to identify the specific components of the Scope of Work that will need to be prepared. Additionally, BTM assume that the proposed facility will go through its individual Article 80 review process. BTM looks forward to continue working with the proponent and the BRA in developing a program that will improve transportation conditions in the area.

Sincerely,



Frank K. Johnson, P.E.
Senior Transportation Planner

cc: Vineet Gupta, Director Policy & Planning
John DeBenedictis, Director of Engineering

**Boston Water and
Sewer Commission**



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

November 7, 2006

Mr. Gerald Autler
Senior Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Re: Wheelock College IMPNF/PNF

Dear Mr. Autler:

The Boston Water and Sewer Commission has reviewed the Institutional Master Plan Notification Form (IMPNF)/ Project Notification Form (PNF) submitted by Wheelock College for its proposed IMP and Campus Center and Student Residence (CCSR). Wheelock College plans to increase its undergraduate population from 670 students today to approximately 1,100 students in ten years. All expansion efforts will be within the existing campus boundaries. This is Wheelock College's first IMP and proposes construction of the following three projects:

1. A 65,000 square-foot CCSR residential and student life building with 150 beds. This building is the subject of the PNF and includes a dining area with 250 seats. The CCSR will be built in the location of the Riverway House, a residence and a academic office building.
2. A 55,000 square-foot East Wing which will provide 70 beds and additional student life and academic space.
3. A 75,000 square-foot West Wing which will provide 180 beds and additional student life and academic space. If feasible the West Wing will include the construction of 25 below grade parking spaces.

The three projects are expected to be constructed within the 10-year term of the IMP approval. The East and West Wing projects have neither a set timetable nor sufficient financial resources for implementation yet.

For water service, the site is served by a 12-inch low service main on Pilgrim Road, and an 8-inch low service main on the Riverway. For sanitary and storm drainage service, there is a 15-inch sanitary sewer and 18-inch storm drain on Pilgrim Road. It is unclear why Wheelock College plans on utilizing the 15-inch sanitary sewer in Brookline Avenue.

C.1

The PNF estimates that the CCSR will use approximately 19,855 gallons per day (gpd) of water and



generate 18,500 gpd of sanitary sewage. Because, the Riverway House currently generates approximately 6,500 gpd of sanitary sewage, the new new sewage flow is 12,000 gpd. The water consumption and sanitary sewage generation for the East and West Wings is estimated to be 13,200 gpd and 18,050 gpd respectively in the IMPNF. However, this calculation appears to be incorrect.

The PNF covers several of the Commission's concerns; the Commission has the following additional comments:

General

1. The Master Plan document must provide estimates of water demand, sanitary sewer flow and stormwater runoff generation (including the basis for the estimates) for each phase of construction under the Master Plan and for full site build-out. The amount of potable water required for air conditioning make-up water and landscape irrigation must be quantified and provided separately. C.2
2. It is Wheelock College's responsibility to evaluate the capacity of the public water, sewer and storm drainage systems serving the new buildings, and each construction phase to determine if they are adequate to meet future project demands. A written summary of these evaluations must be provided in the Master Plan document. C.3
3. All new or relocated water mains, sewers and storm drains must be designed and constructed at Wheelock College's expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use Regulations, and Requirements for Site Plans. To assure compliance with the Commission's requirements, for each phase of construction, Wheelock College must submit a site plan and a General Service Application to the Commission's Engineering Customer Service Department for review and approval when the design of the new water and wastewater systems and the proposed service connections to those systems are 50 percent complete. Site plans should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections as well as water meter locations. C.4
4. Before Wheelock College demolishes any existing structure, existing water and sewer connections to the structure must be cut and capped in accordance with Commission standards. Wheelock College must complete a Termination Verification Approval Form for a Demolition Permit and submit the completed form to the City of Boston's Inspectional Services Department before the Demolition Permit will be issued. C.5
5. The Department of Environmental Protection, in cooperation with the Massachusetts Water Resources Authority 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 C.6



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 Wheelock College to develop a consistent inflow reduction plan.

6. The water use and sewage generation estimates do not appear to be correct. The Commission requires that these values be recalculated and included with each Site Plan submitted. Wheelock College should provide separate estimates of peak and continuous maximum water demand for residential, irrigation and air-conditioning make-up water for the project. Estimates should be based on full-site build-out of the proposed project. Wheelock College should also provide the methodology used to estimate water demand for the proposed project. C.7

Water

7. Wheelock College is required to obtain a Hydrant Permit for use of any hydrant during the construction phase of this project. The water used from the hydrant must be metered. Wheelock College should contact the Commission's Operations Division for information on and to obtain a Hydrant Permit. C.8

8. The Commission is utilizing a Fixed Radio Meter Reading System to obtain water meter readings. For new water meters, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, Wheelock Colleges should contact the Commission's Meter installation Department. C.9

9. Wheelock College should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular Wheelock College should consider outdoor landscaping which requires minimal use of water to maintain. If Wheelock College 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. C.10

Sewage/Drainage

10. As stated in the PNF, Wheelock College must submit to the Commission's Engineering Customer Service Department a detailed stormwater management plan which: C.11
- Identifies best management practices for controlling erosion and for preventing the discharge of sediment and contaminated groundwater or stormwater runoff to the Commission's drainage system when the construction is underway.
 - Includes 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 the construction.

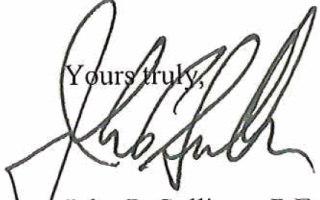


- Provides a stormwater management plan in compliance with the DEP's standards mentioned above. The plan should include a description of the measures to control pollutants in stormwater after construction is completed.
11. Developers of projects involving disturbances of land of one acre or more will be required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency and the Massachusetts Department of Environmental Protection. Wheelock College is responsible for determining if such a permit is required and for obtaining the permit. If such a permit is required, it is requested that a copy of the permit and any pollution prevention plan prepared pursuant to the permit be provided to the Commission's Engineering Services Department, prior to the commencement of construction. The pollution prevention plan submitted pursuant to a NPDES Permit may be submitted in place of the pollution prevention plan required by the Commission provided the Plan addresses the same components identified in the stormwater management plan. C.12
 12. The Commission encourages Wheelock College to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers. C.13
 13. The site plan must show in detail how drainage from the building's roof and from other impervious areas will be managed. Roof runoff and other stormwater runoff must be conveyed separately from sanitary waste at all times. If not already existing, the Commission will require the proponent to establish and maintain separate building sewers and building storm drains in accordance with Article III, Section I of the Boston Water and Sewer Commission's Regulations Governing the Use of Sanitary and Combined Sewers and Storm Drains. C.14
 14. Wheelock College must fully investigate methods for retaining stormwater on site before the Commission will consider a request 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. C.15
 15. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. Wheelock College is advised that the discharge of any dewatering drainage to the storm drainage system, whether temporary or on a permanent basis, requires a Drainage Discharge Permit from the Commission and an NPDES Permit issued by the Environmental Protection Agency (EPA). C.16
 16. The Commission requests that Wheelock College install a permanent casting stating "Don't Dump: Drains to Boston Harbor" next to any catch basin created or modified as part of this project. Wheelock College should contact the Commission's Operations Division for information regarding the purchase of the castings. C.17



17. Grease traps are required in all new and existing cafeteria or kitchen facilities in accordance with the Commission's Sewer Use Regulations. Wheelock College is advised to consult with Mr. Richard Fowler, Deputy Superintendent of Field Operations prior to preparing plans for grease traps. C.18
18. Wheelock College is advised that a Drainage Discharge Permit is also required for the long-term (permanent) discharge drainage system of infiltrated groundwater collected via an underdrain system, such as those that are commonly installed in below-grade parking garages. C.19
19. The enclosed floors of a parking garage must drain through oil separators into the sewer system in accordance with the Commission's Sewer Use Regulations. The Commission's Requirements for Site Plans, available by contacting the Engineering Services Department, include requirements for separators. C.20

Thank you for the opportunity to comment on this project.

Yours truly,

John P. Sullivan, P.E.
Chief Engineer

JPS/dss

cc:

J, Jenkins-Scott, Wheelock College

Boston

Groundwater Trust

234 Clarendon St., Third Floor, Boston, MA 02116
617.859.8439 voice • 617.266.8750 fax
bostongroundwater.org

October 30, 2006

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Mr. Gerald Autler, Senior Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007

Subject: Wheelock College

Dear Mr. Autler:

Thank you for the opportunity to comment on the Institutional Master Plan Notification Form/Project Notification Form for Wheelock College's planned new buildings.

The Boston Groundwater Trust was established by the Boston City Council to monitor groundwater levels in sections of the City where the integrity of building foundations is threatened by lowered groundwater levels and to make recommendations aimed at solving the problem. As such, my comments are limited to groundwater related issues.

I appreciate Wheelock's acknowledgement that their campus lies within the Groundwater Conservation Overlay District and their stated intent to incorporate systems that will meet the requirements of Article 32. I also appreciate their commitment, offered during the scoping session, that they would be offering more details as the projects proceed through the Article 80 process.

Because the planned structures incorporate some below grade space, including a parking garage in one of the buildings, it will be important for the geotechnical engineers to demonstrate that the construction and operation of the structures will not have adverse effects on groundwater levels. Again based on comments offered during the scoping session, I am confident that they will be able to do so; but it will be important to see the details. Also important will be the details of how the project will meet the recharge requirements imposed by Article 32. Since these structures will be permitted separately, each of them should be required to meet the recharge standards.

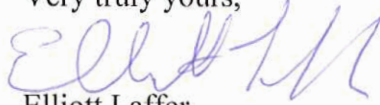
C.1

C.2

Wheelock appears to be off to a promising start in addressing groundwater issues. I look forward to working with them, their consultants, and the

Authority to ensure that the standards are met in a way that best satisfies both groundwater requirements and the needs of the college.

Very truly yours,



Elliott Laffer
Executive Director

Cc: Maura Zlody, BED

Boston

Gerald Auther
 Senior Project Manager/Planner
 Boston Redevelopment Authority
 One City Hall Square
 Boston, MA 02201-1007

October 13, 2006

Dear Mr. Autler:

Regarding the Project Notification Form for the Wheelock College project submitted to the BRA on October 10, 2006 the Boston Fire Department requires the following issues addressed by a qualified individual.

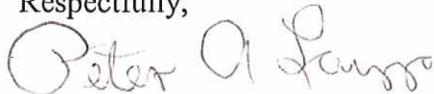
1. Emergency vehicle site access to the new buildings as well as existing buildings that might be affected. C.1
2. Impact on availability and accessibility of hydrant locations for new buildings as well as for any existing buildings that might be impacted. C.2
3. Impact on availability and accessibility to siamese connection locations for new buildings as well as for any existing buildings that might be impacted. C.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. C.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). C.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. C.6
7. Due to the increasing popularity of private wireless communication services, it has become increasingly difficult and costly for the Fire Department to locate our emergency communications equipment at appropriate sites. At the same time, the need for antenna sites has grown as development continues in downtown/Back Bay. We would appreciate it if the BRA, as part of its development review process for high-rise towers, could assist the Fire Department in obtaining rooftop access for our communications equipment as a public benefit too meet this critical public safety need. C.7



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

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,

A handwritten signature in cursive script that reads "Peter A. Laizza". The signature is written in dark ink and is positioned to the right of the typed name.

Peter A. Laizza
Fire Marshal

Pjm

Cc: Paul Donga, FPE, Plans Unit, BFD

From: [Giers, Bob](#)
To: [Autler, Gerald](#);
CC: [Jayasinghe, Para](#); [Leo, Vincent](#); [Banks, Joseph](#); [Spinetto, Stephen](#); [Hutt, Sarah](#); [Crasco, Ken - Parks Dept.](#);
Subject: Wheelock College Project
Date: Tuesday, November 07, 2006 2:07:59 PM
Attachments:

Hi Gerald,

Here are PWD comments for the subject project,

Site Plan:

Developer must provide an engineer's site plan at an appropriate engineering scale, that shows curb functionality on both sides of all streets that abuts the property. C.1

Sidewalks:

Developer is responsible for the reconstruction of the sidewalks abutting the project, and where appropriate, extend the limits to the nearest intersection. This effort may constitute a License, Maintenance and Indemnification (LM&I) agreement with the Public Improvement Commission (PIC). The reconstruction effort must meet current ADA guidelines, including the re-construction or installation of necessary ADA compatible ramps where needed. C.2

Discontinuances:

Any and all discontinuances (sub-surface, surface or above surface) within the Public Right-of-Way (ROW) must be processed through the PIC. C.3

Landscaping:

Developer must seek approval from Ken Crasco, Chief Landscape Architect with the Parks and Recreation Department for all landscape elements. Program must accompany a LM&I with the PIC. C.4

Street Lighting:

Street lighting needs must be consulted with Mr. Joe Banks of the Street Lighting C.5

Division with the PWD, and where needed, be installed by the developer, and must be consistent with the area lighting, to provide a consistent urban design.

Roadway:

Based on the extent of construction activity, including utility connections and taps, the Developer will be responsible for the reconstruction of the roadway sections that immediately abuts the property, and where appropriate, extend the limits on re-construction to the nearest intersection.

C.6

Public Art:

Developer is encouraged to contact Sarah Hutt, Boston Arts Commission to participate with the City's public arts program, creating notable art pieces in public spaces.

C.7

Groundwater:

Developer should install groundwater-monitoring wells in accordance to ISD standards, to monitor groundwater levels during construction, and convey the wells to the Groundwater Trust through the PIC after the completion of the project.

C.8

any questions give me a call 617-635-4966

Bob Giers



November 10, 2006

Mr. Gerald Autler
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201

Re: Wheelock College Institutional Master Plan & Campus Center/Student Residence

Dear Mr. Autler:

The Friends of the Muddy River appreciate that Wheelock College is mindful of the significance of the Emerald Necklace Riverway Park adjacent to their campus. In the planning of any future buildings, we hope that the college will continue to observe the 70 foot height limit along The Riverway under the Boston Park and Recreation Department zoning height restriction within a hundred feet of the park. This height limit should include rooftop mechanical penthouses. The new buildings should not exceed the tree line and cast shadows on the Riverway Park. The views from within the park should not be disrupted by tall buildings looming overhead. Since the Riverway is a historic parkway, the Historic Parkway Preservation Treatment Guidelines of the Massachusetts Department of Conservation and Recreation need to be considered with any future plans.

