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Boston University

Institutional Master Plan Notification Form

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submitted to:

Boston Redevelopment Authority

submitted by:

Trustees of Boston University

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1.0 INTRODUCTION

Boston University was the first university in the City of Boston to prepare an Institutional Master Plan (“Master Plan”). The first Charles River Campus Master Plan was approved in 1986, followed by the second in 1997, and finally the third in 2003. The third Master Plan was renewed in October 2010 for a two year period in order to allow for the preparation of a new, fourth Master Plan.

Over the past 25 years, the University has completed a host of important improvements to the campus outlined in the various Master Plans. Most prominent among these projects are the John Hancock Student Village with housing for more than 1,700 students, the Harry Agganis Arena, the Boston University Fitness and Recreation Center, the School of Management, the Center for Photonics Research, the Life Sciences and Engineering Building, the graduate student residence at 580 Commonwealth Avenue, and the Track and Tennis Center. The University has successfully partnered with the City of Boston and the Commonwealth on several redevelopment efforts, including Kenmore Square and the beautification of Commonwealth Avenue between Deerfield Street and the BU Bridge.

The Master Plan development objectives of Boston University for this new Master Plan include the completion of existing projects, the improvement of the visual appearance and livability of the campus, and the addition of some new academic, recreational, residential, and research facilities.

1.1 Master Plan Progress

The 2003 Master Plan and the 2010 Master Plan Renewal documented many programmatic and facility improvements to support the ongoing goals of the University. The University is pleased that many of these improvements have been accomplished over the course of the Master Plan, though some remain to be implemented. The 2010 Master Plan Renewal included four new proposed projects; the East Campus Student Center, the renovation and expansion of the Law School, a new Admissions Reception Center, and a new multipurpose playing field on Babcock Street. The East Campus Student Center at 100 Bay State Road is under construction and is projected to be open in the fall of 2012. The other three proposed projects are all under design with construction expected to commence in 2012 and 2013. While the completion of these projects will greatly enrich campus life, there are still unmet needs for academic, recreational and residential facilities.

1.2 New Master Plan

The current 2003 Master Plan with the 2010 Master Plan Renewal will expire in October, 2012. The University has begun the process of gathering information related to the new Master Plan and identifying its needs over the next decade in light of the

recently completed strategic plan entitled “Boston University Strategic Plan – Choosing to be Great”¹. The University is committed to taking the time necessary to thoroughly evaluate the future needs of the Charles River Campus and to develop a creative and thoughtful plan to achieve the University’s overall goals and objectives. The University is working with its faculty, staff, and students, along with the surrounding community, to define its next steps. This document is a framework for setting forth those goals and working with the community and the City to define a new ten-year Master Plan.

¹ www.bu.edu/president/strategic-plan

2.0 BOSTON UNIVERSITY MISSION AND GOALS

Boston University is an international, comprehensive, private research university, committed to educating students to be reflective, resourceful individuals ready to live, adapt, and lead in the interconnected world. Boston University is committed to generating new knowledge to benefit society.

The University remains dedicated to its founding principles: that higher education should be accessible to all and that research, scholarship, artistic creation, and professional practice should be conducted in the service of the wider community – local and international. These principles endure in the University’s insistence on the value of diversity, in its tradition and standards of excellence, and in its dynamic engagement with the City of Boston and the world.

Boston University comprises a remarkable range of undergraduate, graduate, and professional programs built on a strong foundation of the liberal arts and sciences. With the support and oversight of the Board of Trustees, the University, through its faculty, continually innovates in education and research to ensure that it meets the needs of students in an ever-changing world.

In 2007, Boston University completed the “Boston University Strategic Plan – Choosing to be Great.” The Plan includes eight concrete goals in support of the University’s mission, with each goal being the product of extensive discussions undertaken as a community involving its students, faculty, alumni and friends.

Boston University’s goals include:

1. To support and enhance a world-class **faculty** whose members are dedicated to teaching and engaged in research, scholarship, and their professions.
2. To continue to develop the special **undergraduate educational environment** that combines its commitment to a liberal arts and sciences education with professional opportunities, while creating flexible educational opportunities to leverage the depth of the College of Arts and Sciences (CAS) and our other schools and colleges. To continue its commitment to inclusiveness based on merit for all students, irrespective of race, religion, or economic status, and to raise the financial aid needed to do this.
3. To expand and enhance the **College of Arts and Sciences** as the core of the University and our undergraduate programs. Boston University is committed to increasing the number of CAS faculty members and expanding and renewing the College’s facilities.

4. To enhance the **residential campus** and **student life experience** for its undergraduate students in the special urban environment of Boston.
5. To strengthen **scholarship and research** throughout the University by support of key disciplinary graduate programs.
6. To enhance its nationally recognized **professional schools and colleges**, including Medicine, Management, Law, and Fine Arts. Boston University's commitments to Medicine, Management, and Law are key to its prominence as a major urban research university. The College of Fine Arts offers a special opportunity for projecting Boston University on campus, in the city, and around the world.
7. To increase its emphasis on **interdisciplinary research** and **graduate education** in order to expand its leadership in important fields and the collaborative atmosphere across our campuses.
8. To continue to foster the engagement of Boston University in the city and the world, through **public service** and by extending the reach of its educational programs, including both **study-abroad opportunities** for Boston-based students and the creation of new opportunities for **students from around the world** to experience a BU education.

3.0 PROGRESS ON THE 2003 MASTER PLAN

Since the adoption of the 2003 Master Plan, Boston University has made great strides in implementing many of the objectives in the plan. This section reviews the progress made in the areas of enrollment, housing, and construction of academic, recreational, housing and public realm improvements.

3.1 Enrollment

Full-time undergraduate enrollment at Boston University's Charles River Campus has increased during the past decade from 14,976 to 15,573 (See Table 3-1, Full-Time Undergraduate Enrollment – Charles River Campus). The number of students seeking enrollment at Boston University has increased even more dramatically over the same period, allowing the University to be more selective about the students it accepts. Enrollment is projected to be relatively stable over the next two years (See Table 3-2, Projected Undergraduate Enrollment - Charles River Campus). The University's current goal is to enroll a freshman class of 4,000 each year. Approximately one half of the undergraduate students come from Massachusetts, New York, New Jersey and Connecticut. The other half come from every state in the union and over 100 countries throughout the world.

Fall	Enrollment	Undergraduate Occupancy	Students Needing Housing	Percent Housed	Freshman Class Size
2003	14,976	10,650	14,059	76%	3,961
2004	15,186	10,746	14,397	75%	4,352
2005	15,690	10,860	14,774	74%	4,209
2006	15,681	10,879	14,678	74%	4,124
2007	15,771	10,675	14,723	73%	4,163
2008	15,540	10,629	14,486	73%	4,131
2009	15,386	10,825	14,288	76%	4,130
2010	15,573	11,134	14,635	76%	4,409
2011	15,476	11,109	14,553	76%	4,025

Fall	Enrollment	Undergraduate Occupancy	Students Needing Housing	Percent Housed	Freshman Class Size
2012	15,331	11,022	14,264	77%	4,000

3.2 Student Housing

In response to concerns of the City and the surrounding neighborhoods, the University has sustained its commitment to increasing the supply of on-campus housing for undergraduate students. The University was challenged to create housing that would be attractive to upperclassmen who are most likely to reside off campus. The University has made great strides in increasing the availability and variety of on-campus housing options. With the construction of two new residential buildings at 10 Buick Street and 33 Harry Agganis Way and a number of other housing and dining improvement projects, including historically sensitive renovations of Bay State Road undergraduate residences, the University has increased the percentage of students housed on campus from 67% in 1994 to 76% in 2011. The University will continue to work toward increasing on-campus housing opportunities.

The University provides information to the City of Boston in response to the University Accountability Ordinance regarding the number of students housed on-campus and off-campus within the City of Boston. These figures are presented in Table 3-3, Full Time Undergraduates Residing in Boston. Table 3-3 includes only students residing within the City of Boston and thus differs somewhat from Table 3-1. As the tables show, the number of students needing housing has remained fairly stable over time, while the number of students living on campus has increased, and the number of student living off campus within the City of Boston has declined significantly.

School Year	Fall 2008	Fall 2009	Fall 2010
Residing in Boston On-campus	10,376	10,825	11,134
Residing in Boston Off-campus	2,119	1,713	1,402
Total	12,495	12,594	12,536

3.3 Academic Facilities

Life Sciences & Engineering Building (25 Cummington Street)

In 1998, the University began an exciting program of expansion in the fields of biology and chemistry. The Life Sciences & Engineering Building, with 42 research labs and 188,500 sf of space, opened on Cummington Street in May 2005. The Department of

Biology currently occupies approximately 47,000 sf for cell molecular biology and neurobiology. The Department of Chemistry accommodates 28,000 sf of research activities related to organic synthetic chemistry and biochemistry. In addition to the administrative space for Bioinformatics, the building provides research facilities for faculty from the Department of Biomedical Engineering and a computational lab for instruction and research.

School of Hospitality Administration (928 Commonwealth Avenue)

Opened in 2006, 928 Commonwealth Avenue in Brookline became the new home of the School of Hospitality Administration for 400 students. The project developed instructional spaces, team meeting rooms and faculty offices that were designed to reflect hotel elements that offer the ambience its graduates can expect to find in their professional careers.

3.4 Other Facilities and Improvements

John Hancock Student Village (915-925 Commonwealth Avenue)

The John Hancock Student Village has been one of the most important and visible campus developments in the University's history. The approved plan for development of the 10.2 acre site includes housing for 2,300 students, indoor recreational facilities, an arena/convocation center and structured parking for 1,000 cars. The first building, at 10 Buick Street, opened in 2000 and provides housing for 817 students. Subsequently, the Agganis Arena opened in December 2004, and the Fitness and Recreation Center opened in March 2005.

Student Village Phase II (33 Harry Agganis Way)

The second phase of the John Hancock Student Village project represented a significant step towards the University's goal of increasing the number of undergraduate students housed on campus. Completed in August 2009, Boston University's newest residence at 33 Harry Agganis Way accommodates 960 residents in two towers. In response to student preference surveys, the building includes a mix of singles and doubles in suite configuration as well as a number of singles in apartment style units.

Commonwealth Avenue Improvements – Phase I

A highly successful public-private partnership between the University, the City of Boston Department of Public Works, the Boston Transportation Department and the State Executive Office of Transportation has resulted in major safety, aesthetic and transportation improvements to the portion of Commonwealth Avenue from Kenmore Square to the BU Bridge. These improvements were accomplished through the installation of wider sidewalks, street tree plantings, period streetlights, and articulated crosswalks. The removal of an unnecessary third travel lane allowed for the installation of the first bike lanes in the City of Boston. Boston University contributed funds toward

the design and construction of this phase of improvements and will provide ongoing maintenance.

Graduate Student Housing, 580 Commonwealth Avenue

The Graduate Housing Building at 580 Commonwealth Avenue was completed in 2004, providing 220 studio and one-bedroom units of housing. This highly successful building provides much needed on-campus housing for graduate students.