C.1

C.2

As part of Wheelock's commitment to the local community, it is important that the commitment will come to include PILOT payments along with other colleges to the city of Boston.

C.3

We are pleased that Wheelock is planning for LEED certified buildings and hope they achieve silver, even platinum.

We are glad to learn that public transportation is encouraged by Wheelock. It is a welcome change that parking will be decreased and not increased with this master plan.

Sincerely yours,
FRIENDS OF THE MUDDY RIVER, INC.

Brenda Lew
Boston Co-ordinator
107 Queensberry Street #2
Boston, MA 02215

Isabella M. Callanan
President

Wheelock College Institutional Master Plan Questions-Fenway Civic Association

1. During construction of either building 1, 2 or 3 what will Wheelock do to maintain the cleanliness of the Riverway and The Fenway? WILL daily or weekly street sweeping be coordinated with the DCR? C.1

Currently the construction of The Center for Life Science building in the LMA is creating large amounts of dust and collection of gravel and dirt along the large portion of The Fenway down to Huntington Ave. Street sweeping is done on a daily basis along Ave Louis Pasteur but not on abutting streets where dust build-up is a serious health issue. How will cleanliness be enforced where there is joint jurisdiction between BTD and DCR?

2. How will Wheelock coordinate construction with the day lighting of the Muddy River in front of Landmark Center? C.2
3. Will Wheelock contribute funding to the Emerald Necklace Conservancy or Boston Parks to maintain and restore portions of the Emerald Necklace surrounding the Wheelock campus? C.3
4. Will the new buildings be LEED certified? What Level rating? C.4
5. Does Wheelock have an open communication with the landlords of Wheelock students living off campus? How are housing issues with off-campus students resolved? C.5

Required conditions requested by the Fenway Civic Association as part of Wheelock’s development:

1. Wheelock must ensure the BRA and residents of the Fenway that the 70ft. height within 100ft. of parklands regulations are adhered to. C.6
2. Wheelock must establish an agreement with the DCR/BTD on an acceptable route(s) for construction vehicles to the construction site. C.7
3. Enforcement of construction vehicles only accessing acceptable construction routes established by the DCR/BTD. C.8
4. It is important that the parking lane remain along the Riverway, and all on-street parking is retained for the physical protection of residents and pedestrians and as a much-needed source of resident parking. C.9
5. A commitment by Wheelock to improve pedestrian safety by removing snow along the entire stretch of their campus along the Riverway, not just in front of their dormitories. C.10
6. Re-seeding/sod placed in the areas in front of their campus buildings between the sidewalks and the Riverway. Currently there are several areas along their campus that have no turf. This is resulting in large amounts of silt and sediment run-off onto the Riverway. Thus reducing water quality and an increased amount of silt into the Muddy River. C.11

FCA would like to recognize Wheelock’s efforts in promoting public transportation to the staff working at the Fenway campus. Current and future programs by Wheelock to reduce congestion and preserve the Parkways in the Fenway benefits all working and living in the Neighborhood.

Marco Baldassarre,

Fenway Civic Association

THE WINSOR SCHOOL



November 8, 2006

Gerald Autler, Senior Project Manager/ Planner
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

Dear Mr. Autler,

I am writing on behalf of the Winsor School in hopes that you will include our comments as part of the Wheelock College's filing of an IMPNF and PNF pursuant to Section 80B of the Boston Zoning Code.

Wheelock College has been a good neighbor to The Winsor School and we are in full support of its right to pursue improvement to their campus and facilities. We do have a few comments that need to be presented:

Neighboring roadway ingress, egress and parking along the Riverway and Pilgrim Road are already burdened. With the addition of major construction to the Wheelock site we would hope that a creative and collaborative plan be developed with neighbors and the BRA that will alleviate or minimize any adverse impact to the neighborhood. Wheelock has indicated their willingness to partner with Winsor School and surrounding institutions and support creative solutions to improve or enhance the safety of our access roads.

Parking in the neighborhood area surrounding Wheelock College is difficult at best. With the removal of approximately half of its current surface parking, we hope that Wheelock will continue to seek alternative solutions to its parking demand, from car pooling, public transportation, offsite parking, to collaboration with Winsor and surrounding institutions for additional underground parking in the area.

C.1

Management of the construction process is a concern. We would hope that Wheelock develops a strong and effective construction management plan that will minimize disruption during key drop-off and pick-up times of Winsor school. We expect that Wheelock will again be creative and collaborative with Winsor in the timing and management of construction activities.

C.2

Despite the constraints of congested roadway access and inadequate loading dock facilities, Wheelock arranges for large truck service deliveries as well as rubbish removal at times that minimize the impact on congestion and road access in the neighborhood. It is our sincere hope that Wheelock will continue to seek solutions for deliveries with the same sensitivity to its neighbors.

C.3

In closing Winsor School continues to support the Institutional Master Plan and Project Notification of Wheelock College and expects that they will continue to work creatively and collaboratively with us and surrounding institutions to seek solutions to these and many other difficult problems.

Sincerely,

A handwritten signature in cursive script, reading "Joseph Q. Guccione". The signature is written in dark ink and is positioned above the printed name and title.

Joseph Q. Guccione
Chief Financial Officer



Charles River Watershed Association

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

November 10, 2006

RE: Wheelock College IMPNF / PNF for Campus Center and Student Residence

Dear Mr. Maloney:

Charles River Watershed Association has reviewed the Institutional Master Plan Notification Form (IMPNF) and Project Notification Form (PNF) for the above referenced project. There are several project elements that we believe need further analysis and discussion in the Draft Project Impact Report (DPIR) and should be included in the BRA's Scoping Determination for the IMP in order to ensure that all environmental impacts have been minimized and mitigated. We hope these comments will assist the BRA and Wheelock College as the planning process moves forward.

Stormwater Management

It is our understanding that the stormwater from this site drains, via the Boston Water and Sewer Commission's municipal storm drain system, into either the Muddy River conduit and out to the Charles River; or, during larger storm events, into the Muddy River Fens and then out to the Charles River via Charlesgate. In either case, stormwater from the site enters and impacts the Muddy River and its drainage network.

As you are undoubtedly aware, there are significant and long-standing flooding and water quality problems in the Muddy River. The US Army Corps of Engineers is currently in the process of designing a dredging and environmental restoration project for the entire Muddy River that is estimated to cost well over \$60 million. The Muddy River Restoration project is needed to reduce significant flood hazards, to improve water quality, to restore degraded habitat, and to remove sediments that have accumulated in the Muddy River. Most of these problems are a direct result of stormwater discharges into the Muddy River.

Any redevelopment that is proposed in areas that drain directly into the Muddy River system, therefore, needs to focus carefully on stormwater management issues, and should

maximize opportunities to reduce peak storm flows, minimize imperviousness, maximize infiltration and capture sediments. The significant expenditure that will be made by the federal and state government, as well as by the City of Boston, to dredge and restore the Muddy River must be protected to the maximum extent possible.

C.1
cont.

The IMPNF document mentions that the DPIR will evaluate the project impact on the River but does not make any reference to putting together a stormwater management program to ensure that every effort will be made to protect the River from flooding and water quality impairments. It is our hope that the DPIR will study various alternatives to enhance stormwater management on the site so as to demonstrate how improvements will be made over the existing conditions.

C.2

As a part of its efforts to mitigate its impact on the Muddy River, CRWA would also encourage Wheelock College to consider retrofitting not only its own property but also sections of Pilgrim Road and Riverway with Low Impact Development (LID) best management practices in coordination with various city agencies like BWSC and DPW etc. These improvements can be designed and implemented in concert with other pedestrian safety improvements that Wheelock is committed to implementing with the City of Boston. The retrofits would not only help with stormwater treatment but also provide infiltration to recharge groundwater levels in the area.

C.3

We feel that the Article 80 Project Impact Review is the appropriate process for a full analysis of the stormwater management program. The DPIR should include specific, detailed information and alternatives analyses of stormwater management on the site. Stormwater management should aim to maximize infiltration, slow runoff from the site, maximize the use of vegetation, capture rooftop runoff for irrigation, and minimize sediment and nutrient loading. We suggest that the scoping for the IMP and the DPIR include more documentation about the proposed stormwater management program including:

C.4

- 1 Detailed information about the final design of the proposed stormwater management infrastructure including the location and design of drains, catch basins, water quality structures, and infiltration structures;
- 2 Detailed information about any surface stormwater management features such as swales, vegetative filter strips, rain gardens, permeable pavement or vegetated storage areas;
- 3 An assessment of the opportunities to reduce even further the peak flows and volume of stormwater runoff, including estimates of the impacts in a one-year storm;
- 4 An assessment of how the site could meet DEP's stormwater management policy in its entirety, not just "to the maximum extent practicable;"
- 5 A plan to minimize the primary pollutants of concern for the Muddy River, sediments and nutrients;
- 6 A maintenance plan for the stormwater management plan.

Groundwater

The CCSR project is proposed to have some subsurface construction which would require it to address important environmental issues both during and post- construction. The location of this project in an area of historic fill, and the ongoing problems throughout many areas of the City with groundwater levels, make it all the more important that this aspect of the project be designed with the utmost care and in anticipation of any potential impacts.

The project needs to be designed to minimize groundwater impacts from the project, and the proponent should commit to working closely with abutters and the Boston Groundwater Trust to ensure that there are no alterations to groundwater levels as a result of the project. Since the site falls within the City's "Groundwater Conservation Overlay District", specific recharge standards need to be applied to redevelopment as well as development project (in addition to meeting the groundwater conservation standards of Article 32). Investigations should also include the potential seasonal changes in groundwater levels, as well as potential effects on groundwater flow. In some areas of Boston, construction of sub-surface projects such as tunnels, underpasses and even some building foundations have altered groundwater flow patterns, resulting over time in changes to ambient groundwater levels. Groundwater flows are extremely slow so alterations may occur over years.

C.5

The DPIR and the Scoping Determination for the IMP should include an assessment of groundwater flow directions, as well as a determination of whether those directional flows change seasonally. If the project shows any potential for altering flows, either slowing or reducing flows into the Muddy River, or conversely reducing flows back into the ground during periods of high groundwater, or causing any groundwater "mounding," the DPIR should document a mitigation plan for any such alterations. In addition, the DPIR should specify what source of water would be used should groundwater recharging be necessary during or after construction.

C.6

Instead of following the current practice of discharging all the wastewater from the various buildings through the BWSC sewer into the MWRA system to be treated at Deer Island, a strategy needs to be developed to recycle and reuse wastewater and capture roof runoff for infiltration and/or storage for slow release to recharge groundwater levels. In case on-site infiltration of stormwater is not possible the DPIR should evaluate the possibility of seeking off-site locations for groundwater recharge and stormwater infiltration. Finally, a detailed plan for the treatment and disposal of water from dewatering activities should be included in the DPIR.

C.7

Impacts to the Emerald Necklace

The project will increase not only the vehicular traffic in the area, but also the number of pedestrians, and will likely increase the use of the Emerald Necklace Parks, including the Riverway Park. As acknowledged in the IMPNF/PNF document, this park system is already heavily used, and is in need of significant capital and operations improvements.

Since the Wheelock community uses the pedestrian paths within the parks to and from the LMA campus, the Longwood T Station and Wheelock's Brookline Campus, the IMP needs to specifically address how the college will support efforts to improve the conditions of the park, as a part of its community benefits package. Also the DPIR needs to study the impact of both the CCSR and the West Wing building design on the Parkway in detail to ensure that not only is there no negative impact from a height and massing perspective, but the aesthetic and environmental opportunities to improve the Parkway are maximized to the extent possible. It is advisable that the proponents coordinate their design efforts with the Department of Conservation and Recreation (DCR) especially with regard to its interface with the Parkway.

C.8

CRWA also suggests that Wheelock College work with the BRA, the Boston Park and Recreation Commission, the Medical Academic and Scientific Community Organization (MASCO), the Fenway Alliance, and the Emerald Necklace Conservancy to develop a program to support the improvement of maintenance and management of the park system to mitigate this increased use and to provide support for the community-wide effort that is underway to bring this park system up to an acceptable community standard. This contribution could be made as a linkage payment (as a part of the public benefits package) or through the implementation of a specific capital improvement project for improving access to and maintenance of the park or for environmental restoration projects in the LMA as a whole.

C.9

Sustainable Site and Building Design

While there is some discussion on measures for energy conservation and sustainable design in the IMPNF / PNF document, there are no specifics provided on what kinds of best management practices and technologies will be incorporated at the building, the individual site and the overall campus level. The Scoping Determination for the IMP and the DPIR need to explicitly define what the project aims to achieve in terms of standards for environmental sustainability on the three levels mention above as well as how the project will determine indicators for sustainability.

C.10

Green building standards should be adopted for wastewater reuse for flushing toilets etc. (through double plumbing the building) as well as capturing, filtering and storing roof run-off. CRWA would encourage the proponents to consider a green roof for not only the new CCSR building, the East and the West Wings, but also as a retrofit for all other buildings on its campus. Given that there is such a dearth of green / open space in the LMA as a whole, green roofs would not only provide cleaner roof runoff and reduce the urban heat island effect in the LMA but also provide an aesthetically pleasing amenity for the building occupants as well as habitat for birds and insects.

C.11

Given that the new buildings on the Wheelock Campus will further reduce the amount of open space available to only a quarter acre of a quad adjoining the CCSR, it is critical that stormwater management be an important consideration in the design and landscaping of not only the new courtyard but also the other open space, parking areas and streetscape improvements that are going to be made throughout the campus in the near future.

C.12

While the LEED system provides one metrics for incorporating green building standards and requirements, there are only limited credits available for stormwater management in the LEED. Therefore CRWA would encourage the proponents to go beyond the LEED rating system, when considering “greening” strategies for the site and buildings. This project offers a huge potential to expand the purview of green practices from individual building scale to looking a “greening of infrastructure” at an overall neighborhood level. Through retrofitting the entire campus area with Low Impact Development (LID) best management practices, the proponent can achieve a much larger impact than the cumulative impact of a collection of individual green buildings. Wheelock’s goal of “promoting sustainability as the campus expands” can thus be realized at multiple levels. It should thus not be limited to only “applying appropriate environmentally protective measures, when feasible, in the construction and operation of its new buildings”.