East Campus Student Services Center, 100 Bay State Road

The new East Campus Student Services Center is under construction at 100 Bay State Road. The project will become the new location for undergraduate academic services and a dining facility for students living in the East Campus area. The building is scheduled to be ready for occupancy in August 2012.

Kenmore Square Improvements

Over the past three decades, Boston University has played a major role in the successful redevelopment of Kenmore Square. With the University's opening of the Hotel Commonwealth in 2005 anchoring those redevelopment efforts, the University also contributed its resources to the planning and designing of streetscape improvements in the Square. The new Kenmore Square bus rapid transit head house entrance located adjacent to the Hotel Commonwealth was made possible in part by funding from the University. The University will provide ongoing maintenance for City sidewalks, crosswalks, plazas and landscape areas.

Acquisition of Cummington and Blandford Streets

A long-time goal of the Master Plan, the University acquired Cummington and Blandford Streets from the City of Boston in 2011. These streets will be private ways, retaining pedestrian access from Blandford Street to Beacon Street through a public pedestrian easement. Future plans include the construction of a pedestrian mall and the reconfiguration of building parcels.

4.0 EXISTING PROPERTY AND USES

4.0 Introduction

The Boston University Charles River Campus consists of some 112 acres of land and 274 buildings containing approximately 11.8 million sf of space. The campus is centered on Commonwealth Avenue, extending from Kenmore Square to Packard's Corner. The existing Boston University properties are shown in Figure 6-1, Boston University Properties. In addition, the lists of properties covered by the Master Plan have been updated. These properties can be found below in Table 4-1, List of Residential Properties and Table 4-2, List of Academic, Administrative and Other Properties.

4.1 Residential Properties

The University's housing stock consists of a wide range of building types and ages. Housing ranges from the historic brownstones along Bay State Road, constructed in the late 1800s, to the large scale dormitories of Warren Towers and West Campus built during the 1960s, to the modern suite style units constructed on the Student Village in the last decade. In total the University has the ability to house over 11,100 students on campus, as well as some faculty, staff and graduate students. Maintaining this housing stock over the years has been a major undertaking requiring constant refurbishment and renewal of existing buildings, along with the occasional construction of entirely new housing.

Table 4-1, List of Residential Properties				
Large Residence Halls	Year Built	Stories	Height	Building Area (gsf)
273 Babcock Street- Claflin Hall	1963	B+13	125'	143,076
275 Babcock Street- Sleeper Hall	1963	B+13	136'	153,259
277 Babcock Street- Rich Hall	1964	B+13	136'	161,348
91 Bay State Road- Shelton Hall	1923	B+9	95'6"	118,821
140 Bay State Road- The Towers	1958	B+9	79'2"	128,887
512 Beacon Street, Danielsen Hall	1926	B+10	103'	70,768
610 Beacon Street- Myles Standish	1926	B+9	80'	185,149
575 Commonwealth Avenue	1963	B+8	60'	87,619
700 Commonwealth Avenue- Warren Towers				
Fairfield Tower	1966	18	196'	110,168
Marshall Tower	1967	18	196'	164,563
Shields Tower	1966	18	196'	110,168
1019 Commonwealth Avenue	1989	B+6	70'	78,294
10 Buick Street	2000	B+18	195'	384,971

33 Harry Agganis Way	2009	B+26	284'	399,578
Small Residence Halls	Year Built	Stories	Height	Building Area (gsf)
11 Bay State Road	1895	B+5	60'	8,165
56-58 Bay State Road	1900	B+4	48'	5,700
59 Bay State Road	1893	B+4	55'	9,768
60 Bay State Road	1895	B+4	51'	6,138
61 Bay State Road	1893	B+4	55'	9,988
62 Bay State Road	1895	B+4	42'	6,057
65 Bay State Road	1897	B+5	55'	10,388
68 Bay State Road	1896	B+4	45'	5,700
69-71 Bay State Road	1897	B+4	50'-48'	18,275
70 Bay State Road	1896	B+4	45'	5,700
73 Bay State Road	1901	B+4	50'	10,889
74 Bay State Road	1896	B+4	48'	5,800
75 Bay State Road	1901	B+4	56'	10,210
76 Bay State Road	1896	B+4	48'	6,146
77 Bay State Road	1900	B+5	60'	13,298
78 Bay State Road	1896	B+4	55'	5,375
79 Bay State Road	1902	B+5	58'	11,116
80 Bay State Road	1896	B+5	45'	5,020
81-83 Bay State Road	1900	B+4	45'	10,445
82 Bay State Road	1899	B+4	58'-49'	6,613
84 Bay State Road	1899	B+5	45'	5,700
86 Bay State Road	1899	B+4	42'	5,700
88 Bay State Road	1899	B+4	45'	6,516
90-92 Bay State Road	1899	B+4	22'6"	11,901
94 Bay State Road	1899	B+4	47'	5,900
96 Bay State Road	1905	B+5	69'	28,600
110 Bay State Road	1910	B+4	50'	5,045
112 Bay State Road	1910	B+4	44'	5,000
113 Bay State Road	1897	B+4	40'	9,140
115 Bay State Road	1899	B+4	40'	9,488
117 Bay State Road	1899	B+5	62'	9,280
124 Bay State Road	1913	B+3	36'	4,970
131 Bay State Road	1900	B+4	48'	8,813
133 Bay State Road	1900	B+3	42'	7,249
135 Bay State Road	1902	B+3	42'	10,412
139 Bay State Road	1895	B+4	41'	5,100

Small Residence Halls (cont.)	Year Built	Stories	Height	Building Area (gsf)
153 Bay State Road, French / Masterman Hall	1893	B+4	51'6"	7,838
157 Bay State Road, Limited Parietal House	1903	B+4	45'	9,157
158-162 Bay State Road, Intercultural House	1900	B+4	78',60',60'	14,513
159-163 Bay State Road	1902	B+4	42',52',52'	20,280
164 Bay State Road, Spanish House	1900	B+4	50'	5,942
166-168 Bay State Road	1901	B+4	40'-50'	10,873
167-169 Bay State Road	1902	B+4	50'-40'	13,349
171 Bay State Road	1900	B+4	40'	7,075
172 Bay State Road	1902	B+3	42'	4,826
173 Bay State Road	1900	B+4	46'	7,151
175 Bay State Road	1900	B+4	47'	6,955
176 Bay State Road, Classics House	1902	B+3	43'	4,668
177 Bay State Road	1900	B+4	52'	6,580
178 Bay State Road, Russian House	1902	B+3	42'	5,025
179 Bay State Road, Education House	1900	B+4	48'	6,768
180 Bay State Road	1902	B+3	40'	4,846
181 Bay State Road	1900	B+4	52'	6,580
182-190 Bay State Road	1904	B+3	40'-42',42'	22,960
183 Bay State Road	1899	B+4	40'	7,590
191 Bay State Road	1897	B+4	58'	10,486
192 Bay State Road	1906	B+3	41'	4,100
193 Bay State Road, Italian House	1899	B+4	42'	6,900
194 Bay State Road	1907	B+3	46'	4,963
195-197 Bay State Road, Dean's House	1899	B+5	50'-40'	13,424
196 Bay State Road	1900	B+3	40'	4,724
198 Bay State Road	1900	B+3	46'	4,787
199 Bay State Road	1899	B+4	42'	6,702
200-202 Bay State Road, Trustee Scholar House	1900	B+4	46'	13,446
201 Bay State Road	1899	B+4	52'	6,490
203 Bay State Road, Management House	1899	B+4	45'	6,191
204 Bay State Road	1899	B+4	48'	6,819
205 Bay State Road	1899	B+4	45'	7,064
206-212 Bay State Road	1901	B+4	52',51',45',40'	25,063
207 Bay State Road	1899	B+4	45'	7,573

Small Residence Halls (cont.)	Year Built	Stories	Height	Building Area (gsf)
209 Bay State Road, German House	1899	B+4	47'	7,641
214 Bay State Road	1901	B+4	42'	5,738
517-521 Beacon Street	1901	B+4	55',45',54'	20,401
531 Beacon Street	1901	B+4	54'	9,071
632 Beacon Street	1920	B+4	49'5"	24,395
806-820 Beacon Street	1887	B+6	60'	19,310
822 Beacon Street	1890?	B+3	40'	4,600
824-826 Beacon Street	1890	B+3	40'	9,041
828 Beacon Street	1890	B+4	50'	6,400
830 Beacon Street	1890	B+4	50'	8,000
832 Beacon Street	1890	B+4	50'	5,959
834-836 Beacon Street	1890	B+3	40',35'	9,381
844 Beacon Street	1911	B+5	40'	20,700
848 Beacon Street	1894	B+4	50'	6,700
850 Beacon Street	1894	B+4	50'	7,126
852 Beacon Street	1894	B+4	50'	6,380
856-862 Beacon Street	1893	B+6	67'-79'	35,364
864 Beacon Street	1900	B+4	55'	5,700
866 Beacon Street	1892	B+4	50'	8,600
870-872 Beacon Street	1892	B+4	48'-48'	13,500
906-908 Beacon Street	1891	B+4	48'	14,839
1053 Beacon Street	1891	B+4	48'	7,652
1 Buswell Street, Engineering House	1907	B+4	49'	7,568
1A Buswell Street	1907	B+4	60'	7,600
2 Buswell Street	1908	B+4	45'	11,300
3 Buswell Street	1894	B+4	46'	5,749
5 Buswell Street	1900	B+4	48'	6,070
6 Buswell Street	1914	B+4	46'	25,780
7 Buswell Street	1894	B+4	55'6"	5,800
10-18 Buswell Street	1924	6	68'	66,456
11 Buswell Street	1894	B+4	44'	6,268
15 Buswell Street	1900	B+4	40'	5,500
17 Buswell Street	1900	B+4	40'	5,975
22-24 Buswell Street	1914	B+4	48'-50'	35,036
29 Buswell Street, Earth/Environment House	1896	B+3	39'	5,736
31 Buswell Street	1896	B+3	40'	4,116
33 Buswell Street	1896	B+4	40'	4,915

Small Residence Halls (cont.)	Year Built	Stories	Height	Building Area (gsf)
34 Buswell Street	1912	B+5	55'	17,220
35 Buswell Street	1896	B+3	39'	4,612
37 Buswell Street	1896	B+3	55'	4,727
38 Buswell Street	1911	B+5	55'	9,486
39 Buswell Street	1896	B+3	39'	4,612
40-48 Buswell Street	1911	B+5	60'	58,302
41 Buswell Street	1896	B+3	34'	5,000
43 Buswell Street	1896	B+3	39'	4,884
45 Buswell Street	1896	B+3	40'	5,382
47 Buswell Street	1896	B+3	40'	5,314
50-52 Buswell Street	1909	B+4	48'	15,117
55 Buswell Street	1910	B+4	45'	15,000
37-39 Carlton Street	1893	B+4	32'	9,217
141 Carlton Street	1864	B+3	45'	9,335
146 Commonwealth Avenue	1896	B+5	60'	10,276
481-483 Commonwealth Avenue	1920	B+4	62'-45'	16,250
580 Commonwealth Avenue	2004	B+11	116'	126,333
625 Commonwealth Avenue	1901	B+4	48'	7,803
627-629 Commonwealth Avenue	1906	B+4	48'	5,400
708 Commonwealth Avenue	1875	B+3	40'	15,605
714 Commonwealth Avenue	1875	B+3	30'	5,300
722-728 Commonwealth Avenue	1911	B+5	51'	87,469
53-57 Deerfield Street	1900	B+3	46'6"	8,900
7 Euston Street	1912	B+3	36'	10,100
19 Euston Street	1915	B+3	36'	5,891
80-82 Ivy Street	1920	B+3		33,700
83 Ivy Street	1912	B+4	48'	39,700
46 Mountfort Street	1908	B+4	48'	28,250
96 Mountfort Street	1908	B+4	45'	8,750
98 Mountfort Street	1909	B+4	45'	9,750
100 Mountfort Street	1909	B+4	45'	6,500
500-504 Park Drive	1903	B+3	37'	13,300
509 Park Drive	1912	B+5	56'	32,800
514-522 Park Drive	1915	B+3	36'	36,968
515 Park Drive	1908	B+4	43'	9,900
37-47 St. Mary's Street	1928	B+3	36'	39,130
90 St. Mary's Street	1905	B+3	328'	26,700
2 Raleigh Street	1890	B+4	60'	11,610

Apartments South of Beacon Street ³	Year Built	Stories	Height	Building Area (gsf)
25 Aberdeen Street	1899	B+3	36'	7,000
27 Aberdeen Street	1899	B+3	36'	6,720
845 Beacon Street	1895	B+4	45'	6,600
853 Beacon Street	1894	B+4	51'	6,475
855 Beacon Street	1894	B+4	48'	5,700
867 Beacon Street	1893	B+4	48'	7,594
875 Beacon Street	1894	B+4		6,600
455-457 Park Drive	1900	B+4	36'	25,047
Administrative/Faculty Residences				
Administrative/Faculty Residences	Year Built	Stories	Height	Building Area (gsf)
132 Carlton Street	1908	B+3		16,478
10 Cottage Farm Road	1936	B+3	32'	6,040
24 Cottage Farm Road	1850	B+2	27'	14,387
135 Ivy Street	1850	B+3	22'	16,068
25 Lenox Street	1853	B+3	27'	8,200
150 Mountfort Street	1956	B+2	34'	2,000
50 Worthington Road	2001	B+3	34'	11,261
53 Worthington Road	1939	B+3		5,530

4.2 Academic, Administrative and Other Properties

The University's portfolio of academic, administrative and commercial buildings is extensive. Although the buildings are primarily centered along the 1.5 mile stretch of Commonwealth Avenue, they also include buildings in the Ashford/Babcock Street area, non-residential buildings along Bay State Road, the science and engineering buildings along Cummington Street, and assorted other buildings across the campus.

³ Properties will not be used for undergraduate student housing during the term of the Master Plan.

Table 4-2, List of Academic, Administrative and Other Properties						
Address	Year Built	Stories	Height	Bldg Area (gsf)	Land Area	Use
163-179 Amory St		2		28,860		Admin/Coml
100 Ashford Street, Track and Tennis Center	2002	2	30'	96,262	71,764	Athl
120 Ashford Street	1958	M + 2	30'	84,079	88,224	Admin
278 Babcock Street	1919	B+2+M		79,387	108,900	Admin/Pkg/Cm
285 Babcock Street - Case Center	1972	B + 5	68'	131,857		Athl
300 Babcock Street	1926	B + 3	42'	88,000	4,960	Athl
53 Bay State Road	1893	B + 6	67'	16,055	5,830	Athl
67 Bay State Road	1897	B + 4	45'	7,294	2,750	Acad
108 Bay State Road	1939	B + 4		4,603	4,769	Admin
114 Bay State Road		NA	NA	NA	2,560	Open/Pkg
116-118 Bay State Road	1910	B + 4	44'	9,185	5,104	Acad
121-125 Bay State	1899	B + 4	48' 6"	22,764	10,158	Admin
122 Bay State Road	1913	B + 4		5,280		Acad
128 Bay State Road	1901	B + 3	37'	5,152	1,490	Acad
141 Bay State Road	1900	B + 3	42'	7,758	3,039	Acad
143 Bay State Road	1900	6	63'	11,037	3,656	Admin
145-147 Bay State Road	1903	B + 5	56' - 73'	26,596	10,170	Acad
152 Bay State Road	1902	B + 5	58'	11,201	3,339	Acad
154 Bay State Road	1896	B + 4	46'	8,965	2,940	Acad
156 Bay State Road	1899	B + 4	46'	5,100	2,464	Acad
170 Bay State Road		NA	NA	NA	3,475	Pkg
185 Bay State Road	1899	B + 4	50'	7,649	2,449	Acad
187 Bay State Road (leased portion)	1899			2,941		Acad
213-217 Bay State Road		B + 4	57'	130,704	7,877	Opn Sp
216 Bay State Road		NA	NA	NA	6,276	Opn Sp
225 Bay State Road	1905	B + 3	50'	14,701	6,267	St Act
226 Bay State Road	1913	B + 5	65'	18,048		Acad
232 Bay State Road	1913	B + 5	60'	34,022		Acad
233 Bay State Road	1953	B + 3	50'	15,591	4,036	Admin
236 Bay State Road	1913	B + 5	60'	27,149		Acad
264-270 Bay State Road	1913	B + 5	58'	65,016		Acad
347 Bay State Road	1935	1		2,123	2,123	Athl

Address (cont.)	Year Built	Stories	Height	Bldg Area (gsf)	Land Area	Use
648 Beacon Street	1910	B + 4	79'	49,950	10,000	Athl, Acad
650 Beacon Street	1910	B + 6	60'	22,882	4,178	Coml
654 Beacon Street	1918	B + 4		23,911	4,178	Coml
656 Beacon Street	1918	B + 4	78'	25,848	10,000	Coml
660 Beacon Street		B + 7	79'	74,431	11,483	Coml
677-679 Beacon Street	1915	B + 3	43'	25,997		Acad
25 Buick Street	1928	B + 3	59'	122,742	53,583	Admin
500-528 Comm Ave	2003	B + 6	83'	184,208	64,821	Coml
533 Comm Ave	1916	B + 2		15,293		Coml
535-539 Comm Ave		B + 3		31,495		Coml
541 Comm Ave	1919	B + 6	70'	21,196		Coml
565 Comm Ave	1952	B + 2	21' 4"	12,908	16,216	Acad
577-601 Comm Ave, SMG	1996	3L+ 9+ P	166' 2"	481,119	49,686	Acad
582-588 Comm Ave, Sci Ctr		B + 5	60'	115,000	23,395	Pkg
590-596 Comm Ave, Sci Ctr	1983	B + 4	57'	168,338	52,048	Acad
602 Comm Ave , Morse	1907	B + 3		21,919	13,508	Acad
617-621 Comm Ave	1901	B + 4	51' 4"	22,762	9,422	Acad
622-640 Comm Ave, COM	1956	B + 3	47'	84,022	67,232	Acad
631-639 Comm Ave, Sargent Col	1957	B + 7	75'	113,621	19,225	Acad
645-665 Comm Ave		NA	NA	NA	41,574	Pkg
675 Comm Ave, Stone Science	1938	B + 5	62'	54,527		Acad
675-775 Comm Ave, Central Campus Land		NA		NA	561,605	Acad
685 Comm Ave Building	1938	B + 5 + P	79'	141,257		Acad
700 Comm Ave, Warren Towers Pkg/Coml	1966	B + 3		251,712	63,472	Pkg/ Coml
704 Comm Ave	1910	B + 5		31,552	6,480	Acad/Res
710 Comm Ave	1912	B + 4		5,300		Coml
718 Comm Ave, CLA	1910	B + 5	58'	22,068	5,549	Acad
725 Comm Ave, CAS	1948	B + 6 + P	80'	132,261		Acad
730-732 Comm Ave, Eng		B + 3		58,264		Acad/Coml

4.0 Existing Property And Uses

Address (cont.)	Year Built	Stories	Height	Bldg Area (gsf)	Land Area	Use
735 Comm Ave, Marsh Chapel	1935	B + 2		14,964		Acad
736-738 Comm Ave	1939	B + 1		5,840		Coml
742 Comm Ave		B + 2		64,788		Pkg
745-755 Comm Ave, School Theology	1947	B + 6 + P		114,978		Acad
750 Comm Ave		B + 2		44,749	118,483	Acad
756-766 Comm Ave		NA	NA	NA		Pkg
763 Comm Ave, Htg Plt	1962			gsf comb. w/ 765 Comm.		Acad
765 Comm Ave, Law School	1962	B + 21	232' 5"	167,671	6,480	Acad
767 Comm Ave, Law Library	1964	B + 3		28,616		Acad
771 Comm Ave, Mugar Library	1965	B + 6 + P	114'	218,657		Acad
775 Comm Ave, Student Union	1963	B + 5		202,105		Acad
785 Comm Ave, BU Acad	1937	B + 3	27'	54,767	84,404	Acad
795 Comm Ave		NA		NA	35,474	open
808 Comm Ave, Fuller Building	1928	B + 6 + P	77'	266,029	138,710	Acad
830-846 Comm Ave.		B + 2		36,153	35,433	Coml
855 Comm Ave, School of Fine Arts	1919	B + 5	81' 5"	207,318	76,456	Acad
871 Comm Ave, Coll of General Studies		5	43'	95,968	41,520	Acad
881 Comm Ave	1926	B + 7	95'	107,773	26,000	Admin
888 Comm Ave		B + 3		99,352		Admin/Coml
890 Comm Ave	1915	B + 3		72,389		Acad
915-925 Comm Ave Land		NA		NA	443,875	various
915 Comm Ave, Fit - Rec	2004	B + 4		286,901		Athl/Acad
925 Comm Ave, Agganis Arena	2004	2L + 3		548,634		Athl/Pkg
900-940 Comm Ave		B + 3		233,000	165,000	Coml
928 Comm. Ave., School of Hospitality		3		28,560	9,885	Acad
949 Comm Ave	1916	B + 2	28'	17,968	12,000	Acad
975 Comm Ave				7,941		Admin
985 Comm Ave	1920	2		36,865	12,000	Acad