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,



Pallavi Kalia Mande
Urban Restoration Specialist

cc: Wheelock College
Medical Academic and Scientific Community Organization
Boston Parks and Recreation Department
Boston Environment Department
Boston Groundwater Trust



MEDICAL ACADEMIC AND SCIENTIFIC COMMUNITY ORGANIZATION, INC.

People / Places / Plans / Future

November 7, 2006

Member Institutions

- Beth Israel Deaconess Medical Center
- Brigham and Women's Hospital
- The CBR Institute for Biomedical Research Children's Hospital Boston
- Dana-Farber Cancer Institute
- Emmanuel College
- Harvard Medical School
- Harvard School of Dental Medicine
- Harvard School of Public Health
- 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

- Harvard Vanguard Medical Associates
- Merck Research Laboratories

Mr. Gerald Autler
 Senior Project Manager/Planner
 Boston Redevelopment Authority
 One City Hall Square, 9th floor
 Boston, MA 02201

RE: Wheelock College Institutional Master Plan Notification Form (IMPNF) and Project Notification (PNF) for Campus Center and Student Residence (CCSR)

Dear Mr. Autler:

I am pleased to submit comments, as a member of the Wheelock College Task Force, on additional information that would be useful for the public to have in the Draft Project Impact Report regarding the Wheelock College institutional master plan and proposed project.

The Wheelock plan to reinvest in and enhance their campus is exciting for the city as a whole and the Longwood Medical and Academic Area. This college has made a strategic decision that growth in its student body is essential to its continued long-term viability here in Boston. The end result is a proposal to building its first new building in 40 years, for student housing and a student center, followed potentially by other student-oriented and housing facilities, all of which are consistent with city goals for academic institutions to house students on campus. More specific comments follow.

Architectural Design and Open Space

Building design and dimensions for the CCSS need to be more fully developed in the DPIR, as well as for the East Wing building. This information will result in a better understanding of the physical dimensions of both buildings in relation to abutting properties as well as to the Riverway parkway and parkland. For the CCSS it will be important to create a building and open space that is inviting to pedestrians both along the Riverway frontage as well as from inside the Wheelock campus and which has a good relationship with the parkland. Shadow and other related studies should be completed with particular reference to the park and the Riverway condos.

C.1

C.2

Transportation/Parking/TDM/Loading

The proposed CCSS project and master plan projects appear to have de minimus impact on existing traffic and parking conditions. The college's parking ratio is extraordinarily low both now and in the future (.31 and .14 spaces per thousand respectively). At the same time it appears to be a very tight supply and demand relationship at the college.

The state has been looking into the possibility of removing curbside parking along the Riverway parkway adjacent to the college. Should that plan become a reality it seems that the constrained situation at Wheelock might become more difficult for the college to manage. In the DPIR the college should address how its population currently utilizes the curbside supply both on the Riverway and on Pilgrim Road, and consider how it would accommodate these needs should curbside parking be removed.

C.3

The college has done an excellent job encouraging the use of MBTA services via its 75% MBTA pass subsidy and discouraging the use of parking by students and employees. The mode split assumptions for the proposed project and master plan should be described in the DPIR.

C.4

The IMPNF/PNF cover existing loading conditions on the Wheelock campus. Currently the college appears to receive only five deliveries per day, all using curbside or roadway facilities. While this level of activity doesn't appear to present a problem regarding access on Pilgrim Road, the DPIR would present a good opportunity for the college to fully describe future loading activities and proposed locations as a result of the proposed master plan projects as well as to evaluate where these activities might be accommodated if they were to be moved off-street and on-campus.

C.5

It would also be helpful for the DPIR to include information about existing bus drop-off and pick-up activities in relation to school and other trips to the Wheelock Family Theatre. The theatre is a wonderful asset for the school children of Boston and the region and continued accessibility is important in the future.

C.6

The college's plans should be coordinated with the Executive Office of Transportation (EOT), the latter which is conducting studies for the Urban Ring Revised Draft Environmental Impact Report/Environmental Impact Statement. EOT is evaluating several scenarios for the feasibility of an Urban Ring tunnel in the Longwood Medical and Academic Area (LMA).

C.7

Thank you for the opportunity to comment.

Sincerely,



Sarah J. Hamilton
Vice President, Area Planning and Development

Mr. Gerald Autler
Senior Project Manager/Planner
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Dear Mr. Autler,

Thank you for including me in the BRA's Wheelock Task Force.

As one of the trustees of the Riverway Square Condo (RSC) association as well a resident, I am very interested in Wheelock College's plans for campus expansion. I had been a Back Bay neighborhood resident for 15 years prior to purchasing in the Fenway in 2004. The deciding factor for my move to Riverway Square Condominiums was the five large windows the RSC space offered with unobstructed sweeping views of Olmstead Park: a rare commodity in Boston proper.

The space I lovingly refer to as my home is a peaceful retreat in what often can be a cluttered urban atmosphere. I have enjoyed many seasonal views from my current home but my two favorites are the autumnal colors of the fall sunsets and the snowy winter days when the trees are transformed into images reminiscent of *Ansel Adams*. As an abutter to the campus, I also am concerned that my current view would be blocked as proposed in the Wheelock Institutional Master Plan Notification Form (IMPINF) filing.

I am disappointed in certain aspects of the IMPINF Phase 1 proposal of the Campus Center & Student Residence (CCSR) building; I am much more concerned, however, by the lack of information provided for Phases 2 and 3, referred within the Wheelock IMPINF respectively as the "East" and "West Wing" buildings. **I am under the impression that the Phase 2 and 3 projects are given equal weight in the final Boston Redevelopment Authority (BRA) ruling and I strongly believe that Phases 2 and 3 should be removed from IMPINF document filing because Wheelock has offered very little to support a practical dialogue about these phases.**

Page 2-1 of the Wheelock IMPINF states "*The CCSR is the initial project in the anticipated renewal program for the campus and the only one that the college is ready to proceed with at this time.*" Accordingly, the most detailed aspects of this filing are geared toward the CCSR project, but I am extremely uncomfortable with the lack of details provided in the filing regarding the East and West Wing projects.

The proposed placement of parking, loading, and service facilities is a major problem within the IMPINF and warrants serious discussion. RSC residents do not support Wheelock's proposed parking lot for loading and service vehicles because **the proposed location is directly below our residential windows**. The current parking lot situation is already a concern to the residents of the RSC; the proposed projects will certainly exasperate the situation. Undoubtedly, the noise of early-morning delivery trucks will disturb residents in the Riverway Square building, and the air pollution caused by idling engines is undesirable as well. The potential decrease in property value is a huge concern. I doubt that anyone would want to live at the RSC with the proposed East Wing's recycling / trash loading area located directly under their windows. **In short, loading areas should not be located in close proximity to residential buildings located outside of the Campus's authority.**

As you prepare the BRA's Scoping Determination which incorporates all Task Force members' comments, please consider that although all Task Force members have an interest in the future of this Fenway neighborhood, this project significantly impacts ALL of the RSC residents as abutters.

I have attached comments and questions regarding specific items included within the IMPINF filing. If any of my comments are outside the scope and/or purview of your department, I formally request that you provide me with the contact names, addresses, and phone numbers of the appropriate parties who are responsible for these issues.

Aesthetics

Building –

Excerpts from Wheelock IMPNF:

1-10: Riverway Park provides the College with attractive views, a recreation resource, and an “outdoor laboratory” that has been used in some college courses and programs.

2-3: Wheelock’s campus is located entirely within an H-2 zoning sub district. In this sub district, College or University Use is a conditional use. The zoning establishes a maximum floor area of 2.0 but does not establish other dimensional requirements.

- **The 70 ft low rise building regulation is adhered to by all buildings on the Riverway except for Wheelock’s Library. Why was an exception granted for the Library? Further, does the Library’s height exception also automatically apply to this new building as well? What agency is in charge of this ruling?**

C.1

2-8: The one dimensional rendering provided in the IMPNF on page 2-8 does not give enough detail to determine skin value et al.

- **Figure 2-8 reflects the projected scale of a building taller than the existing library. The 70 ft low rise building regulation is reflected in all buildings on the Riverway except for Wheelock’s Library. Again, why was an height exception granted for the Library and where is the specific documentation for the Library’s exception.**

I would think the new building should be no taller than the abutting classroom and residential buildings. I am opposed to the proposed height suggested in this filing and would like to see a new scale proposed.

2-9: View of CSSR from Landmark

2-10: View of CCSR from Muddy River Path

2-11: View from Riverway Pedestrian Path

- **Missing from the three above-referenced photos is the angle / perspective describing the view from the west wall of the RSC. Many RSC residents currently have views of the park and with this proposed construction what will the impact be?**

C.2

A Wheelock consultant for this project approached me at the both the LMA Forum and at the November BRA Task Force meetings to gain access to the RSC roof to take photos presumably to show the RSC residential perspectives. Even though I had my calendar with me at both meetings, the consultant did not establish a date at either of those meetings. To date, I still have not received a phone call / email to set up a time for these photos. RSC residential perspectives images should be included in the revised filing. In addition, there should be a public meeting to discuss how the proposed buildings will visibly impact the area.

The following are a few photos I can provided regarding the views I currently have from the inside of my unit.



*Photo taken by Sarah Nailor
View of The Riverway
as taken from Unit 28 / Building 118 RSC / fourth floor / bathroom*



*Photo taken by Sarah Nailor
View of The Riverway
as taken from Unit 28 / Building 118 RSC / fourth floor / bedroom*



*Photo taken by Sarah Nailor
View of The Riverway from the
as taken from Unit 28 / Building 118 RSC / fourth floor / living room*



*Photo taken by Sarah Nailor
View of The Riverway from the
as taken from Unit 28 / Building 118 RSC / fourth floor / kitchen*

5-3: The height and massing of the CCSR Project is intended to be consistent with those of other buildings in the area. Therefore, the building is expected to result in daylight values similar to those of the surrounding area. Potential daylight impacts from the proposed project may be assessed in the DPIR filing for the project using the BRADA software.

- **When will this potential daylight impact test be conducted and when will it be shared with the RSC neighbors of whom it directly impacts?** C.3
- **What will the new building look like? Do the plans call for similar stone structures or more modern buildings of glass and steel?** C.4
- At which point in the process will abutters and neighborhood residents become privy to three-dimensional renditions of the proposed buildings in our neighborhood? The current IMPNF filing does not lend any insight to this concern.** C.5
- **Will there be significant exterior lighting on the buildings? In what direction will the high voltage exterior lights point? Will the exterior lighting face in a direction that will cast light all evening upon the west wall of the RSC building?** C.6
- **How transparent will the project be from RSC's perspective? This same park referenced on page 1-10 of the Wheelock IMPNF filing currently provides RSC residents the same opportunities - a new building will destroy this opportunity for RSC. The phrases on page 2-3 of the Wheelock IMPNF filing alone cancel out the views that RSC has of Olmstead Park. In theory we will have views of H MVAC a top of the new building. How can Wheelock make their new building palatable for RSC?** C.7
- **What is the exact height that is proposed for the new building(s)? The suggestions Wheelock proposes for building heights are not acceptable to the residents of the RSC. We would like to see new and improved height suggestions and would prefer that the new buildings be no taller than the current trees / classroom / resident housing buildings. The IMPNF stated that the CCSR building will be 6-stories high, however Figure 2-8 indicates the CCSR building would be the same height as the library, which is much taller than 6 stories. Please refer to the photos I am submitting below and provide an explanation for this discrepancy.** C.8

The following are a few photos I can provide regarding the views of RSC from Wheelock's campus.



*Photo taken by Sarah Nailor
Exterior wall of buildings 122-120-118 Riverway Square Condominiums
as taken from 25 Pilgrim Road- Wheelock surface lot*



*Photo taken by Sarah Nailor
Exterior wall of buildings 122 Riverway Square Condominiums and Wheelock Library / Rear View
as taken from 25 Pilgrim Road- Wheelock surface lot*



*Photos taken by Sarah Nailor
Exterior wall of buildings 122 Riverway Square Condominiums and Wheelock Library / Front View
as taken from the crosswalk on the Riverway*

Landscape–

Excerpts from Wheelock IMPNF:

1-7: *“In the buildings described in this plan, Wheelock plans to incorporate bright welcoming spaces that support **community building**, group learning, gathering, and relaxation.”*

1-9: *“The College needs a magnet attractive well designed open space, more **quad like and framed primarily by Wheelock buildings** that open on to it. Such as space would provide a more intimate place for the Wheelock community for daily encounters and also for special events. The courtyard proposed in this IMP is intended to serve those purposes and replaces the green along the Riverway”*

Figure 1-2 The IMPNF indicates the tree on the parking lot side of the Library building as well as the trees flanking the entrance to the classroom building on Pilgrim Road. Figures 2-5/6/7 of the current IMPNF do not show trees..

- How can we preserve the current foliage with the construction of the CCSR and the two additional proposed projects? If the proposed projects move forward, the current trees will now be RSC’s only view of green. I would like to see additional trees planted to create a more environmental space. Trees promote better air quality and also buffer noise from the community and the traffic along the Riverway. C.9
- What will the new landscape looks like? What assurances can be provided for the preservation of as many trees as possible? Please have Wheelock College provide a more detailed proposal for green space. C.10
- Currently Wheelock spends a lot of energy and resources on the landscaping of their grounds, and the community at large appreciates this effort. What are the plans for green space and common areas? Moving and reducing green space creates a negative impact on the neighborhood. C.11
- What community is referenced on page 1-7 of the filing? Is it the Wheelock Community, the LMA community, the Fenway community, or a possible combination of these groups? C.12

Expansion Plan

Excerpts from Wheelock IMPNF:

2-1: *The CCSR is the initial project in the anticipated renewal program for the campus and the only one that the college is ready to proceed with at this time*

2-2: The IMPNF indicates Wheelock does not have the financial resources but page 4-10 references a basement level tunnel connecting to the library et al (see below);

4-9: Refers to CCSR as face of college

4-10: IMPNF proposed projects- detailed phase 2 and 3

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

- What level of expansion is Wheelock currently filing for? C.13
The most detailed aspects of this filing are geared toward the CCSR project, but I am under the impression that the two later phases of the project are to given equal weight in the final BRA ruling. If this holds true, then I am extremely uncomfortable with the lack of details provided for projects 2 and 3 (East and West Wing buildings).
- How many development phases are being sought for this project? C.14
The cover letter of the IMPNF mentions East and West Wing projects but the project scope focuses mostly on the CCSR. On page 4:10 of the IMPNF, there is broad language that is of extreme concern to RSC residents: the noise and odor of such a project will diminish our property values significantly.
- I am very concerned on how the entire project will impact the RSC. To date, I may be agreeable to the CCSR proposal as long as some design and environmental considerations are taken into account. However, at this point I am adamantly opposed to the vague references of the two later projects and would like both Phase 2 and 3 removed from this IMPNF filing. The lack of

consideration to the residential abutters warrants lengthy conversation and major plan alterations.

- **What is the timeline for the current filing?**
If the scoping determination is delivered to Wheelock on or by December 1, 2006, how much time does the BRA allow for Wheelock to make revisions if any are deemed necessary? Also, when will groundbreaking commence? C.15

Noise

Excerpts from Wheelock IMPNF:

1-9 *The College needs a magnet attractive well designed open space, more **quad like** and **framed primarily by Wheelock buildings** that open on to it. Such as space would provide a more intimate place for the Wheelock community for daily encounters and also for special events. The courtyard proposed in this IMP is intended to serve those purposes and replaces the green along the Riverway*

4-7: Current Loading services amenities

4-10: Proposed loading services amenities

- **This loading proposition is of extreme concern to RSC residents.**

Pre construction, construction phases –

- **I have visited the <http://www.cityofboston.gov/environment/noise.asp> website page for more reference materials. The Boston Municipal Code (chapter 16, section 26) sets the general standard for noise between 7 a.m. and 6 pm weekdays. Currently Wheelock College receives deliveries from Sysco, Pepsi and the Boston Globe between the 4:30 a.m. through 6 a.m.; these times are clearly outside of the city's noise ordinances. My concern is that construction noise may also ignore the noise ordinance. What individual or agency should the RSC residents contact when noise infringements occur?** C.16
- **How will the proposed construction affect Wheelock's current delivery schedule as well as the traffic associated with early morning and afternoon drop off/ pick up times at The Windsor School? In other words, what are the proposed hours of construction operation?** C.17
- **It must also be noted that Wheelock currently has private trash delivery and excess noise is created by the trucks shifting transmissions at the curve of Pilgrim Road -- which is located at the base of the RSC building.**

If the BRA can't speak to this point, which governing body can? Further, how may I, as a resident, become a part of the overview process?

Post construction-

- **What activity level is anticipated for the student body's use of this proposed space and what are the anticipated hours of use?** C.18

Parking / Traffic

Excerpts from Wheelock IMPNF:

1-8: "Parking will be developed under new buildings when both physically and financially feasible." In addition, Wheelock will continue to educate its population about alternatives to driving to campus, and continue to offer strong incentives for use of these alternatives. Wheelock will also consider creating other disincentives for driving to the campus (e.g., charging a higher fee for parking). Independently as well as through collaboration with the Colleges of the Fenway and the Medical Academic and Scientific Community Organization, Inc. (MASCO), Wheelock will continue to look for opportunities to better serve the transportation needs of all segments of the campus population.

- **Parking has been an ongoing issue for years. Please have Wheelock prepare and provide a more substantial solution, describing specifically how this will work and who will be involved.** C.19

Lack of surface parking spaces is but one root of the exasperating situation of Resident Parking

in the Fenway. The lack of monitoring of illegal parking in this area also serves to make the situation more intolerable.

Situated a very short walk to the ballpark, Pilgrim Road has become a 'free' parking location for Red Sox fans for the 81 day / night home games each season. In addition to dealing with Red Sox Nation, the fall and winters in the Fenway area bring friends and families of college students at Emmanuel, Wheelock and Simmons colleges. It is a virtual free-for-all on any given weekend after 6 p.m. on Saturdays and all day on Sundays when the Boston Transportation Department is not working. The parking situation becomes even more unbearable during the winter months when all parking along the Riverway is restricted for inclement weather.

Wheelock cannot be held solely responsible for the parking woes on Pilgrim Road but the College does contribute to the situation. On Sunday, November 4, 2006, the Wheelock Family Theater presented "Holes" and spillover parking from the surface lot on Pilgrim Road ran onto the Kenmore / Fenway Resident Parking spaces. I personally viewed from my unit, dozens of patrons leaving the theater and collecting their illegally-parked cars from the Resident Parking spots on Pilgrim Road. How will Wheelock improve the parking situation for performances and other weekend events – e.g., Parents Weekend and the various Enrollment Open Houses.

The residents of the RSC realize that a person is not guaranteed a parking spot even when opting to participate in the resident parking program; however having to compete with out-of-state cars parked in Resident-Only spots on a regular basis is absurd.

1-8: Wheelock will seek to improve its pedestrian environment by working with the City of Boston to add crosswalks at dangerous intersections, such as, across Riverway at the Wheelock Library. Wheelock will also work with others concerned about pedestrian safety to improve lighting along the Riverway Park path to encourage use of that route to the Longwood Station on the MBTA's Green Line.

- **More details are needed concerning Wheelock's plans for pedestrian safety. I suggest that a flashing cone be placed on the crosswalk currently located in front of the Wheelock library. The existing sign at the triangle is not enough to deter the frequent occurrence of drivers who pass the crosswalk without slowing down.**
- **Since the pathway to the Fenway T stop is in bad repair, I believe that Wheelock should consider appropriating funds to improve this path.**

C.20

2-1 The CCSR is the initial project in the anticipated renewal program for the campus and the only one that the College is ready to proceed with at this time. It includes construction of a six-story building of approximately 65,000 gross square feet (GSF). The proposed building will contribute to the shaping of a new courtyard which will replace a portion of the existing Pilgrim Road Surface Parking Lot.

- **The IMPNF did not address the issue of the increased parking demand that will result from the removal of the 32 spaces located in the Pilgrim Road Surface Parking Lot. Sarah Hamilton from MASCO spoke to the Task Group at the November meeting and directed her comments to RSC resident Sarah Horton. Ms. Hamilton stated that both Wheelock and MASCO "encourage alternative modes of transportation". Given that students, parents and friends of students, and faculty already do not heed the existing regulations provided for Resident Parking on weekends – I am very skeptical that mere "encouragement" will solve the parking issues exacerbated by the project. More concrete proposals to alleviate the current and future parking problems are necessary.**

C.21

2-4 Wheelock's campus is located in the Restricted Parking Overlay District. Accordingly, no off-street parking is required for any new Wheelock projects and any parking that is provided is a conditional use.

- **What does this mean in English? Please have this clearly stated in the revised filing.**

C.22

4-7: Table of Existing On-Street Parking Space Inventory (May 2006)

4-8: Service loading observation in May 2006

4-13: Construction vehicle traffic

- **This a large concern to RSC residents -- How can we minimize impact in the area?**
- **Will Wheelock obtain a city permit that grants resident parking on Pilgrim Road during construction?**
- **Will additional student / faculty parking be constructed?**

C.23

C.24

- **What types of vehicles will be delivering materials and will the Riverway or Pilgrim Road be used for delivery?** C.25
- **Will Pilgrim Road be closed to through-traffic at any point during the project?** C.26

Environmental

- **At what point prior to construction will the structural test of the RSC building be conducted? And at what point after construction will the structural integrity test be redone?** C.27

Is it possible to monitor the impact of construction during the length of the construction phase? Perhaps a monitoring device could be placed in the basement area of the RSC building for this purpose.

Can formal assurances be made that Wheelock will pay the condo association for any damages to the structure as a whole and to individual residents whose individual units may be negatively impacted?

Drainage

- **Currently the basement area of RSC is dry and used primarily for laundry and storage. However, there are two residential units and one commercial unit in this basement area as well. Several years ago an overflow of the Muddy River caused extensive damage to these units. The repaired drainage system has been successful in maintaining dry conditions in the RSC basement for at least 4 years. How can the RSC be assured that existing drainage patterns will not be impacted? Are there preventative measures that should be considered by either the RSC or Wheelock so that construction does not disrupt the current drainage situation?** C.28

My email and daytime phone information is provided should you have any questions regarding these comments. I look forward to receiving your Scoping Determination.

Respectfully,

Sarah Nailor
118 Riverway Unit 28
Boston , MA 02215
day phone:. 617/ 954-4106
email: sarahnailor@yahoo.com

By e-mail: Gerald.Autler.BRA@cityofboston.gov

November 7, 2006

Mr. Gerald Autler
Boston Redevelopment Authority
Boston City Hall
Boston, MA 02201

Re: Wheelock College Institutional Master Plan

Dear Mr. Autler,

Thank you for the opportunity to follow up with questions/comments after Wheelock's presentation at the October LMA forum.

The prized location of Wheelock next to Winsor School and overlooking the Riverway, along with the smaller scale of its facilities, give the college an intimately and friendly feeling lacking in other area colleges. The College's land restraints make it difficult to expand and/or re-orient itself towards a campus center, the course its administration has chosen to take. It was presented as a disadvantage that students now gather in the front steps and "yards" of the row of residences and theater overlooking the scenic Riverway, but that setting is an advantage many people would seek to emulate. It is hoped the planned additions will not strip the school of this unique attractiveness.

It is also important that new buildings not detract from the important natural areas it overlooks. Fortunately our progenitors anticipated this potential, and Parkway Regulations were enacted to regulate the height and allowed use of lands abutting the Parkways and Emerald Necklace Park system. The BRA must ensure the height limit regulations of 70 ft. within 100 ft. of the Riverway are adhered to with all approvals for the elements in the Wheelock Masterplan.

Other questions and considerations are:

1. Does Wheelock currently lease parking to other institutions? If so, please indicate how much and to whom. C.1
2. It is important that the parking lane remain along the Riverway, and all on-street parking is retained for the physical protection of residents and pedestrians and as a much-needed source of resident parking. C.2
3. When construction plans are being developed, Wheelock must confer with Patrice Kish at DCR to develop and receive permits for a construction route that adheres to existing Parkway prohibitions calling for construction/commercial vehicles to enter/exit a Parkway at the nearest city street. C.3

4. Related to the IMP, it is requested that the pedestrian crossing by the Wheelock Library replicate the curb cut on the other side of the road on the “island”. Currently there is a curb cut in front of the library, but none on the pathway’s receiving end. C.4
5. Does the Landmark Commission’s have any of Wheelock’s buildings along the Riverway listed in its historic site inventory and are any of them eligible for historic registration? Is there a way the facades of these attractive turn-of-century buildings could be respected in new construction? C.5
6. With the dramatic elimination of campus green space planned, a greater dependency upon open space is placed on the surrounding public parks. The transference by an institution of private campus open space to that of the public should bring with it an obligation to improve and help maintain the public park land from which it draws its open space needs. It is hoped that Wheelock will develop a plan with the Emerald Necklace Conservancy and the Boston Parks Department to adopt a portion of Boston’s Olmsted park land and contribute to its upkeep. The park, its administration and ecology, are also valuable sources for learning about parks in an urban environment. C.6

Thank you for the opportunity to comment.

Yours truly,

Fredericka Veikley
231 Park Drive
Boston, MA 02215

From: [Nardy Henigan](#)
To: [Autler, Gerald;](#)
CC:
Subject: Wheelock College Institutional Master Plan Notification Form (IMPNF)
Date: Thursday, November 09, 2006 1:00:36 PM
Attachments:

Mr. Gerald Autler
Boston Redevelopment Authority
One City Hall Plaza
Boston City Hall, 9th floor
Boston, MA 02201

Mr. Autler,

I am a resident (and owner) of a unit in Riverway Square Condominiums, an apartment that faces the Wheelock campus. I am writing to express my concerns about the Master Plan and the CCSR Project Plan.

I have seen the Master Plan and want to express my opposition to the East Wing building, which would directly face the Riverway Square Condominiums, blocking out light and reducing privacy and property values for west-facing units. The plan for this building should be changed or removed from the master plan. At the very least, it should be set back further from the property line.

C.1

I urge the BRA to work with Wheelock to ensure that construction of the CCSR Building takes place only between 8am–5pm, Monday through Friday, and that construction vehicles don't reduce the availability of parking spaces on Pilgrim Road and the Riverway.

C.2

I understand that there is also a plan to build a loading dock in the existing Wheelock parking lot. This would not enhance the quality of life for west-facing units at Riverway Square Condominiums, and I am hoping this might be changed.

Thank you,
Nardy Henigan
118 Riverway, Apt 5 (resident and owner)
Boston MA, 02215

From: [John C. Bedell Jr.](#)
To: [Autler, Gerald;](#)
CC:
Subject: Wheelock College Master Plan issues
Date: Friday, November 10, 2006 12:20:33 AM
Attachments:

Dear Gerald,

I currently reside at the Riverway Square Condominiums. My wife and I have lived there together for the past four years and recently decided to make a long term commitment by purchasing the unit which we previously rented. We have a very detailed understanding of the neighborhood and the potential impact of the master plan.

Based as on my experience as an architect practicing in the area, my initial concerns with the Wheelock College Master Plan are as highlighted:

1.
Proposed construction of the residential dorms adjacent to our complex (Building 2 as indicated on the master plan). Given the immediate location to both our building and property line, the resulting condition will be quite undesirable to say the least. This will lead to lower property values for half of our complex.
2.
Proposal of loading dock at same location. The increase in noise, potential for vermin/ uncleanliness and program type do not make good neighbors. C.1
3.
Parking and traffic. By eliminating the current parking capacity Wheelock proposes a deficit of 32 spaces (if plan is fully realized). Shuttle buses, parking disincentives and subsidies of MBTA passes do not convince me we will not be fighting the Wheelock community for the limited parking spaces currently along Pilgrim Road and Riverway. This condition will be worse during periods of construction. C.2
- 4.

Air Quality and Building Monitoring. Granted this should be part of the Construction Management Plan, however, I would like to express concern that any construction close to our complex should provide means for monitoring potential building movement (ie. settlement causing cracking). I am also worried about the air quality during any construction and will be very interested in dust control. (I am currently witnessing the attempts at Simmons College with mixed results).

C.3

I can appreciate the fact the college needs to expand in order to compete in the "market" of attracting students. I only hope that the school will consider these points in order to create a better project for all in the neighborhood.

Sincerely,

John C. Bedell Jr.

116 Riverway Apt 8.

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From: [Peri Kurshan](#)
To: [Autler, Gerald;](#)
CC:
Subject: Wheelock expansion plan comments
Date: Tuesday, October 17, 2006 12:09:34 PM
Attachments:

Hello,

I am a resident of 120 Riverway, and I was just at the LMA forum meeting and would like to submit some comments about the Wheelock expansion plan during the public comment period. (Please let me know if this is the appropriate forum for my comments.)