4.0 Existing Property And Uses

Address (cont.)	Year Built	Stories	Height	Bldg Area (gsf)	Land Area	Use
2 Cummington Street, Biology		B + 5	54'	61,754	11,795	Acad
3-5 Cummington Street, Phys./Biology		B+ 5+ P	30'	149,118	47,039	Acad
24 Cummington Street, Life Science & Engineering	2005	B+ 10+ P		188,575	14,551	Acad
30-38 Cummington Street, Science Library		B + 3	40'	36,563	12,157	Acad
42-44 Cummington Street, Engineering	1986	B + 7	112' 5"	96,500	12,141	Acad
48-52 Cummington Street, Eng.		B + 2	35'	17,800	14,927	Acad
64-86 Cummington Street, Soc Psych.		B + 2	35'	49,163	16,112	Acad
96-100 Cummington Street, Soc Psych.		B + 2	35'	25,430	8,634	Acad
110-112 Cummington Street, Eng		B + 4		48,901	11,635	Acad
111 Cummington Street Math/Comp Sci		B + 2	28' 9"	93,831	38,525	Acad/Admin
10 Deerfield St					21,138	Pkg
11-15-19 Deerfield Street	1925	B + 4	60'	69,435	14,008	Admin/ Coml
20-22 Deerfield Street		NA	NA	NA	17,648	Pkg
143 Essex St.	1960	NA	NA	1,500		Pkg
32 Harry Agganis Way, Nickerson Fld and Bldg	1915	3 + P		15,078	458,873	Admin/Athl
10 Lenox Street	1904	B + 4		17,903	22,998	Admin
Malvern Ashford Street		NA		NA	73,500	Athl
619 Memorial Drive, Dewolfe Boat House	2001	2		19,561	10,976	Athl
138 Mountfort Street	1903	B + 3		6,254	13,750	Acad
601 Newbury Street	1915	B+3		24,000		Coml
6-8 St. Mary's Street Photonics Building	1996	B + 9	162' 6"	289,059	46,205	Acad
15 Saint Mary's Street, Engineering	1920-25 ca.	B + 1		52,739	118,582	Acad
2 Silber Way		B + 8	85'	85,000	18,148	Acad

4.0 Existing Property And Uses

5.0 PLANNING FRAMEWORK

5.0 Introduction

Since its establishment in the early 20th century, Boston University's Charles River Campus has grown to encompass 112 acres of land and 274 buildings. This linear campus is centered along a 1½ mile stretch of Commonwealth Avenue, from Kenmore Square to Packard's Corner. The campus includes a mix of uses comprised of student residences, athletic and recreational facilities, faculty and staff offices, and the core academic and research facilities. At the same time, the campus is an integral part of the urban fabric of the City and includes commercial and retail uses, streetscapes, and open spaces. In addition to Commonwealth Avenue, the defining public elements of the campus are the adjacent Charles River and the parkland of the Esplanade, and the urban core at Kenmore Square (see Figure 6-1, Boston University Properties).

Like many urban areas, the BU campus has been extensively fragmented by urban redevelopment and transportation infrastructure projects. The construction of Storrow Drive in the 1950s severed the formerly waterfront University from the Charles River. The Massachusetts Turnpike Extension, constructed in the mid-1960s, split the heart of the campus and created an urban void at the intersection of Commonwealth Avenue and Boston University Bridge. These transportation infrastructure elements present both opportunities and constraints for campus development.

Recent improvements to Commonwealth Avenue have tremendously enhanced the public realm of the University in the East-West direction. Yet the campus is still effectively disconnected from the Charles River and its South Campus as a result of the Massachusetts Turnpike, presenting major opportunities for improvement. Future development reflecting new priorities for compact, pedestrian and transit-oriented urban form will bring about opportunities to incrementally fill these voids and overcome barriers to the Charles River.

5.1 Campus Districts

Boston University's campus consists of four very active and distinct districts separated by major infrastructure elements (see Figure 6-1, Boston University Properties).

The districts include:

- West Campus – Consisting of the area west of the BU Bridge, the West Campus is a focal point for student housing, and the University's athletics and recreational core. West Campus also includes the School of Hospitality Administration, the College of Fine Arts and the College of General Studies.
- Central Campus – The Central Campus, the area north of the Turnpike between the BU Bridge and Silber Way, comprises the academic core of the University

and includes the original Cram-Ferguson buildings, the Sert complex and major academic buildings and libraries, including the science and engineering buildings along Cummington Street.

- East Campus – The East Campus is centered at Kenmore Square with its commercial and retail activities forming a gateway to the University Campus. The East Campus also includes portions of Bay State Road and a mix of student housing and academic facilities.
- South Campus – Located south of the Massachusetts Turnpike, the South Campus includes a mix of residential and academic facilities, generally of a smaller scale than the rest of the campus.

5.2 Campus Growth

To provide a framework for growth over the next decade the University has considered the need for (1) new and rehabilitated campus facilities, (2) athletics, (3) public realm improvements, and (4) transportation infrastructure.

5.2.1 CAMPUS FACILITIES

In assessing its needs for new facilities, the University has drawn upon the long-term vision of the University as expressed in the “Boston University Strategic Plan - Choosing to be Great.” The eight core objectives of this plan include:

1. Strengthening the quality of the faculty
2. Strengthening the excellence of our undergraduate education
3. Strengthening the College of Arts and Sciences as central to the quality of our academic programs
4. Strengthening the student residential community and the student experience
5. Strengthening targeted programs in graduate research and education
6. Strengthening four key professional Schools: Law, Medicine, Management, and Fine Arts
7. Strengthening our commitment to interdisciplinary programs in research, education, and outreach
8. Strengthening our leadership as an urban and global research university.

Development of new campus projects will adopt a context-sensitive density strategy. In the planning for new development projects, the University will consider:

- Utilizing existing surface parking lots for new building sites
- Preserving opportunities for air rights development over the Massachusetts Turnpike
- Promoting activation and transparency of ground floors by including academic and retail activities that will engage the public realm.

5.2.2 ATHLETICS

Building on the success of the John Hancock Student Village and other West Campus facilities, the University will continue to look for opportunities to expand intercollegiate and intramural athletic facilities. With a large number of students, faculty and staff seeking recreational and athletic opportunities on an urban campus where space is at a premium, the University will search for ways of to incorporate athletic facilities into mixed use projects, such as the Babcock Field project in West Campus.

5.2.3 PUBLIC REALM

In all campus districts, there will be a renewed focus on the establishment of a robust and interconnected public realm. To affirm its stature as a true river campus, strategic public realm improvements are proposed along a North-South axis, linking the central campus to the river at key junctures. Improvements will be targeted at the following areas:

- Kenmore Square to Deerfield Street
- Blandford Street and Silber Way
- Granby Street
- St. Mary's Street.

Boston University's unique infrastructure and high levels of foot traffic provide the ideal conditions for the creation of true pedestrian malls, which are often not feasible elsewhere in the city. Improvements to the Cummington Street Mall will create a central meeting space for this part of the campus. A similar pedestrian-centered transformation is proposed for the alleyway between Silber Way and Granby Street.

5.2.4 TRANSPORTATION INFRASTRUCTURE

The University recognizes the important role transportation and mobility plays in the success of its campus and the region. Boston University will continue to work closely with the City of Boston and the MassDOT to partner on transportation infrastructure improvements projects, as it has on projects such as the Kenmore Square T Stations, Boston University Bridge renovations, and Green Line Station improvements.

The University is already working to extend safety and traffic flow improvements westward on Commonwealth Avenue through the Commonwealth Avenue Phase II project. This project will enhance Commonwealth Avenue as a boulevard by extending the streetscape improvements from the BU Bridge to Alcorn Street.

As additional transportation projects arise, the University will seek to ensure that these projects enhance its campus planning objectives and provide improved safety and traffic flows.

5.3 Summary

These planning context objectives of the 2012 Master Plan serve the social, environmental, and economic aspirations of the University. As part of the University's strategy to improve the sustainability of its operations, these improvements serve to create a denser campus core while at the same time greening the campus and reducing vehicular traffic. They improve the campus experience by providing contemplative and gathering spaces that are vital to the education process. With these in mind, the University is committed to integrating these planning objectives into future development projects, public realm improvements and transportation infrastructure.

6.0 DEVELOPMENT PROGRAM

6.1 Introduction

The “Boston University Strategic Plan – Choosing to be Great”, articulates the University’s mission and its underlying long-range academic, research, teaching and residential aspirations. By extension, some of these institutional goals and objectives require new or rehabilitated facilities in order to facilitate the mission of the University. This section addresses the physical building needs of the University for which planning, design or construction is anticipated to begin within the ten-year Institutional Master Plan period.

As the University advances the planning of these projects, it will be cognizant of the need to advance its sustainability goals through the construction of Leadership in Energy and Environmental Design (LEED) certifiable buildings. Measures such as green roofs, stormwater recharge/reuse, recycling, bicycle storage, and rapidly renewable building materials will be carefully considered in the design process. In areas of filled land and other sensitive locations, the University will also ensure that groundwater levels are not adversely affected by new development projects.

In addition, the University will carefully consider how new projects will integrate into the historic fabric of the campus. As the largest private owner of historic properties in the City of Boston, the University seeks to maintain its historic properties to a high standard and to develop new buildings to meet University needs that respect the historic setting.

6.1 Campus Context

The Boston University Charles River Campus consists of some 112 acres of land and 274 buildings containing approximately 11.8 million sf of space. The campus is centered on the 1 1/2 mile stretch of Commonwealth Avenue running west from Kenmore Square. The existing Boston University properties are shown in Figure 6-1, Boston University Properties. The lists of properties covered by the Master Plan have been updated as of the fall of 2011 and may be found in Chapter 4.0 in Table 4-1, List of Residential Properties and Table 4-2, List of Academic, Administrative and Other Properties.

6.2 Proposed Institutional Projects

The projects the University would like to undertake during the term of the Institutional Master Plan are described below and are shown in Figure 6-2, Proposed Institutional Projects. The majority of these projects are listed as “Proposed Institutional Projects” as defined in Article 80D of the Boston Zoning Code. For clarity, we have distinguished between those projects that have been previously approved through the Planned Development Area designation, those that have been previously approved in the 2010

Institutional Master Plan Renewal, those that are altogether new proposed projects, and those that are enhancements to the public realm but do not require zoning relief.

Three of these projects have already been approved as part of the 2010 Master Plan Renewal, but are repeated here to ensure that they will be carried forward as Proposed Institutional Projects. The fourth project listed in the 2010 Master Plan Renewal, the East Campus Student Services Center, is already under construction.

It is important to note that the final residential building on the John Hancock Student Village (Site F) is also likely to be constructed during the period of this Master Plan, but as the project was previously approved under a Planned Development Area zoning approval, it is not listed as a Proposed Institutional Project in this Master Plan.

6.2.1 PROJECTS PREVIOUSLY APPROVED IN THE PLANNED DEVELOPMENT AREA MASTER PLAN

STUDENT VILLAGE RESIDENCE III (SITE F)

Previously approved in the Planned Development Area overlay zoning for the former Commonwealth Armory site, this one remaining residential building would be sited between 33 Harry Agganis Way and 10 Buick Street and would accommodate up to 523 students.

Location – Student Village

Site Size – N/A.