1. I am concerned about the loss of residential parking during the construction period, due to construction vehicles, etc. Currently, there are resident-only parking spots on Pilgrims Road, as well as unrestricted parking on the Riverway. Since there are more residents than resident spots on Pilgrims Road, many residents also park on the Riverway, however even so there is often a shortage of spaces, and there are no other places to park in the immediate vicinity. If the unrestricted Riverway spots are lost during the construction, this will lead to a severe shortage of parking spots for residents.

C.1

I would like to propose that the BRA introduce some measure to safeguard the number of parking spots available to residents, especially overnight. For example, perhaps construction vehicles should be prohibited from parking on the Riverway overnight, and instead be required to park in the Wheelock parking lot (which is usually empty overnight).

Alternatively, if construction vehicles need to be parked on the Riverway, then perhaps additional parking spots could be made available to residents in one of the following two ways:

- a) convert the "live parking only" spots along the Riverway into additional unrestricted parking spots to make up for the shortfall due to the construction vehicles, and/or
- b) let residents (with valid resident stickers) use the Wheelock parking lot for overnight parking during the construction period (as I

said, this lot of always empty overnight).

2. I am also concerned about the amount of noise that will be a result of the construction. In particular, as you might imagine given the proximity of Riverway Square Condominiums (RSC) to the Longwood Medical Area, many of the residents of RSC are medical interns or students, and therefore keep atypical work hours. I would like to request that construction not begin until after 8am and be limited to weekdays (since the weekends are times that many of us need to catch up on our sleep after long medical shifts). C.2

3. I would like to request that Wheelock be required to preserve the large trees that surround the current parking lot. This includes the large tree on the south side of the library, and the large trees that currently stand on what will end up being the green area. The trees will not only serve to help shield RSC residents from some of the construction sights and sounds, but are beautiful large trees that cannot be easily replaced once construction is completed. C.3

4. I noticed in the PNF that Wheelock is planning to put a loading dock for the CCSR building in the remaining parking lot. I am concerned that this will greatly increase the noise in that lot, in particular during early morning or nighttime hours (for example, due to the beeping of large trucks backing up). One way to address this issue would be to restrict loading dock usage times to daytime hours. C.4

5. Finally, I am concerned that the creation of a student center and centralized green area may lead to an overflow of (rowdy) students into the adjacent parking lot, particularly at night. The enclosure of buildings surrounding the parking lot already lends itself to sound amplification, which is often a severe annoyance since our bedrooms face out onto the parking lot. C.5

I would like to propose that Wheelock be required to have a policy in place prohibiting loitering or the production of loud noise in the parking lot at night, and that it begin policing that area and aggressively enforcing that policy once the new buildings are created. There is already a security presence in the parking lot, so no additional personelle would be required for this.

In addition I would like to propose that the boundary of the green space and the parking lot be densely planted to discourage people from

spilling out on to the parking lot (as well as to act as another sound barrier). There preliminary plan we were given already shows trees lining that boundary, so this proposal should not negatively impact the landscaping design.

Thank you very much, and please let me know if any of these comments should be submitted to any other more appropriate forum/person.

-Peri Kurshan
resident, 120 Riverway apt #7

11/8/06

Dear Mr. Autler,

My name is Michael Grappo. I currently own 3 properties at Riverway Square Condominium and I've been active as a real estate agent there for over a decade. To date, I've sold over 60 properties in that association to homeowners there, many of which about the parking lot belonging to the college.

I can say without a doubt, and I have the professional authority & experience to do so, that the presence of a building there will literally rob the residents of Riverway Square of an integral part of their home, the home that they purchased for sun, quiet, views, air and privacy.

The values of the properties on that side of the building will immediately be reduced by at least a margin of 10-20%. Given that there are at least 25 homes on that side that value between \$250,000 and \$300,000 each, the proposed project there stands to **steal over a million dollars from the residents of Riverway Square** – this is on top of the quiet peace of their home that will no longer exist – something that they have every right to but something that the college does not care about. “ Just build it up and to hell with the residents there. “

The residents were there first. Is Wheelock prepared to write these owners a check for over a million dollars? What about the residual decline in values that will spread throughout the complex due to this? Is this a part of their plan? If not, then there is an injustice at hand here and the residents of Riverway Square will fight to every extent of the law to see that this injustice does not stand.

I can only hope that the review process, the due process that is in place for the benefit of the residents of Boston, will do what it is intended to do – that is, to protect owner's rights from the Big Money. I hope that your office will play this part, and will listen attentively to the reasonable concerns here and that you too will see that this is not the right thing to do. The residents of RSC intend to preserve what is rightfully their own.

Sincerely,

Michael Grappo
Owner 114 Riverway #3, 114 Riverway #8, 118 Riverway #1

Adam Shulman
120 Riverway Street #19
Boston, MA 02215

November 6, 2006

Gerald Autler
Boston Redevelopment Authority
One City Hall Plaza
Boston City Hall, 9th Floor
Boston, MA 02201

RE: Wheelock College Institutional Master Plan Notification Form (IMPINF)

Dear Gerald:

I am writing to express my concerns and suggestions on the Wheelock College Institutional Master Plan, Project Notification Form (IMPINF), dated October 10, 2006.

Wheelock College proposes 195,000 square feet of development in a 10 year Master Plan including:

- a. 65,000 s.f. Campus Center and Student Residential building (CCSR).
- b. 55,000 s.f. East Wing building.
- c. 75,000 s.f. West Wing building.

My wife and I are owner-occupants of a unit in the Riverway Square Condominium building adjacent to Wheelock College. Our biggest concern with the Wheelock College Master Plan is the proposed East Wing building which would be up against our building and block sunlight, air, views of the Muddy River and negatively impact our property value. We are also concerned about impacts from the proposed CCSR building including, shadows, views, tree impacts, proposed loading area under our window and construction impacts.

I am disappointed that Wheelock College never reached out to our building until the month it submitted the IMPINF. According to the IMPINF, Wheelock College had spent at least 2 years of campus planning. It would have been nice if they had talked to their immediate neighbors at Riverway Square during their planning process or at least more than one month before they submitted an IMPINF.

As stated above, a major concern is the location of a proposed East Wing Building. There are 100 residential units in the Riverway Square building and half would be significantly impacted by a building up against it. Wheelock College should eliminate the East Wing Building from the Master Plan. Why did they sneak it into the Master Plan if according to the IMPINF there are neither plans nor funding for this building? The BRA should not approve the Master Plan with an East Wing Building because it would be a nod of acceptance to allow Wheelock to construct a building at that undesirable location.

Following are more specific comments and suggestions on the IMPINF:

Campus Center and Student Residential (CCSR) Building

- The proposed 65,000 s.f. CCSR building included 37,500 s.f. for 150 beds and 27,500 s.f. for student life and dining facility. The building is too large and does not fit in with the surrounding buildings. For example, the Longwood House, Classroom and Library buildings that surround the proposed CCSR building are 18,500 s.f. to 22,000 s.f. The CCSR building should be around 30,000 s.f. as shown below.

C.1

	IMPNF Proposal			New Proposal		
	serving	formula	square feet	serving	formula	square feet
Student Center	250 students	unknown	27,500	250 students	15 sf/student*	5,000
Dining	250 students	unknown		250 students	15 sf/student*	5,000
Dormatory	150 beds	@250 sf / bed	37,500	100 beds	@200 sf / bed	20,000
TOTAL			65,000			30,000

*Architectural Standards, eighth edition,
The American Insitute of Architects

- The Draft Project Impact Report should document the size of Wheelock's existing dining facility. What is the size of dining facilities at other colleges? C.2
- The design of the CCSR building should take into account what it will look like from windows at the Riverway Square building. One idea to protect Riverway Square resident's views of the Muddy River parkland is to design the building with the higher residential component closer to the Longwood House and lower building height on the library side. This may help minimize the loss of Muddy River views that residents in Riverway Square currently have. C.3
- The consultants should create photo-renderings of the CCSR building that depict what views would be like for residents in Riverway Square. Views should be illustrated for each floor of the 5-floor Riverway Square building that look out towards the Muddy River. C.4
- I do not support the above-grade walkway between the CCSR building and library. It will create additional shadows and further impact views. C.5
- The Figures in the IMPNF that have a dotted lines to indicate the size, height and massing of the CCSR building from photos taken from the Riverway and Landmark Center is a bad attempt to conceal the true impacts that the CCSR building will have. C.6
- The IMPNF stated that the CCSR building will be 6-stories high, however Figure 2-8 showed the CCSR building would be the same height as the library, which is much taller than 6 stories. C.7
- The Master Plan should provide the existing heights of all campus buildings. Figure 1-2 should be updated to include building's square footage, height and use. C.8
- A scaled model should be built to test alternative future building locations, sizes, heights and designs. The model should be presented to Riverway Square unit owners and residents. C.9
- There should be a 3-D computer generated model of the campus created for planning and alternative design analysis, including shadow impacts. C.10
- The IMPNF did not present the Floor Area Ratio (FAR) calculations for all existing and proposed buildings. C.11
- The IMPNF failed to address the BRA's LMA Interim Development Review Guidelines. C.12

Open Space

- The plan to eliminate publicly accessible green space on the Riverway and replace it with a more private internal quad-like courtyard is a significant community loss. The existing green space is a cherished refuge by many people that utilize it or even just walk past it. C.13
- If the new courtyard is to be open to the public, it should be connected to the Riverway by green space and not be just a narrow walkway between the library and the CCSR building. I suggest adding more green space between the library and CCSR building in Figure 2-5. C.14
- The loss of trees is a legitimate community concern that will need to be analyzed in detail. Trees reduce air pollution, support wildlife habitat and provide buffers to traffic on the Riverway. All existing trees need to be inventoried and documented in detail. There should be more trees not less as part of this Master Plan. C.15

Traffic and Parking

- Parking, loading and service is a major problem with this Master Plan and needs serious attention. I do not support loading and service vehicles in a parking lot under my window as proposed in the IMPNF. The parking lot is a nuisance today and I can only imagine it getting worse as proposed in the Master Plan. There will be trucks in early mornings waking residents in the Riverway Square building up with idling engines. They will create noise and air pollution. Loading areas should not be located next to a residential building. C.16
- Figure 2-5 in the IMPNF proposed maintaining a parking lot up against the Riverway Square condominium building. A problem today is vehicle idling in the parking lot. All parking should be put underground in Phase I of the Master Plan. The parking lot in Figure 2-5 should be additional green space. C.17
- Wheelock College should create underground parking and loading as part of the CCSR development and not part of an East Wing building which should be taken off the table. If Wheelock can not build appropriate loading facility for the CCSR building without impacting adjacent residential neighbors then the project should not be approved. C.18
- The IMPNF did not discuss what the plan will be to accommodate the parking demand from the 32 parking spaces lost. I support minimizing parking spaces to encourage alternative modes of transportation but to a point. A parking ratio of 0.14 for a college is unrealistic. It is likely that people will park illegally on Pilgrim Road causing additional community impacts. C.19
- Wheelock College should relocate their 57 surface parking spaces into an underground parking and loading facility. The underground garage should be connected to the CCSR building and library. It can contain up to 100 spaces which would provide Wheelock College with a total of 139 parking spaces and a campus parking ratio of about 0.5 spaces/1,000 square feet. It will eliminate the parking and loading impacts to the Riverway Square condominium building. C.20
- Wheelock charges \$300/year for full-time faculty to park on campus and \$150/year for part-time faculty. This is a very low fee compared to other institutions in the LMA and should be increased to encourage more faculty and staff to utilize public transportation or carpool/vanpooling. Increases in the parking fees could also help pay the cost of the underground parking/loading garage. C.21
- Students are allowed to purchase a parking sticker for only \$75/year and can park in one of Wheelock's off-street parking facilities from 5 pm to 7 am. This fee is also too low and should be increased. C.22
- Wheelock College should consider allowing residents at Riverway Square, for a fee, to utilize empty parking spaces at night and on the weekends. This would be a benefit to Riverway Square C.23

residents (The 100 unit Riverway Square condominium building does not have any parking). The concept of “shared parking” is included in zoning for the Fenway neighborhood and should be explored as part of Wheelocks’s Master Plan.

- Wheelock College should provide at least two parking spaces for car-sharing service, such as Zipcar. C.24

Community Benefits

- It should be noted that this is a significant expansion for Wheelock College. It is an approximately 55% increase in the current density of Wheelock College. Any institution that has this much growth needs to provide an equally significant community benefit package. Unfortunately, the IMPNF showed more negative impacts than benefits, including loss of open space, additional traffic, parking and loading up against a residential building, shadow and view impacts. C.25

- The IMPNF stated that Wheelock College will work with the City to install a missing crosswalk on the Riverway at the library. First, there is already a crosswalk at this location. Second, the Riverway is under the jurisdiction of the Massachusetts Department of Conservation and Recreation (DCR), not the City of Boston. Proposing that mitigation for the Master Plan will be to put a crosswalk at a location that already has one is illogical. One idea that should be explored for this crosswalk is creating a raised crosswalk table. This would benefit pedestrian safety, slow traffic and improve safety at the difficult Riverway merge. The crosswalk is also missing a pedestrian ramp and does need meet American with Disability Act (ADA) standards. C.26

- I had once asked Wheelock College if they would help plow a small path leading from the Wheelock library to Park Drive in the winter. It is an important pedestrian path for students between Wheelock library and the Landmark Center and Fenway Transit station. Wheelock does a good job shoveling their sidewalk on the Riverway, so shoveling this small 200 foot long path seemed like a simple request that they could do as a community benefit and for the safety of their own students. The path is the responsibility of DCR, but because of a lack of resources for that agency any help from abutting institutional neighbors seemed an appropriate community benefits. Wheelock College had refused to help at that time citing lack of resources of their own. I hope that they are willing to reconsider this request. C.27

- As mitigation, Wheelock College should repave and re-grade the pathway between the Wheelock College library and Landmark Center. When it rains, the path is covered with water (and ice in the winter) because of inadequate grading. C.28

- Wheelock College should install pedestrian countdown signals around the Sears Rotary including Riverway/Brookline Avenue, Brookline Avenue/Park Drive, and Park Driveway/Riverway intersections. C.29

- Wheelock College should fund an engineering analysis of the drainage problem at the Brookline/Fenway intersection. Rain water does not drain properly at this intersection resulting in water pooling many inches high and often up and over the sidewalks. Wheelock should fund an independent engineering analysis and improvements. It would be good mitigation and a benefit to Wheelock College faculty and students that cross this intersection. C.30

- The IMPNF mentioned the dangerous yield/merge problem on the Riverway in front of the Wheelock library. There is a conceptual plan to improve this problem, which is known as the “Riverway T intersection” concept and is documented in the Boston Transportation Department’s Fenway Neighborhood Transportation Plan and in the Longwood North Research Center Draft Project Impact Report. Wheelock College should provide the funds to advance this idea to a 25% engineering design. C.31

Construction Impacts

- Construction impacts are a major concern. Construction should be limited to 8 AM – 5 pm Monday to Friday. C.32
- I am concerned that vibration caused by construction could impact the structural integrity of the Riverway Square building. The Developer should monitor construction vibration with equipment placed in the basement of the Riverway Square building. Any damage to the Riverway Square condominium building caused by construction will need to be repaired by Wheelock College. C.33
- The Riverway Square building has had flooding problems in the past and I am concerned that construction may cause additional flooding problems. C.34
- A detailed Construction Management Plan should be developed in coordination with the Boston Transportation Department (BTD) and reviewed by Riverway Square trustees. C.35

Conclusion/Recommendations

- The East Wing concept should be eliminated from the Master Plan. C.36
- The IMPNF proposal to maintain a parking lot up against a residential building and use that lot for loading and service for the dining facility/campus center is not acceptable. C.37
- Phase I of the Master Plan should include a smaller CCSR building (30,000 s.f. instead of 65,000 s.f.). As proposed it is both out of scale and detrimental to *true public* open space. It also impacts view corridors for residents in the Riverway Square condominium building. C.38
- The reduction of on campus parking spaces will fall too low so that public on-street parking spaces will be impacted. Wheelock should build a 100 space underground parking garage to replace the 57 surface parking spaces to be lost. The underground garage should include a loading facility to serve the CCSR building and library. C.39
- Phase II of the Master Plan can be to demolish the Riverway House and replace it with a West Wing building as proposed, however the size and design of the building will need careful attention. It may include 25 below grade parking spaces as suggested in the IMPNF.
- Wheelock College has the right to grow, however, it must grow in a way that benefits and not degrades the quality of life of its immediate abutters and community. I have discussed specific mitigation ideas in this letter that I hope assists in a dialogue between Wheelock College, abutters, City and Fenway/LMA community.

Thank you for the opportunity to comment on the Wheelock College IMPNF. Please feel free to contact me at (617) 264-9223 or ashulman27@yahoo.com for any questions.

Sincerely,


Adam Shulman


Yolanda Perez-Shulman

Cc: Councilor Michael Ross
Sarah Nailor, Riverway Square Trustee

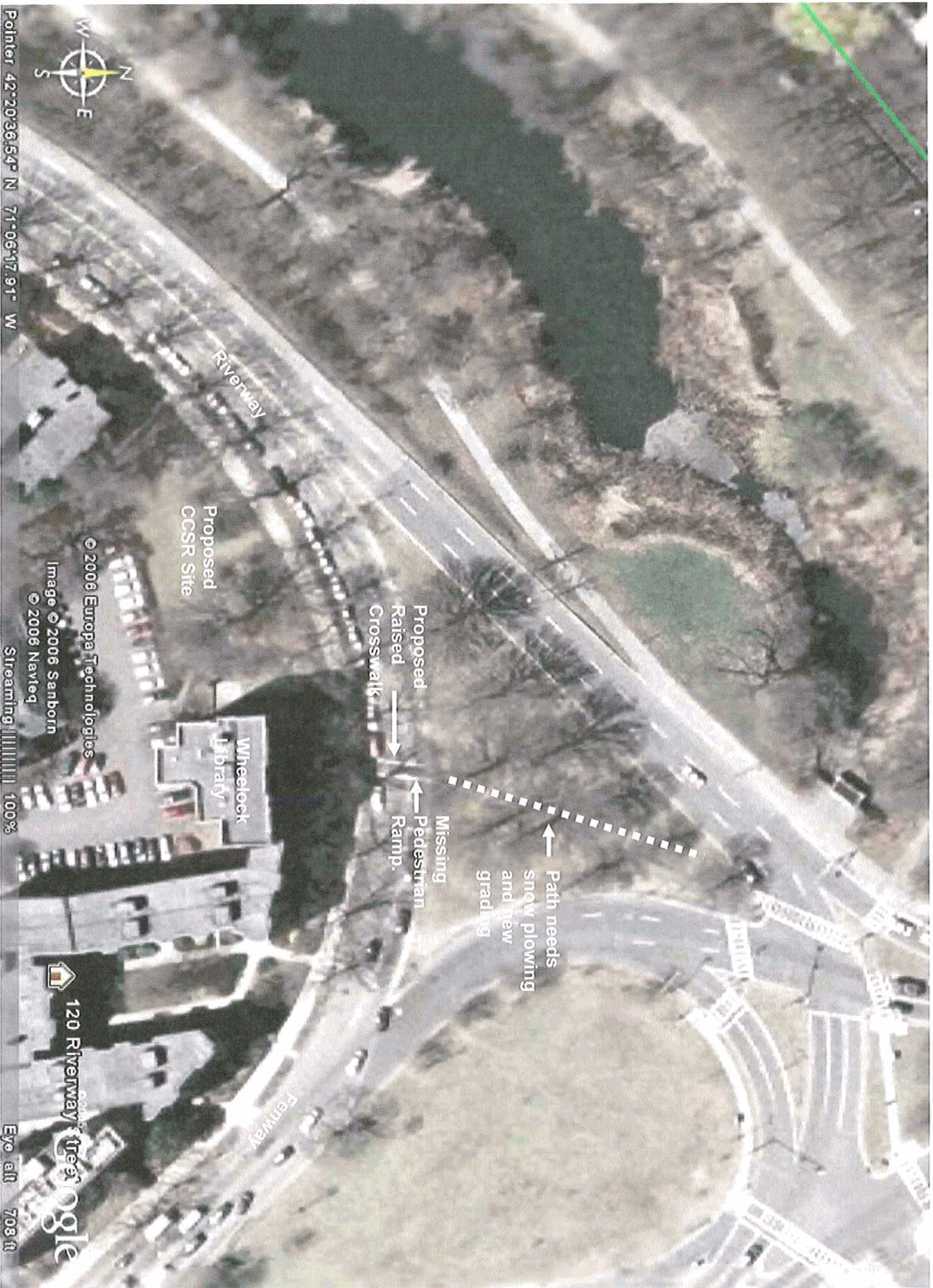


View from our living room window at our Riverway Square unit.

Above is our current view of the Muddy River Parkland. The Wheelock College library is on the right. As can be seen, replacing the parking lot with green space will be nice, but the loss of our view of the Muddy River Park tree canopy because the CCSR building will block it is a major concern. The loss of trees in the foreground is also a concern.

A proposed East Wing Building would be right up against our window completely blocking our view including, sun, light, air and sky.

Mr. and Mrs. Shulman
Riverway Square
120 Riverway , Unit 19
Boston, MA 02215



Pointer 42°20'36.54" N 71°06'17.91" W

Riverway

Proposed CCSR Site

© 2006 Europa Technologies

Image © 2006 Sanborn

© 2006 Navteq

Streaming 100%

Wheelock Library

Proposed Raised Crosswalk

Missing Pedestrian Ramp

Path needs snow plowing and new grading

Fenway

120 Riverway Street Google

Eye alt 708 ft

TO: Gerald Autler, Senior Project Manager
 FROM: Albert Dragon
 118 Riverway – Unit 33
 Boston, MA 02215
 DATE: November 1, 2006
 RE.: Wheelock College’s Building Plan

The tables below define our concerns about Wheelock College’s Master Building Plan.

<p>Who Am I (we)</p>	<p>My name is Albert Dragon, a senior citizen and resident of Riverway Square, Unit 33. My wife and I, after an exhaustive search and inspection of countless condominiums in the Fenway area, selected this apartment for our home in Boston. This apartment affords us wonderful views of the Riverway, tree-top views of Pilgrim Street and the Wheelock Campus. We are somewhat distressed by Wheelock College’s Master Plan, particularly the east wing which will no doubt eliminate the above mentioned views and significantly impact on the value of our home.</p>
<p>Why Riverway Square (Apt. 33)</p>	<p>We only had to look at Apt. 33 for a few minutes and to know that this was the place we wanted to call home. Yes, it is a very small apartment but with its many windows, provides us with lots of natural light and a sense of being on a college campus. It has 8 windows, and not one of them looks to downtown Boston. From the Pictures attached, we have beautiful tree-top views of The Riverway and its many trees. We also have tree-top views of the whole of Pilgrim Street, a tree lined street with many trees along the way. The sun circles our home and provides us with lots of natural light and warmth. Our condominium is on the top floor, corner unit that abuts Pilgrim Street and Wheelock’s parking lot.</p> <p>As a former dean of a college, I enjoy the proximity of the college dorms and the many students who inhabit this area for some 30+ weeks a year. All in all, it is a wonderful place to live. My guess is that most of the owners who abut Wheelock’s parking lot feel the same about their home.</p>
<p>Aesthetic Considerations of Wheelock’s building plan on Riverway Square owners</p>	<p>As one can see from the above, our home as well as the homes of all other owners of Riverway Square apartment facing Wheelock College’s parking lot face significant changes that will no doubt affect their aesthetic appreciation of their homes. Of immediate concern is the CCSR building that will all but eliminate resident’s view of The Riverway and possibly much of the greenery found on the Wheelock College campus. It is to be connected to the existing library, a building that is already more than 10 feet higher</p>

<p>Aesthetic Considerations of Wheelock’s building plan on Riverway Square owners. (Continued)</p>	<p>than is allowed but city ordinance.</p> <p>Add to this dilemma an East Wing that will no doubt block out a view of Pilgrim Street for most and, more importantly, the natural sunlight that streams in these apartments in the afternoon, darkening each apartment darker and eliminating any views at all. This wing is also slated to house a loading dock that will include a freight elevator and space for deliveries, trash. Here again, residents of these apartment will face both the unwanted noise from loading dock activities as well as the pungent smell of trash and garbage. In an already over built community, it seems to me that Wheelock College has not taken necessary steps to solicit comments from its immediate neighbors, residents of the Riverway Square apartments. More than half of Riverway Square residents would be negatively impacted by the construction of this East Wing.</p> <p>The CCSR building will also eliminate all view of the Riverway and the Muddy River. To protect Riverway Square residents’ views, the college should design this building to have the higher residential areas closer to the Longwood House, keeping lower building heights near the Library. Are there any figures that support the notion that these buildings will attract new students to the Wheelock College campus? Has the college looked into building these new buildings on its other campus? Those who live on or near the Riverway Parkland should make every effort to keep this space as pristine as possible for generations to come. Wheelock College’s master building plan is a serious detriment to the preservation of this area.</p>
<p>Parking Problems arising from on-site construction</p>	<p>There are perhaps more problems than those noted below but these came to mind as I considered Wheelock’s building plan.</p>
	<ol style="list-style-type: none"> 1. Parking and traffic on Pilgrim Street 2. Wheelock employees parking on Pilgrim Street 3. Construction workers parking on Pilgrim Street 4. Closing Pilgrim Street during construction 5. Loading dock area
<p>1.</p>	<p>As a senior citizen, I am concerned about Wheelock College’s construction plan and my ability to find parking on Pilgrim Street. In my time here in Boston, I never have had to go look for parking anywhere else but Pilgrim Street because there has always been space on the street. This is residential parking only and, as such, this street should be for residents only and law enforcement should ensure that it is monitored 24/7. Construction and service vehicles will make parking here a nightmare unless Wheelock ensures that they will provide for the parking needs of all involved constituencies, even if it means</p>

C.1

C.2

C.3

C.4

C.5

	paying nearby garages for their open spaces.	
2.	Wheelock College faces the loss of over 50 parking spots in the lot adjacent to Riverway Square. As much as Wheelock College supports the use of public transportation, no employee, unless a resident, should have access to parking on Pilgrim Street. How will this be monitored? Perhaps Wheelock should plan for an underground garage in their plans. Fees for parking on the Wheelock College campus should be raised to at least match those of other colleges in the area. Other colleges charge more than three times the amount charged by Wheelock. Wheelock should consider providing Riverway Square residents with parking stickers for empty spaces at night or on weekends –for a fee.	C.6
3.	Wheelock College must ensure for parking facilities for all construction workers coming into the area and NOT close Pilgrim Street for their use.	C.7
4.	Every effort must be made to ensure that Pilgrim Street remain open for the parking convenience of residents in the area. Closing the street would be a great disservice to all residents, especially seniors who live in the area.	C.8

Recommendations for Wheelock College's consideration	The following are recommendations for Wheelock College's consideration to ensure for the proper treatment of residents of Riverway Square who face significant changes in their home environment due to the college's master building plan.	
	1. Eliminate the East Wing from the college's Master Plan.	C.9
	2. Wheelock College should commit to keeping Pilgrim Street open during all phases of construction. If Pilgrim Street must be closed for any reason, Wheelock College should consider paying for overnight/24 hour parking at Landmark/Trilogy or some other garage until the Pilgrim Street is opened, especially for senior citizens.	C.10
	3. Because parking in the Riverway area will be impacted by Wheelock's building plan, the college should consider building an underground parking garage in the CCSR plans to replace the 50 plus spaces lost due to construction.	C.11
	4. Wheelock College employees and construction workers be banned from parking on Pilgrim Street.	C.12
	5. Free admission for Riverway Square residents impacted by Wheelock College,s building plan to all programs at Wheelock College's Theatre.	C.13
	6. Free admission and use to Riverway Square residents impacted by Wheelock College's building plan of Wheelock College's gym facilities.	C.14

	<p>7. At Wheelock College's expense, the construction of a reasonably good sized roof deck on the building adjacent to Wheelock College's East Wing.</p> <p>8. Free admission/passes to Wheelock College's parking lots when the college is not in session.</p>