Existing Use – Surface Parking

Proposed Use – Student residence

Proposed Height – 11 stories ⁴

Proposed Size – TBD

Proposed FAR – 3.3

Current Zoning – PDA

Estimated Commencement – TBD

⁴ Height subject to further BRA design review.

6.2.2 PROPOSED INSTITUTIONAL PROJECTS APPROVED IN THE 2010 MASTER PLAN RENEWAL

233 BAY STATE ROAD – RENOVATIONS FOR ACADEMIC AND ADMINISTRATION SPACE

As a result of increased demand for academic and administrative space in the center of the campus, the University has identified 233 Bay State Road, as an ideal candidate for redevelopment and reuse. The building was constructed in 1953 and served as the location for Hillel House until 2007 when that program was relocated to 213 Bay State Road. The building has been vacant since that time. The building is an uncommon example of the International Style of architecture found in the Boston area. A small addition of about 2,300 sf is needed to meet current access and egress codes. It is proposed to be renovated and expanded to make it suitable for administrative and academic uses, such as offices and meeting space.

Location – 233 Bay State Road

Site Size – 5,000 sf

Existing Use – Vacant building

Proposed Use – University Use (Administrative/Academic uses: offices, lectures, meetings, etc.)

Proposed Height – Three stories, 45 feet (existing height)

Proposed Size – 18,000 sf

Proposed FAR – 4.0

Current Zoning – H-4

Estimated Commencement – Spring 2012

BOSTON UNIVERSITY SCHOOL OF LAW (SITE U)

The Boston University School of Law has long been recognized as needing dramatically improved facilities to support contemporary methods of legal education. These educational approaches create the need for differently designed classrooms and more collaboration space for the students. Although the enrollment in the Law School has actually decreased since 1986, the total space needed has increased to reflect

new teaching methods. The existing facilities at 763-767 Commonwealth Avenue were constructed in the early 1960s and no longer serve well the functions of the Law School. Further, the 46 year old building systems are approaching the end of their useful life. The University is cognizant of the need for additional space for the classrooms and library space for the Law School while recognizing the importance of the existing buildings as part of the complex of historically important buildings designed by Jose Luis Sert. The proposed project includes two separate elements consisting of the renovation of the 195,000 sf. existing law school and an addition of 125,000 sf.

Location – 763-767 Commonwealth Avenue

Site Size – 593,586 sf

Existing Use – Academic Uses (School of Law)

Proposed Use – Academic Use (School of Law)

Proposed Height – Existing tower at 233 feet (with lower addition)

Proposed Size –Existing 195,000 sf., addition of 125,000sf

Proposed FAR – 4.0 (existing)

Current Zoning – H-4

Estimated Commencement – T.B.D.

BABCOCK FIELD (SITE B)

Boston University has only one general purpose athletic field, Nickerson Field. (The University has only one other field which is a softball field). Nickerson Field supports the practice and competition requirements of the University Athletics program, and at the same time supports the various needs of the Physical Education program. Due to the high demand for Nickerson Field and lack of on campus fields, the Women's Field Hockey team must practice and play at a neighboring university.

The project proposes to retain the current capacity of the surface parking lot of 340 vehicles and locate them below a structured athletic field. Seating for 500 people will be included on the field level. Locker room needs will be met in adjacent University buildings.

Location – 278 Babcock Street

Site Size - 141,068 sf.

Existing Use – Building of 79,000 sf. and surface parking for 340 vehicles

Proposed Use – Athletic Field with structured parking below

Proposed Height – 20 feet

Proposed Size – 140,000 sf.

Proposed FAR – Approximately 1.0

Current Zoning – H-4

Estimated Commencement – TBD

6.2.3 NEW PROPOSED INSTITUTIONAL PROJECTS FOR THE 2012 MASTER PLAN

ACADEMIC BUILDINGS (SITE N)

The site at the corner of Commonwealth Avenue and Granby Street has been identified as a potential development site since the first Master Plan was approved in 1987. Acquisition of the entire site parcel was completed in 2003 and it is currently an open, public surface parking lot. New academic space is proposed for the site which could be developed as either a single or two-phase project. The size of the parcel suggests that below grade parking could be considered for the site.

Location – 645-665 Commonwealth Avenue

Site Size – 42,000 sf.

Existing Use – Surface parking lot

Proposed Use – University Use, primarily academic uses for instruction, research, offices, and ancillary uses. Below grade parking.

Proposed Height – 11 Stories

Proposed Size – 280,000 sf.

Proposed FAR – 6.7

Current Zoning – H-4

Estimated Commencement – TBD

ACADEMIC/ADMINISTRATIVE BUILDING (SITE ZZ)

The proposed site at 130 Bay State Road offers an opportunity to integrate two existing brownstones with a new addition to the west to create an approximately 53,000 sf of academic and administrative space.

Location – 130 Bay State Road

Site Size – +/- 19,000 sf.

Existing Use – Academic and Administrative

Proposed Use – University Use, including
Academic/Research/Office/Administrative

Proposed Height – 45 feet on Bay State Road, stepping up to 75 feet

Proposed Size – 53,000 sf

Proposed FAR – 4.0 (existing)

Current Zoning – H-4

Estimated Commencement – TBD

MYLES STANDISH AND MYLES STANDISH ANNEX RESIDENCE HALL REHABILITATION (SITE Y)

Myles Standish Hall, originally constructed in 1926 as a residence hotel, has served as a University dormitory since 1949. The building currently provides 660 student bed spaces. In 1980, the University acquired an abutting property and converted it to a residence hall housing 100 students, which is now known as the Myles Standish Annex. A total rehabilitation is planned for the building to bring it up to modern housing standards and to ensure it remains an attractive option for on-campus student housing. It is anticipated that a minor expansion of the building may be recommended as part of the renovation project. A reduction in

the number of student beds may result from the project's adherence to current building standards and codes.

Location – 610 Beacon Street (aka 30 Bay State Road) and 632 Beacon Street

Site Size – 26,500 sf (both properties)

Existing Use – Student Dormitory

Proposed Use – Student Dormitory

Proposed Height – Nine Stories, 80 feet (existing height)

Proposed Size – 255,000 sf.⁵

Proposed FAR – 9.6 (8.9 existing)

Current Zoning – H-4

Estimated Commencement – TBD

SCIENCE AND ENGINEERING RESEARCH BUILDING (SITE W)

With the acquisition of Cummington Street from the City of Boston, the University has the opportunity to make better use of some of the smaller land parcels abutting the Massachusetts Turnpike along Cummington Street. These parcels, from 30-100 Cummington Street, are too narrow to support modern academic buildings, but using the additional area along or above Cummington Street a more efficient footprint can be obtained. The proposed project is a science/engineering research building at 30-38 Cummington Street which will replace an existing 38,000 sf. building.

Location – 30-38 Cummington Street

Site Size – 25,000 sf (including street)

Existing Use – Academic

Proposed Use – University Use, primary academic uses including instruction, research, offices, and student study spaces

⁵ Existing building size is 235,000 sf.

Proposed Height – 11 stories

Proposed Size – 165,000 sf

Proposed FAR – 7.0

Current Zoning – M-2

Estimated Commencement – TBD

ACADEMIC BUILDING ADDITION (SITE Z)

The proposed academic building project would add 50,000 sf to the existing 84,000 sf building at 640 Commonwealth Avenue in an addition oriented toward Hinsdale Street and Commonwealth Avenue.

Location – 640 Commonwealth Avenue

Site Size – 67,232 sf.

Existing Use – Academic

Proposed Use – University Use, primary academic uses including instruction, research, and offices.

Proposed Height – 3 stories

Proposed Size – 50,000 sf

Proposed FAR – 4.0 (existing)

Current Zoning – H-4

Estimated Commencement – TBD

6.2.4 PUBLIC REALM PROJECTS

In addition to the list of Proposed Institutional Projects, the University has identified potential projects that will enhance the public realm of the University campus. These projects include new pedestrian ways, pocket parks, landscaped areas, and roadway and streetscape improvements. Figure 6-3, Public Realm Improvements illustrates the location of these potential public realm improvements.

Bay State Road/ Beacon Street Pocket Park

To enhance the improvements proposed to Myles Standish Hall and this important entry to the campus, the University proposes to create a pocket park at the intersection of Beacon Street and Bay State Road. The intersection of these two thoroughfares is an unnecessarily large expanse of pavement that encourages high automobile speeds and discourages pedestrian activity. Conversion of this triangular area to a green space would provide additional open space for students and area residents, while reducing vehicular speeds, improving the pedestrian environment and beautifying the entry to the campus.

Commonwealth Avenue Phase 2A Improvements

The proposed project would improve access to surrounding neighborhoods and communities and Boston University, both through improved pedestrian facilities and optimized intersection operations. The project site spans one half of a mile from Amory Street to Alcorn Street. Phase 2-A is the westward extension of similar improvements made to the Kenmore Square area of Commonwealth Avenue. Improvements are primarily aimed at street beautification with the installation of boulevard-like elements, including street furniture, trees, benches, trash receptacles, and bike racks; and upgrades to lighting fixtures.

Improvements also aim at pedestrian safety including upgrades to traffic signal equipment, and vehicle and trolley detection equipment connected to the BTD Traffic Management Center, and bump-outs. Improvements also include ADA compliant sidewalk cross slopes, ramps, and MBTA platform modifications to all four MBTA stations within the project site. Commonwealth Avenue typically consists of three lanes outbound and two lanes inbound within the proposed project limits. This project proposes exclusive left turn pockets at intersections where left turns are allowed.

Commonwealth Avenue Area at BU Bridge

In order to enhance safety and improve the pedestrian flows, the University intends to widen the sidewalks along Commonwealth Avenue between the BU Bridge and University Road. The existing sidewalk is fairly narrow in this high traffic area, particularly behind the bus shelter. This expansion would reduce the crossing times for the 15,000 pedestrians that traverse this area daily. Widening the sidewalk also will increase the perceived security of those walking along it and effectively calm automobile traffic nearby.

Cummington Street Pedestrian Mall

To capitalize on the recent acquisition of Cummington Street from the City of Boston and to complement the proposed Engineering Research Building at 30-38 Cummington Street, the University proposes to create a pedestrian mall along Cummington Street. Streetscape improvements would be made to eliminate automobile access on the street and to create a pedestrian friendly open space linking the Science and Engineering Campus buildings along Cummington Street.

Granby Street to Silber Way Pedestrian Way

To improve campus connectivity, a pedestrian way running from Silber Way to Granby Street will be constructed to provide a quiet, landscaped pedestrian area connecting the Central Campus to the School of Management. The pedestrian way is centered on the service alley running parallel to Commonwealth Avenue and Bay State Road. While the way will need to remain accessible for service vehicles, there is a substantial width available by including rear yard areas adjacent to the alley.