C.15

C.16

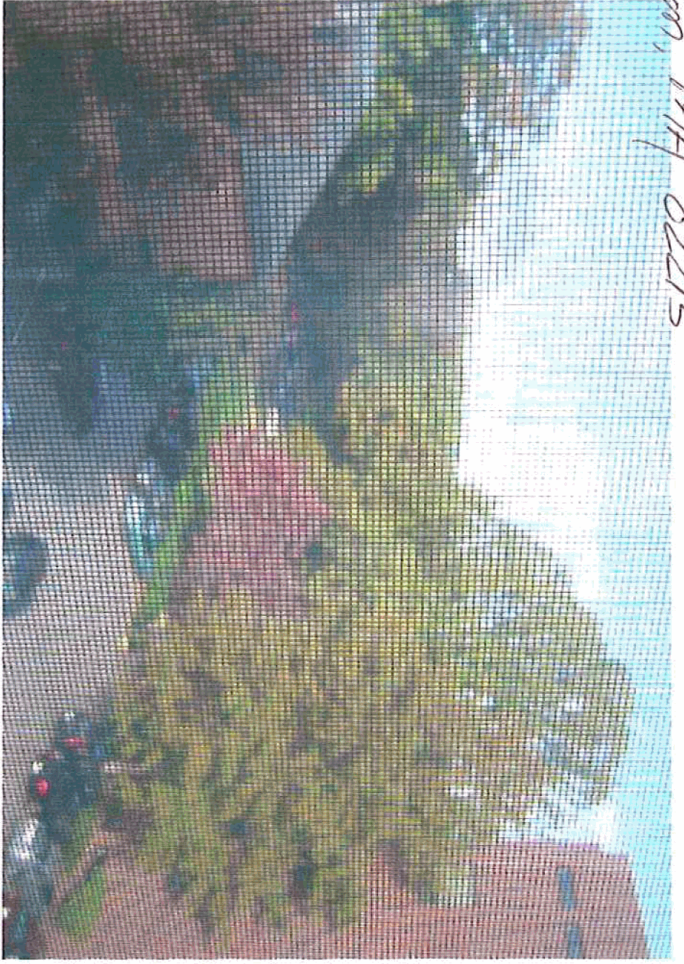
I appreciate your taking the time to read about my concerns regarding Wheelock College's building plan, but, more importantly, it is my hope that you will ensure for fair and reasonable treatment of all Riverway Square residents/owners whose properties are directly impacted by the college's move for expansion. There is no doubt that Wheelock College has the right to grow but it should not be allowed to do so if such growth degrades the quality of life of its immediate abutters, does not take into consideration the impact it will have on the community in which Wheelock resides, the Emerald Necklace itself as a place where growth can only negatively impact on its beauty and accessibility.

Thanks again for your time.

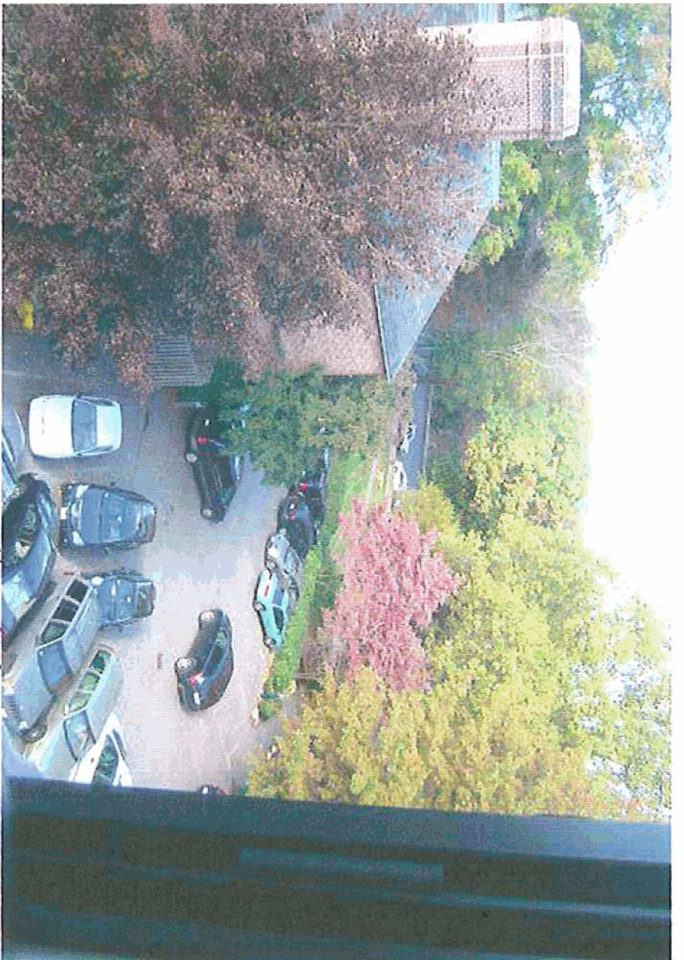
Sincerely,

Albert Dragon
(508) 259-4463.

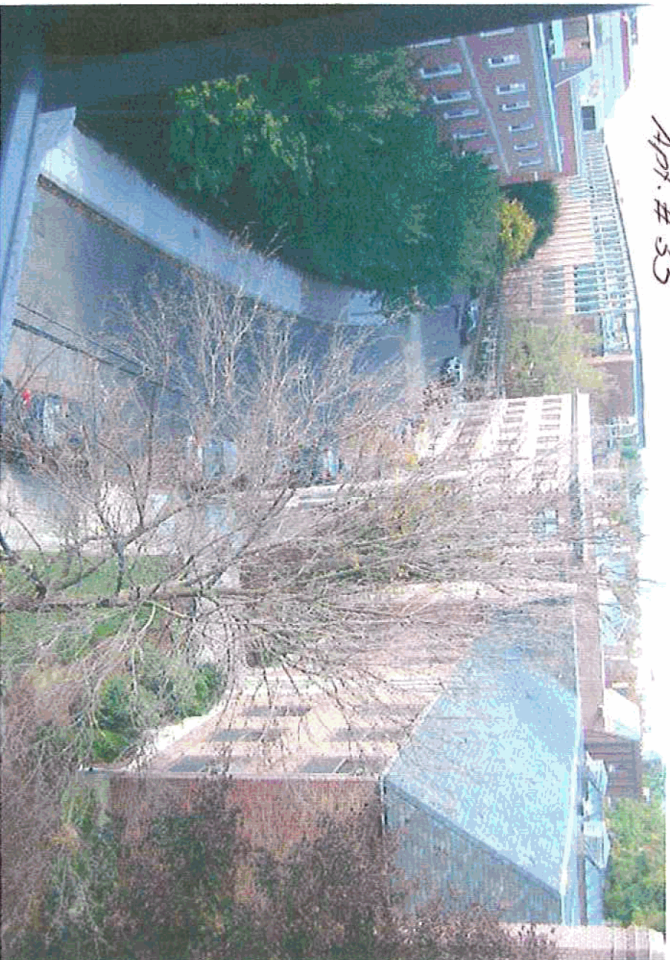
ALBERT DRAGON
118 Riverway - Unit 33
Boston, MA 02215



Views of the Riverway from apt. 33 - Note: Library's High



Views of the Riverway and Algrim Street from Apt. # 33



ALBERT DREEM
118 Riverway - Unit 33
Boston MA 02215

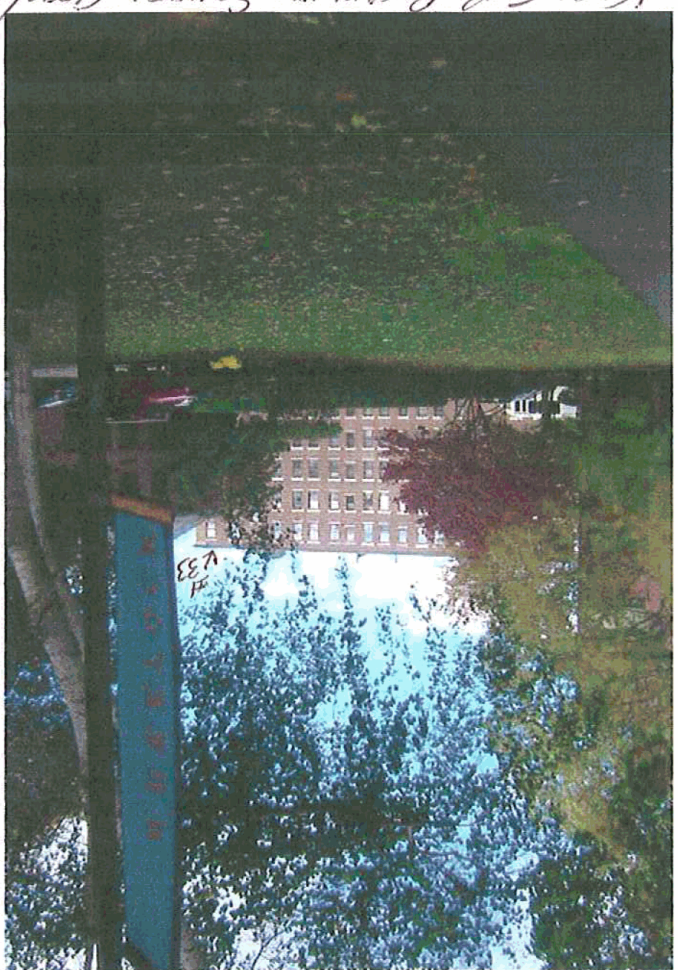


Riverway Square apartments
from the Riverway



View of Pilgrim Street
from Unit 33

View of Riverway Square Apartments
from the Riverway



-# 33

ALBERT DRAPER
118 Riverway - Apt. 133
Boston, MA 02215



#33

Riverway Square apts.

A view from Pilgrim Street of Riverway Square of apartments. Many of us will no longer have this view with the addition of the East wing.



#33

Riverway Square
apartments from
Pilgrim Street

November 7th, 2006

Gerald Autler
Boston Redevelopment Authority
One City Hall Plaza
Boston City Hall, 9th Floor
Boston, MA 02201

Dear Mr. Autler,

I have owned and lived in a unit of the Riverway Square Condominium for more than five years. My wife and I both work in the Longwood Medical Area. I am writing to you to express my extreme displeasure with the Institutional Master Plan Notification issued by Wheelock College.

I would first like to question the premise behind Wheelock's proposed expansion: namely that increasing the size of their student body will benefit the community by supplying teachers to Boston's public schools. I believe that any benefit to the Boston Public School system, in which only a small minority of Wheelock students will serve, will be more than offset by the problems associated with an increase in their student body. As a long time resident and homeowner in the Fenway, I can say with certainty that the one thing that the neighborhood does not need more of is transient college students who have no stake in the neighborhood's vitality. This is obvious to anyone who has ever walked down Riverway/Fenway on a weekend night. The sidewalks are littered consistently with broken beer bottles, vomit and trash. Illegal drugs (mostly marijuana) are consumed in the open along the Fenway. Students flagrantly disobey traffic and parking laws and recklessly cross our streets. It is my firm belief that for the Fenway to elevate its stature as a neighborhood, the number of residents who have a vested interest in the health of the neighborhood must overcome the considerable detrimental influence of the local colleges.

C.1

I have many concerns about the content of the Wheelock master plan itself. The first of the proposed projects would create a large monolithic structure on the Riverway, which in and of itself would have a negative impact on the façade of this historic area. What is more disconcerting is the fact that many of the details of the construction process were omitted from the plan. For instance, how will the construction affect parking for residents? how will the inevitable noise and dust from construction be controlled? what hours will construction take place? The answers to all of these questions will have a dramatic effect on the quality of life of Riverway Square residents.

C.2

The second of the proposed projects (the East wing) is immensely troubling to myself and to all residents of Riverway Square. The construction of a multi-story building directly abutting our own would block all light that we currently enjoy and would eliminate any sense of privacy. Additionally, the proposed loading dock to be located directly under our windows would create undue noise. All of these issues would lead to an immediate decline in property value and would negatively impact our quality of life. I feel that the proposed plan reflects Wheelock's complete disregard for our building and its occupants.

I believe that the city of Boston has a responsibility to block poorly planned developments that have only negative impacts on the city's law-abiding, tax-paying residents. Therefore, I strongly urge the Boston Redevelopment Authority to reject Wheelock's master plan, and suggest that they make significant modifications that take into account those of us who have a vested interest in the future of the Fenway.

Sincerely,



Brendan Lilley
120 Riverway #11
Boston, MA 02215

From: [Nina Mitra](#)
To: [Autler, Gerald;](#)
CC:
Subject: Construction plans at Wheelock College
Date: Friday, November 10, 2006 2:00:55 PM
Attachments:

Good Afternoon Mr. Autler

I am a resident of the Riverway Square condominiums (116, #16) which is a neighbor of Wheelock college. I am writing to you to express my concerns about their plans. One of the issues I am concerned about is the availability of parking. While the school has parking facilities on their property, when construction is taking place, the local schools often get permits for construction vehicles, etc., to park on the street taking up the limited RESIDENT parking, so that the actual residents of the neighborhood have no where to park. The schools have parking lots, we do not.

C.1

I am also concerned that the construction is aesthetically in keeping with the neighborhood, and does not diminish the property value of the Riverway Square complex. I appreciate your consideration for these issues. Thank you.

C.2

Sincerely,
Nina Mitra

Mark S. Morano

118 Riverway #34
 Boston, MA 02215
marcomsm@aol.com

November 8, 2006

Dear Mr. Autler:

I am writing in regards to the Wheelock College Institutional Master Plan Notification Form. I have been a resident at Riverway Square Condominiums (RSC) for over six years. I have a number of concerns about the Master Plan and the CCSR Project Plan. I strongly oppose the following aspects of these plans.

1. The close proximity of a building to RSC which would block resident views, cause loss of light, privacy and property values. I motion that the East Wing building be eliminated from the master plan. C.1
2. The proposed loading dock – this seems entirely inappropriate for a residential neighborhood. The increase of traffic and most particularly the accompanying noise are not in any way acceptable. C.2
3. The proposed closing of Pilgrim Road during construction. Many residents of RSC use the back entrance to RSC as an important dropping off point (given that the front of RSC is on the busy Riverway) for residents throughout the year as well as a critical entrance for people moving in and out of the building. Additionally it is where all trash is put out for pickup by the city. Pilgrim Road is also an important thoroughway for buses and parents of Windsor School, as well as student residents in the dorms. I find it hard to believe that the rights of so many should be sacrificed for one party's (Wheelock College) use. C.3
4. Regarding the proposed height of the library – it seems out of scale with the neighborhood and inappropriate for a residential neighborhood. Wheelock should provide detailed information regarding the height of this building compared to those of the other buildings around it. C.4
5. The CCSR building proposed size of 65,000 square feet is out of scale compared with other buildings on the Wheelock campus (18,500 – 22,000). C.5
6. The proposed maintenance of a parking lot up against RSC again displays Wheelock's disregard for residents who abut that side. Would you want to have to deal with idling cars and the noise and pollution outside your bedroom window? I suggest Wheelock create underground parking to resolve this issue. C.6

I understand Wheelock College's need to grow and expand. The problem is that the current proposals do so at the expense of their neighbors. Currently everything is designed solely with the needs and concerns of Wheelock College in mind with disregard for RSC and the neighborhood. What benefits or contribution's is the college willing to make on their part for the community? Wheelock College must remember that development such as they are proposing involves give and take. In order for this project to move forward without creating animosity and discord, there must be "giving" on the part of Wheelock than has been seen so far.

Thank you for taking the time to read this letter and for taking these comments under advisement. If you have any further questions, do not hesitate to call me at (617) 247-2108.

Sincerely,



Mark S. Morano, MS, MT, CNS

From: [Jon Simonini](#)
To: [Autler, Gerald;](#)
CC:
Subject: RE: Wheelock College Institutional Master Plan Notification Form (IMPNF)
Date: Wednesday, November 08, 2006 4:01:46 PM
Attachments:

Dear Gerald:

I am a resident of Riverway Square Condominiums and I would like to comment on the Wheelock College Institutional Master Plan Notification Form.

I am very concerned about several aspects of both the CCSR Project Plan and the Master Plan.

Regarding the CCSR Project Plan: I am concerned about construction noise and parking disruptions during the construction of the CCSR building. I hope that the BRA will oblige Wheelock to ensure that construction takes place only between the hours of 8am and 5pm, Monday through Friday, and that construction vehicles don't negatively impact the availability of parking spaces on the Riverway and Pilgrim's Road. I would also like to register my displeasure with the proposal to install a loading dock in the existing parking lot.

C.1

C.2

Regarding the Master Plan: I am extremely concerned about the proposal to construct a building abutting Riverway Square condominiums (the East Wing building), as this proposed building will block out all of the light and privacy of all the west-facing units, greatly reducing their property value and negatively impacting the quality of life for those residents. I would like to express my disappointment that Wheelock didn't take into account the impact such a building would have on their neighbors, the residents of Riverway Square Condominiums, and suggest that this project be removed from the Master Plan.

C.3

Thank you very much.

Sincerely,

Jonathan Simonini

122 Riverway #17
Boston, MA 02215

November 6, 2006

Gerald Autler
Boston Redevelopment Authority
One City Hall Plaza
Boston City Hall, 9th Floor
Boston, MA 02201

RE: Wheelock College Institutional Master Plan Notification Form (IMPNF)

Dear Gerald:

I am a resident of Riverway Square Condominiums and I would like to comment on the Wheelock College Institutional Master Plan Notification Form.

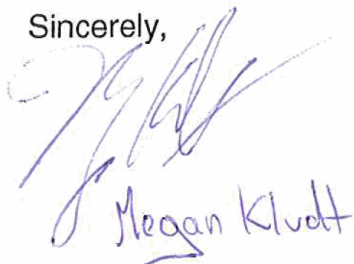
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Thank you very much,

Sincerely,



Megan Kludt

November 6, 2006

Gerald Autler
Boston Redevelopment Authority
One City Hall Plaza
Boston City Hall, 9th Floor
Boston, MA 02201

RE: Wheelock College Institutional Master Plan Notification Form (IMPNF)

Dear Gerald:

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Thank you very much,

Sincerely,



Tom Mayer
114 The Riverway #16

November 6, 2006

Gerald Autler
Boston Redevelopment Authority
One City Hall Plaza
Boston City Hall, 9th Floor
Boston, MA 02201

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Thank you very much,

Sincerely,

Silvia Hopper

11-7-06

November 6, 2006

Gerald Autler
Boston Redevelopment Authority
One City Hall Plaza
Boston City Hall, 9th Floor
Boston, MA 02201

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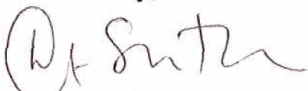
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Thank you very much,

Sincerely,



DAN ANPROCT BEDI

116 RIVERWAY UNIT 12

BOSTON MA 02215

November 6, 2006

Gerald Autler
Boston Redevelopment Authority
One City Hall Plaza
Boston City Hall, 9th Floor
Boston, MA 02201

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Thank you very much,

Sincerely,



Rachel Freedman
#116 Riverway
apt #18

November 6, 2006

Gerald Autler
Boston Redevelopment Authority
One City Hall Plaza
Boston City Hall, 9th Floor
Boston, MA 02201

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Sincerely,



November 6, 2006

Gerald Autler
Boston Redevelopment Authority
One City Hall Plaza
Boston City Hall, 9th Floor
Boston, MA 02201

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Thank you very much,

Sincerely,

William H. Richards 122 Riverway Apt. 16

November 6, 2006

Gerald Autler
Boston Redevelopment Authority
One City Hall Plaza
Boston City Hall, 9th Floor
Boston, MA 02201

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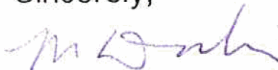
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Thank you very much,

Sincerely,


MANISHA DADHANIA
120 Riverway #15

November 6, 2006

Gerald Autler
Boston Redevelopment Authority
One City Hall Plaza
Boston City Hall, 9th Floor
Boston, MA 02201

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Thank you very much,

Sincerely,



Unit #2

November 6, 2006

Gerald Autler
Boston Redevelopment Authority
One City Hall Plaza
Boston City Hall, 9th Floor
Boston, MA 02201

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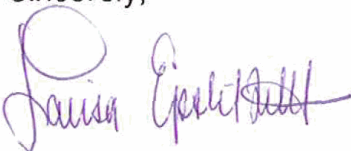
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Thank you very much,

Sincerely,


120 Riverway, unit 12

November 6, 2006

Gerald Autler
Boston Redevelopment Authority
One City Hall Plaza
Boston City Hall, 9th Floor
Boston, MA 02201

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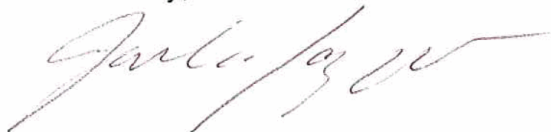
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Thank you very much,

Sincerely,



114 #5 RIVERWAY
BOSTON, MA, 02215

November 6, 2006

Gerald Autler
Boston Redevelopment Authority
One City Hall Plaza
Boston City Hall, 9th Floor
Boston, MA 02201

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Thank you very much,

Sincerely,

Lana Burnack

118 Riverway Unit 10

November 6, 2006

Gerald Autler
Boston Redevelopment Authority
One City Hall Plaza
Boston City Hall, 9th Floor
Boston, MA 02201

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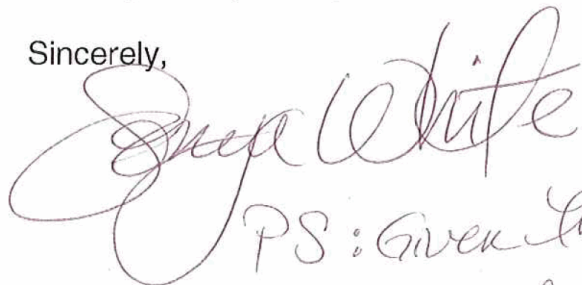
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Thank you very much,

Sincerely,



PS: Given that the Wheelock wireless internet permeates several of our units, please give us wi-fi access to the internet.

November 6, 2006

Gerald Autler
Boston Redevelopment Authority
One City Hall Plaza
Boston City Hall, 9th Floor
Boston, MA 02201

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Thank you very much,

Sincerely,



Alexandra Schepens
118 Riverway Unit #23

November 6, 2006

Gerald Autler
Boston Redevelopment Authority
One City Hall Plaza
Boston City Hall, 9th Floor
Boston, MA 02201

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Thank you very much,

Sincerely,

Victoria Beale

November 6, 2006

Gerald Autler
Boston Redevelopment Authority
One City Hall Plaza
Boston City Hall, 9th Floor
Boston, MA 02201

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Thank you very much,

Sincerely,

SHERIE LAURE
Sherie Lauren
Riverway unit 14
(118 Riverway)

November 6, 2006

Gerald Autler
Boston Redevelopment Authority
One City Hall Plaza
Boston City Hall, 9th Floor
Boston, MA 02201

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Thank you very much,

Sincerely,


118 Riverway #20

November 6, 2006

Gerald Autler
Boston Redevelopment Authority
One City Hall Plaza
Boston City Hall, 9th Floor
Boston, MA 02201

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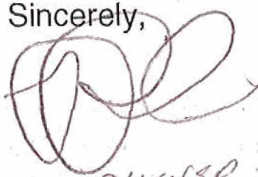
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*If any spots
are displaced,
we should be
provided with
Wheelock parking
on Pilgrim lots*

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Thank you very much,

Sincerely,


OWNER
UNIT 18

November 6, 2006

Gerald Autler
Boston Redevelopment Authority
One City Hall Plaza
Boston City Hall, 9th Floor
Boston, MA 02201

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Thank you very much,

Sincerely,



Alyssa U. DiPasquale

Apt. # 3

114 Riverway

November 6, 2006

Gerald Autler
Boston Redevelopment Authority
One City Hall Plaza
Boston City Hall, 9th Floor
Boston, MA 02201

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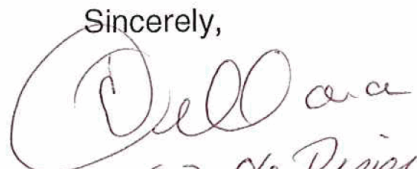
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Thank you very much,

Sincerely,


122-06 Riverway

November 6, 2006

Gerald Autler
Boston Redevelopment Authority
One City Hall Plaza
Boston City Hall, 9th Floor
Boston, MA 02201

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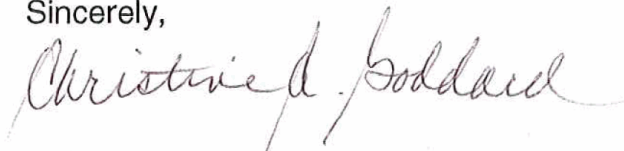
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Thank you very much,

Sincerely,


CHRISTINE A GODDARD

November 6, 2006

Gerald Autler
Boston Redevelopment Authority
One City Hall Plaza
Boston City Hall, 9th Floor
Boston, MA 02201

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Dear Gerald:

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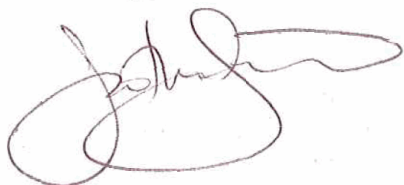
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Thank you very much,

Sincerely,



JONATHAN SIMONINI

122 Riverway #17

November 6, 2006

Gerald Autler
Boston Redevelopment Authority
One City Hall Plaza
Boston City Hall, 9th Floor
Boston, MA 02201

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Thank you very much,

Sincerely,

Dr. Alec Yen & Dr. Sophia Yen
Apt. 10 116 Riverway

November 6, 2006

Gerald Autler
Boston Redevelopment Authority
One City Hall Plaza
Boston City Hall, 9th Floor
Boston, MA 02201

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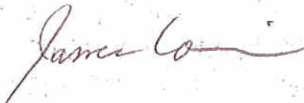
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Thank you very much,

Sincerely,



James Cormier
120 Riverway, Apt.6
Boston MA 02215

November 6, 2006

Gerald Autler
Boston Redevelopment Authority
One City Hall Plaza
Boston City Hall, 9th Floor
Boston, MA 02201

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Thank you very much,

Sincerely,

Katherine Seder

*Katherine Seder
122 Riverway #10*

November 6, 2006

Gerald Autler
Boston Redevelopment Authority
One City Hall Plaza
Boston City Hall, 9th Floor
Boston, MA 02201

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Thank you very much,

Sincerely,



SCOTT HURWITCH

120 The Riverway #1
Boston MA 02215

November 6, 2006

Gerald Autler
Boston Redevelopment Authority
One City Hall Plaza
Boston City Hall, 9th Floor
Boston, MA 02201

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Thank you very much,

Sincerely,

Clair Ferrante
114 Riverway #10

November 6, 2006

Gerald Autler
Boston Redevelopment Authority
One City Hall Plaza
Boston City Hall, 9th Floor
Boston, MA 02201

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Thank you very much,

Sincerely,



Rebecca CHIN

120 Riverway, Apt 4

November 6, 2006

Gerald Autler
Boston Redevelopment Authority
One City Hall Plaza
Boston City Hall, 9th Floor
Boston, MA 02201

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Thank you very much,

Sincerely,


Brad Crevier
120 Riverway #9

November 6, 2006

Gerald Autler
Boston Redevelopment Authority
One City Hall Plaza
Boston City Hall, 9th Floor
Boston, MA 02201

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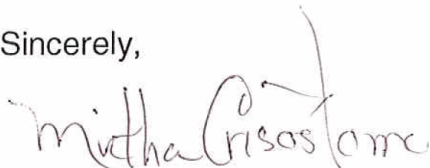
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Thank you very much,

Sincerely,



Riverway Square - Unit 33
Boston, MA 02215

November 6, 2006

Gerald Autler
Boston Redevelopment Authority
One City Hall Plaza
Boston City Hall, 9th Floor
Boston, MA 02201

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Thank you very much,

Sincerely,

Aleks Chernyy
120 Riverway #3
Boston Ma 02215

Additionally, A Building in that parking lot would
Block out whatever sunlight I get & invariably kill
My plants. I do not want to live in a cave
& easement by estoppel must certainly apply. Please
evaluate these plans skeptically, as they will generate
tremendous unhappiness & will likely cause
more than one depression.

November 6, 2006

Gerald Autler
Boston Redevelopment Authority
One City Hall Plaza
Boston City Hall, 9th Floor
Boston, MA 02201

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Sincerely,

Cynthia Webster

122 Riverway, Apt 18

Boston MA 02215

November 6, 2006

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Boston Redevelopment Authority
One City Hall Plaza
Boston City Hall, 9th Floor
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Thank you very much,

Sincerely,

Mark Evans
122 Riverway #1
Boston, MA. 02215

November 6, 2006

Gerald Autler
Boston Redevelopment Authority
One City Hall Plaza
Boston City Hall, 9th Floor
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Meredith Sullivan