Granby Street Pocket Park

In support of the Charles River access improvements and the development of Parcel N and N-1, the University will create a pocket park along the Granby Street edge of Parcel N to provide pedestrian open space and a greener streetscape leading to the Charles River. This pocket park will align with the existing green space at the corner of Granby Street and Bay State Road

6.3 Potential Development Sites

In addition to the list of Proposed Institutional Projects, the University has identified nine locations that are potential development sites for future projects. These sites include parcels that the University currently owns and parcels that may become available for lease, acquisition or development in the future.

The potential development sites are shown in Figure 6-4, Potential Development Sites. These identified parcels are simply being flagged as potential sites for development and there are no specific projects proposed for these sites in this Master Plan. The list of sites has been updated since the 2010 Master Plan Renewal and includes new sites that the University believes offer some potential for future acquisition and/or development. In addition, sites that already have been developed or that are proposed for Proposed Institutional Projects have been removed.

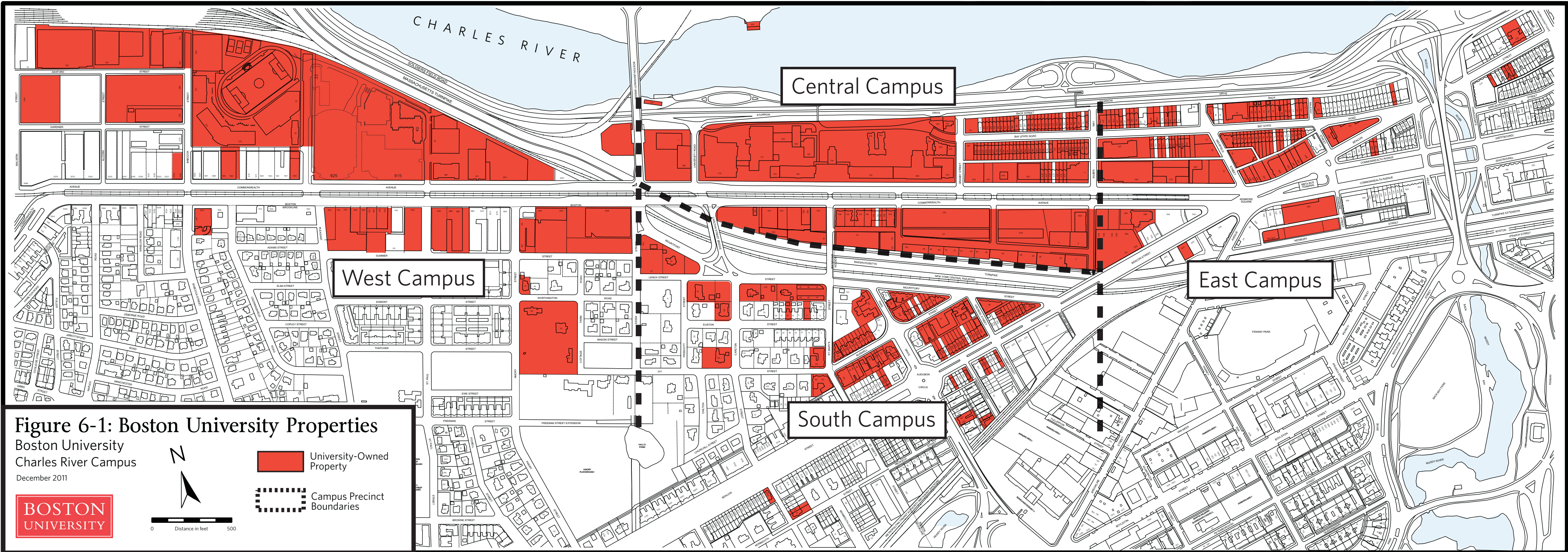
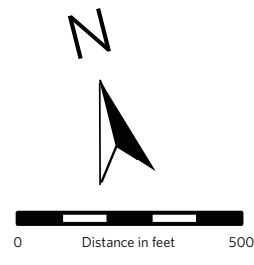


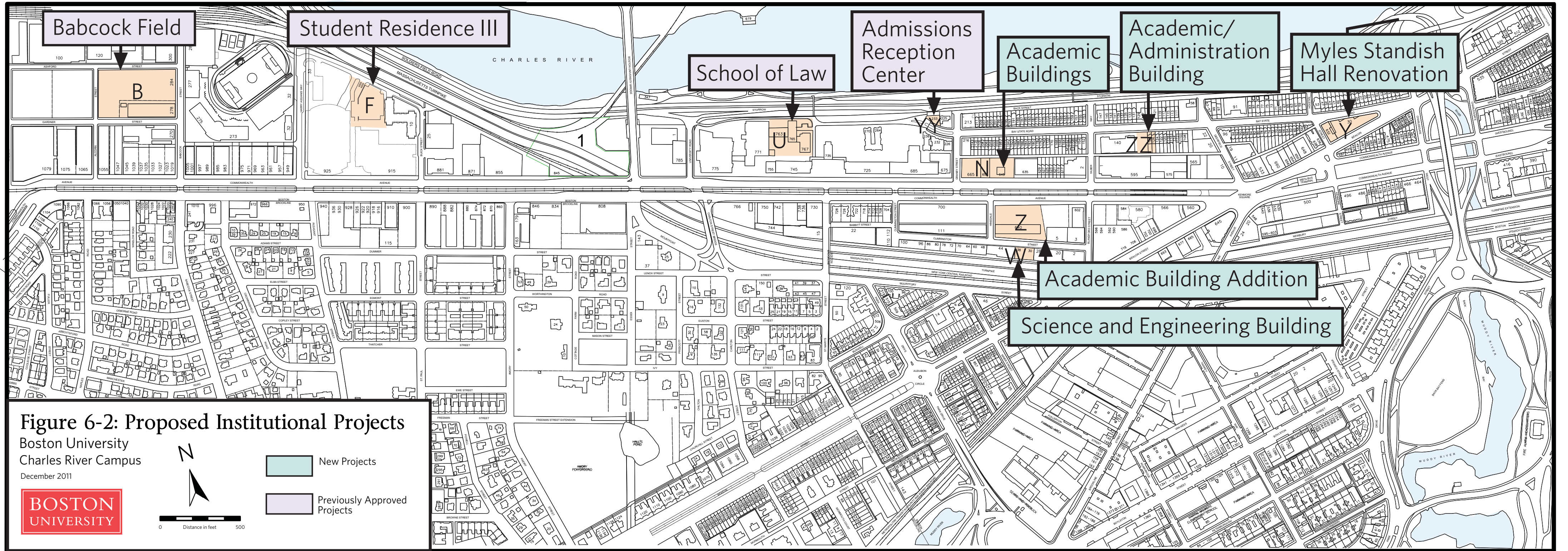
Figure 6-1: Boston University Properties

Boston University
 Charles River Campus
 December 2011



- University-Owned Property
- Campus Precinct Boundaries





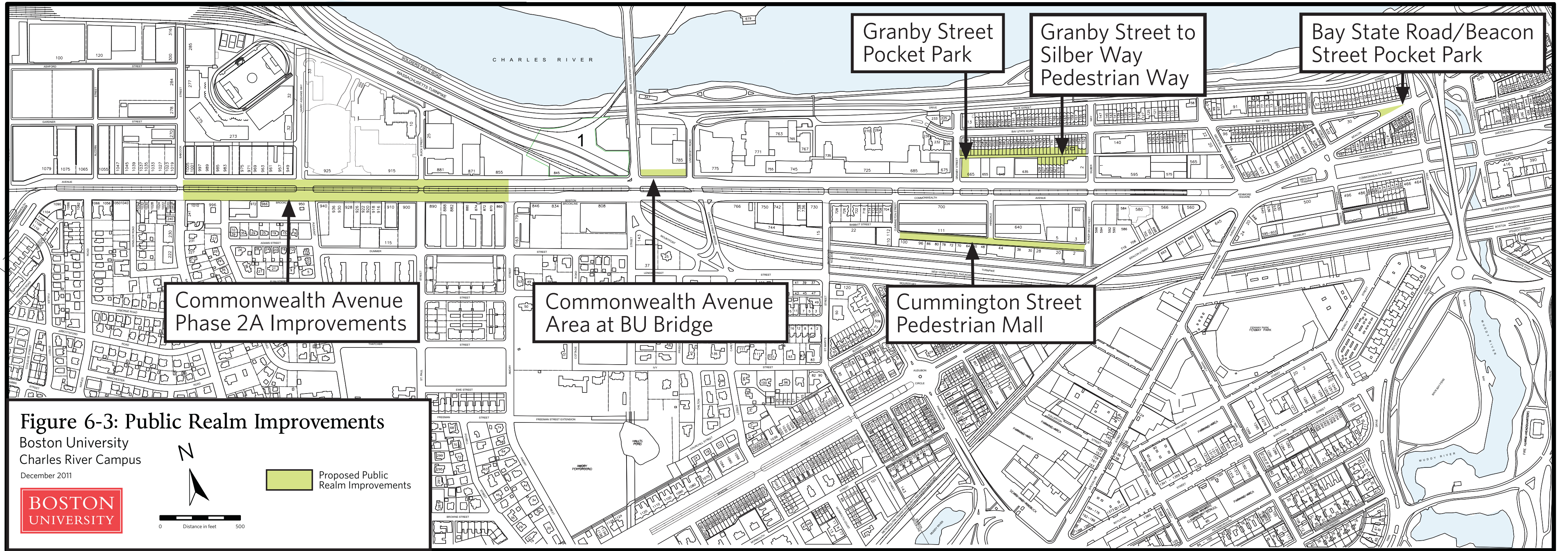


Figure 6-3: Public Realm Improvements

Boston University
 Charles River Campus
 December 2011



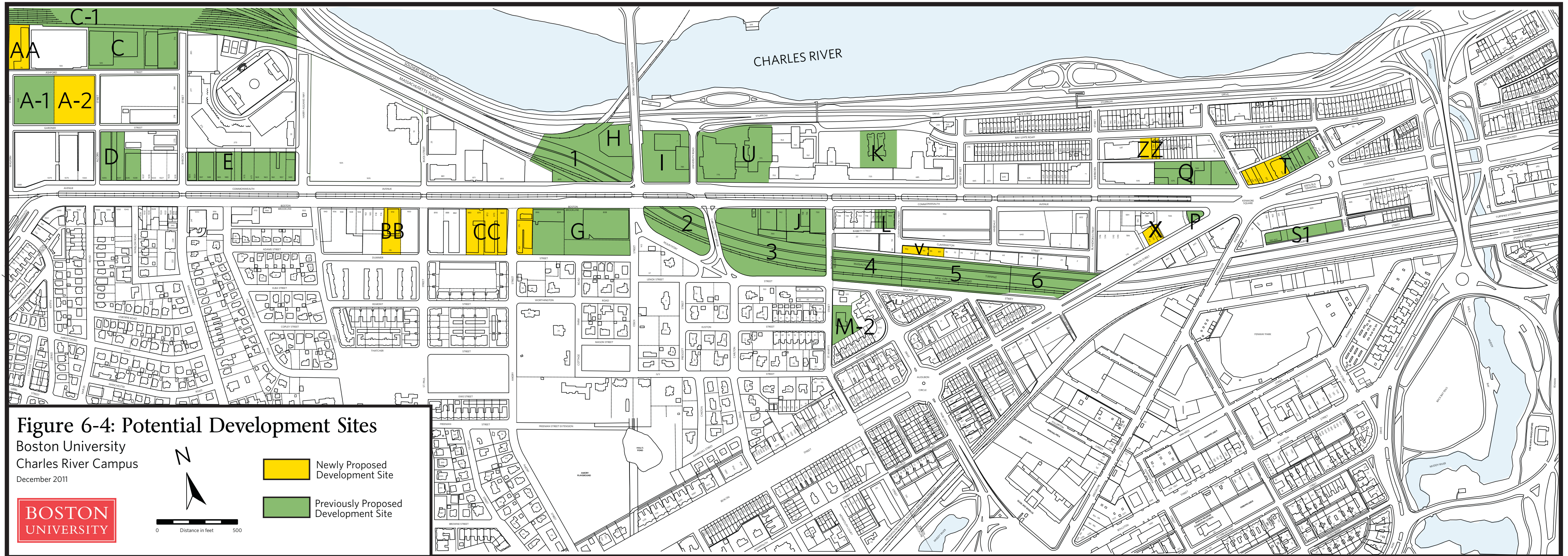
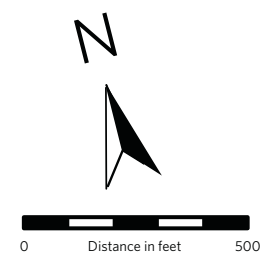


Figure 6-4: Potential Development Sites

Boston University
Charles River Campus
December 2011



- Newly Proposed Development Site
- Previously Proposed Development Site



7.0 TRANSPORTATION AND PARKING

7.1 Transportation Goals

The 2003 Transportation Master Plan was based on three interrelated transportation goals. They were created to improve sustainability and quality of life on the Charles River Campus (CRC), as well as to diminish the campus' impact on the local transportation network and adjoining residential communities, and include:

1. Enhance pedestrian circulation along Commonwealth Avenue and within the Charles River Campus.
2. Limit or reduce trip generation levels at the Charles River Campus.
3. Improve traffic operations along Commonwealth Avenue.

Since the adoption of the 2003 Transportation Master Plan, Boston University has implemented a number of improvements and supported several City or state initiatives to fulfill the transportation goals that it set for itself.

Transportation Objective 1: **Enhance pedestrian circulation along Commonwealth Avenue and within the Charles River Campus.**

- Financial support and property donations toward the City's Commonwealth Avenue Phase I improvements from Kenmore Square to Amory Street. Completed in 2011, the project has improved the pedestrian experience through the following:
 - Improved safety by reducing the pedestrian crossing distances at signalized intersections on Commonwealth Avenue
 - Expanded pedestrian waiting areas at intersection crossings
 - Expanded MBTA platforms to provide larger and safer waiting areas for riders.
- Technical support and financial assistance for Phase 2 of the City's Commonwealth Avenue Improvement project, which will extend the same improvements realized in Phase I into the West Campus area from Amory Street to Alcorn Street.
- Technical design, planning and engineering at the intersection of Commonwealth Avenue, the BU Bridge and the Mountfort Street corridor to improve circulation and pedestrian safety.
- Pedestrian safety training during freshman orientation.

*Transportation Objective 2: **Limit or reduce trip generation levels at the Charles River Campus.***

- Construction of Phase 2 of the John Hancock Student Village. This project provides 960 additional on-campus beds for undergraduate students at this site, thereby reducing the number of students who commute to campus.
- Construction of the Graduate Student Housing facility at 580 Commonwealth Avenue, which provides 220 units of housing with only 11 parking spaces. This project provides additional on-campus housing that has reduced the number of commuting trips to campus.
- Construction of the Life Science and Engineering building on Cummington Street with no additional parking.
- Installation of the city's first bike lanes on the inbound and outbound sides of Commonwealth Avenue. Since their installation in 2007, bicycle traffic along this portion of Commonwealth Avenue increased by 50 percent.
- Expansion of bicycle storage capacity on-campus. Indoor bicycle rooms and outdoor racks now accommodate up to 4,000 bicycles.
- Promotion of public transit as an alternative to automobile trips to and from campus.
- Promotion of car pooling as an alternative to single occupancy vehicles.
- Through various Transportation Demand Management (TDM) strategies instituted by the University, the proportion of commuters who drive to the campus in single occupancy vehicles has been reduced to approximately 44 percent in 2010. TDM strategies that have been employed by BU include:
 - **Ride Matching Program.** The University provides a ride-matching service for car and van pools through the University's Parking Services Office. Boston University faculty, staff and students can conveniently participate in the ride-matching services via the University's web site. According to the most recent Ride Share Report filed with Mass DEP (December 2010), the proportion of all commuters who car pool to campus has increased from 1.5 percent in 2003 to 2.3 percent in 2010.
 - **MBTA Pass Program.** The University promotes use of public transportation by its employees by providing pre-tax payroll deduction for purchasing MBTA passes. The MBTA passes are delivered to the participants payroll address as an added convenience.
 - **Student MBTA Semester Passes.** Boston University students can purchase semester MBTA Passes through the Parking Services Office via the University web page. The semester pass is good for four

months and affords students a discount off the regular monthly MBTA pass costs. The most recent Ride Share Report filed by BU with Mass DEP documents that public transit use has doubled from the levels in the University's 1997 Master Plan. Approximately 31 percent of commuters to campus (primarily faculty and staff) use transit, versus only 15 percent in 1997.

- **Parking Fees.** Fees are charged for all Boston University Parking Permits for faculty, staff and students (no free parking).
- **Limiting Student Parking.** The University prohibits underclassmen that live on campus from having vehicles. Parking availability for upperclassmen is severely limited.
- The Boston University Shuttle (BUS) began operating in 2004 with service for students, faculty and staff along Commonwealth Avenue and to/from the Boston University Medical Campus area on Albany Street. The University has expanded shuttle services up to six buses per hour in peak times to accommodate the ridership demand.
- The University has been a key stakeholder and active supporter of MassDOT's Urban Ring circumferential transit planning initiative, which will improve public transportation access and options for those who live or work at the Charles River Campus.

*Transportation Objective 3: **Improve traffic operations along Commonwealth Avenue***

- Implementation of Commonwealth Avenue Phase I project to improve traffic flow in the Central Campus area:
 - Upgrades of all signal equipment along Commonwealth Avenue.
 - Synchronization of the Commonwealth Avenue signals and the Boston Transportation Department's central computer control system.
 - Installation of a protected and exclusive left turn lane on Commonwealth Avenue westbound at the intersection with St. Mary's Street.
- Technical and financial support of the City's Commonwealth Avenue Phase 2 project, which will continue the same traffic safety and operational improvements achieved in Phase I into the West Campus area.
- Supported technical planning and engineering efforts that would improve traffic safety and circulation at the intersection of Commonwealth Avenue and the BU Bridge and along the Mountfort Street corridor.

7.2 Changes at the Charles River Campus Since 2003

Campus Development. Since 2003, Boston University has undertaken the construction of five facilities in the East, Central or West Campus districts:

- The Life Sciences and Engineering Building, an academic facility at 24 Cummington Street.
- Graduate Student Housing facility located at 580 Commonwealth Avenue.
- John Hancock Student Village Phase 1, the Agganis Arena and the Fitness/Recreation Center, located at 899-925 Commonwealth Avenue.
- John Hancock Student Village Phase 2, undergraduate student housing facility located on Harry Agganis Way.
- East Campus Student Services Center at 100 Bay State Road.

On-Campus Parking. Even with the construction of the five major projects mentioned above, there has been little impact on the local transportation infrastructure since 2003. The parking inventory at the Charles River Campus prior to construction of the projects was approximately 3,557 spaces, which included surface lots, parking decks and parking garages, as well as alley parking distributed throughout the campus. At present, the total parking inventory includes 3,636 spaces, a net increase of only 79 spaces.

With completion of 10 Buick Street (2000), the Agganis Arena (2004), the Fitness and Recreation Center (2005) and 33 Harry Agganis Way (2009) at the John Hancock Student Village, the University has a total of 742 spaces in a multi-level underground garage and two surface parking lots on the north side of the site. The Planned Development Area approvals for the site allow for the construction of up to 1,000 on-site parking spaces.

The University has adopted a two-part strategy for reducing on-campus parking demand by charging appropriate parking fees and restricting access to parking permits. Fees for employees with GREEN Permits (daily commuters) have increased by 28 percent. Student BLUE Permit fees have risen 31 percent. The University severely limits the number of permits available to students. In Spring 2011, only 182 student permits were issued for overnight parking and only 22 permits for daytime commuting students.

Pedestrians. With the construction of the new residential and recreational/fitness facilities at the Student Village site, pedestrian activity has increased dramatically on the Charles River Campus. Pedestrian counts taken in September 2011 document as much as a 40 percent increase in activity since 2003 at the BU Bridge/University Road area, which is the crossroads between Central and West campuses.

Bicycles. Bicycle activity at the CRC has increased at an even greater rate than pedestrian activity, a reflection of radically expanded facilities and programs initiated by

both the University and the City of Boston for the past decade. To illustrate the extent of this change in attitude, the 2003 Master Plan did not include bicycle counts as part of its streets analysis.

The installation of bicycle lanes on Commonwealth Avenue as part of the Phase I improvements project was a key stimulus for the dramatic increase in bicycle activity at the CRC. Counts taken at the BU Bridge/University Road area shortly after the installation in 2007 counted roughly 2,000 bicyclists per day. MassDOT's most recent counts in September 2011 indicate a 57 percent increase in bicycle traffic in the four years since the lanes' installation (approximately 3,000 bicyclists per day).

The University has installed nearly three thousand bicycle storage facilities since 2003, a threefold increase of its former inventory. The City of Boston has also proactively encouraged bicycle activity, having recently installed 142 storage racks and implemented the **Hubway** bicycle program with six stations and 90 bicycles in the CRC area.

Campus Shuttle Bus. In 2003, Boston University operated a shuttle bus service to service the CRC along Commonwealth Avenue between Kenmore Square and Harvard Avenue. That shuttle was replaced by the Boston University Shuttle (BUS) in 2004, which extends through the CRC along Commonwealth Avenue and connects to the Medical Campus on Albany Street. The BUS operates between 7:00 AM and 12:00 AM, five days a week. In peak periods, the BUS operates on 10 minute headways (six buses per hour) in order to accommodate the ridership demand. Often at capacity during peak hours and inclement weather (approximately 60 passengers per vehicle), the BUS has a potential ridership of 1.6 million passengers per academic year.

7.3 Changes to the Transportation Network Since 2003

Three major infrastructure improvement projects have been undertaken since the adoption of the 2003 Master Plan:

1. Commonwealth Avenue Reconstruction Project - Phase I
2. Kenmore Square Improvements Project
3. Boston University Bridge Rehabilitation Project

Commonwealth Avenue Phase I (CAPI). Completed in 2007, this project was designed by the City of Boston and constructed by the Massachusetts Highway Department (now MassDOT). The project made pedestrian, bicycle and vehicular improvements along Commonwealth Avenue between Kenmore Square and Amory Street. The critical elements of the project included curb extensions (neckdowns) to improve pedestrian safety, expanded platform areas at the MBTA stations to enhance rider safety, elimination of one travel lane westbound to slow down traffic and enhanced landscaping on both sides of Commonwealth Avenue and within the MBTA reservation. The project also included the first bike lanes in Boston. The project has been well

received by the community and has had a positive impact on pedestrian and bicycle safety/circulation along Commonwealth Avenue.

Kenmore Square Improvements. The project was designed and constructed by the MBTA (now part of MassDOT), with Boston University contributing significantly to the funding of the project. Construction was completed in 2009. Improvements included expanded/enhanced pedestrian facilities, re-organization of the traffic circulation and signal operations in the Square, bicycle lanes and a new MBTA bus station and Green Line headhouse.

Boston University Bridge Rehabilitation. This project is currently under construction and is scheduled to be completed by December 2011. It was originally designed by the Massachusetts Department of Conservation and Recreation (DCR) and is now under the jurisdiction of MassDOT, which is overseeing the construction. The project will replace the bridge deck and rehabilitate the bridge superstructure. The basic foot print of the bridge will not change. The project design includes two bike lanes on the bridge and a reduction in the number of vehicles travel lanes from four to three.

7.4 Expected Changes to the Transportation Network (2012 - 2022)

Several transportation infrastructure improvement projects in the design and construction phases will be completed within the time frame of the next master plan:

- Commonwealth Avenue Reconstruction Project - Phase 2A
- Commonwealth Avenue MBTA Safety Improvements – Phase I
- Commonwealth Avenue Turnpike Bridge Deck Replacement Project
- Commonwealth Avenue Reconstruction Project - Phase 2B
- Yawkey Commuter Rail Station Improvements
- St. Mary's Street Bridge Rehabilitation Project

Commonwealth Avenue Phase 2A (CAP2A). This project will be a continuation of the CAPI improvements, beginning at Amory Street where CAPI ended and extending west to the intersection with Alcorn Street. The project includes pedestrian and bicycle improvements, traffic safety and operational improvements, and landscaping and street furniture improvements/enhancements. The project also envisions implementing safety improvements within the MBTA reservation, as well as modifications to the MBTA station platforms to bring them into compliance with ADA requirements. The Boston Transportation Department is directing the project design and Boston University is providing design funding as part of a public/private partnership. MassDOT will fund and manage the construction. The project design is currently at the 25% level and is being reviewed by MassDOT.

Commonwealth Avenue MBTA Safety Improvements – Phase I Area. This project will install and upgrade safety fencing along the MBTA reservation in Commonwealth Avenue between Kenmore Square and Carleton Street, completing safety improvements that were not undertaken as part of CAPI improvements. This project will also make modifications to the station platforms at the Silber Way Station to make them ADA accessible. Design is expected to be completed by the end of 2012. Construction is currently anticipated for 2013 and should last one construction season. The MBTA will fund the construction through a grant from the USDOT that BU was instrumental in securing.

Commonwealth Avenue Deck Replacement. This project will replace the severely deteriorated bridge deck over the Turnpike. The condition of the deck is so poor that part of the CAPI improvements could not be implemented and this portion of Commonwealth Avenue was skipped during construction of CAPI. MassDOT is responsible for the design, which they expect to complete by the fall of 2012. Construction would begin in 2013 and last for two construction seasons through 2014.

Commonwealth Avenue Phase 2B (CAP2B). This project addresses the portion of Commonwealth Avenue between University Road and Amory Street left out of CAPI due to excessive complications with the deteriorating bridge deck over the Turnpike. It will extend to portions of Carlton Street, Mountfort Street, Essex Street and University Road. BTD and MassDOT are overseeing the design process with cooperation from the University, the Town of Brookline, the City of Cambridge, the MBTA, and the DCR. The goal of the project is to develop a set of improvements that will enhance safety and circulation in this “system” for all users: pedestrians, bicyclists MBTA passengers and drivers. This project will entail a reconfiguration of north and southbound lanes on the bridge and modifications to the jughandle. Conceptual design is anticipated to be complete by the end of 2011.

Yawkey Commuter Rail Station. The initial phase of Meredith Management Corporation’s Parcel 7 Air Rights Development will, upon its expected completion in 2013, transform Yawkey Station into a full-service multi-modal station. Major modifications will make the platforms fully ADA accessible from the headhouses on Beacon Street via elevators.

St. Mary’s Street Bridge. This project will repair the bridge deck, sidewalks, and railings on this critical thoroughfare. MassDOT is overseeing the project and anticipates redesign to be complete in late 2011. Construction will begin in 2012 and conclude within one season.

Other Long-Range Projects. In addition to the projects described above, there are other, long-range transportation initiatives that may be active in the planning and design phases within the next ten years, such as the Urban Ring Phase 2 project. The proposed circumferential Bus Rapid Transit (BRT) service would connect the MBTA’s existing radial transit lines. Boston University has been an active participant in the MassDOT

endeavor throughout the planning and design phases of this project as its proposed alignment passes through the CRC at the critical Commonwealth Avenue/BU Bridge nexus. MassDOT has suspended planning activities for the project as of January 2010 due to funding constraints. Planning could potentially be re-activated before the adoption of the next Institutional Master Plan if the state's transportation funding landscape improves, in which case the University would resume its active participation in the planning process.

8.0 ENVIRONMENT AND SUSTAINABILITY

8.1 Introduction

Boston University recognizes the importance of reducing the impact of the University activities on both the local, regional and global environment. Toward that end, the University has been working to build into its planning, development and operational activities measures to make the University more environmentally sensitive and sustainable. One of the most significant accomplishments achieved to date is the appointment of a full-time Sustainability Director to provide leadership and accountability for sustainability within the University community and to generate a sustainability strategic plan.

Consistent with its mission to educate reflective, resourceful individuals ready to live, adapt, and lead in the interconnected world, Boston University approaches sustainability holistically: through its operations, research and education, and public engagement.

In developing its strategic plan, the Boston University Sustainability Committee has based its framework on the nationally recognized STARS (Sustainability Tracking, Assessment & Rating System) program developed by the Association for the Advancement of Sustainability in Higher Education (AASHE). Since its 2009 launch, BU has collaborated with the Sustainable Endowments Institute, Princeton Review, Sierra, AASHE and others to provide a consistent metrics system for reporting results.

8.2 Operations

Since 2005, the amount of building space on the Charles River Campus has grown by 7%. Despite this growth, the University has made progress in reducing its total impact on the environment through operational efficiencies in the following key areas:

- **Greenhouse Gas Emissions:** The University has achieved a 7% reduction in Greenhouse Gas Emissions since 2005 despite an increase in total building area. These reductions in emissions are primarily due to a shift to cleaner burning fuels on campus, and building and equipment efficiency projects.
- **Energy Efficiency:** When total energy consumption is measured on a per square foot of building area, the University has achieved a 13% reduction in building energy use intensity since 2005. This is due primarily to building energy efficiency improvements and better operating practices.
- **Water Efficiency:** The University has seen a 2% reduction in gross water consumption since 2005, even with significant campus growth. A more significant reduction would have been achieved were it not for the increase in consumption attributable to 33 Harry Agganis Way coming on line with 960 new beds.

- **Waste Reduction:** The University has managed to obtain a 7% reduction in total waste production since 2006. The recycling rate has increased by 24% since 2006 to a total of 15% in 2010. An additional 11% of the waste on the campus is composted and 2% donated to be reused.
- **Donated Goods:** During the Sustainability@BU Move-out program at the end of every semester, the University partners with Goodwill Industries donating the goods students leave behind to support Goodwill's local social programs including job training, career services, job training for individuals with special needs, and summer youth programs.
- **Green Buildings:** Boston University's commitment to green buildings is to meet LEED certifiable standards with energy performance at least 20% greater than current ASHRAE standards. All major new construction and most major renovation projects currently in design and construction are actively seeking LEED certification which total approximately 450,000 square feet of building space in Boston and Brookline. In addition, the University is piloting a LEED Existing Buildings Operations + Maintenance project with 114,000 square feet and is developing green building standards.
- **Energy Efficiency:** To improve energy efficiency in its existing buildings, the University has created a program to calculate the energy use intensity of each of its 274 buildings on the Charles River Campus to prioritize energy efficiency projects. This program has successfully targeted many opportunities for savings and will be critical in the process of developing the 2012 Master Plan.

8.3 Education and Research

Boston University is an international, comprehensive, private research university, committed to educating students to be reflective, resourceful individuals ready to live, adapt, and lead in an interconnected world. Boston University is committed to generating new knowledge to benefit society. The University's sustainability curriculum and research support this mission, which extends beyond the classroom and laboratory. Boston University is a place where faculty and students from various disciplines are actively engaged in research to prepare for a world where increasing demands must be balanced with environmental, economic, and social sustainability. These issues are embedded in the curriculum across 13 of the University's schools and colleges, with 25 sustainability-related certificate and degree programs, and over 170 courses related to sustainability.

Boston University faculty and students perform a wide range of research in an effort to develop a more effective understanding of the sustainability transition. This research spans multiple disciplines, national and global scales, science and policy, renewable and nonrenewable resources, and quantitative and qualitative research methods. The University is engaged in critical research across this broad range of sustainability issues.

The Sustainable Neighborhood Living Lab collaborates with the City of Boston and business partners to research and explore the development and adoption of sustainable technologies and innovation in an urban neighborhood real-world setting. One element of the program includes the discovery and measurement of a major source of greenhouse gas emissions in the city.

Boston University's Clean Energy and Environmental Sustainability Initiative (CEESI) is engaging University resources to help prepare for a world where increasing demand for energy resources must be balanced with environmental, economic and social sustainability. This interdisciplinary research initiative involves the collaboration of the Colleges of Engineering, and Arts and Sciences, and the School of Management.

8.4 Public Engagement

Boston University is strongly engaged in the community through its faculty, staff, students, and programs. Recognizing that the University plays an important role within the community, it will continue to promote sustainability through service, engagement, and partnerships. Some highlights include:

- Support of the City's Climate Action Plan through President Brown's seat on Mayor Menino's Green Ribbon Commission
- Coordination with the Back Bay Neighborhood Association and the Electric Vehicle Urban Infrastructure Study for Carbon Day 2010
- Donations from the sustainability@BU Move-out program with Goodwill Industries noted above
- Fifteen student-run programs of the Community Service Center that involve interaction with the Greater Boston Area community
- The Sustainable Neighborhood Living Laboratory, which combines research, education, and partnership with the residents of the City of Boston and local business leaders
- Active membership in the:
 - Northeast Campus Sustainability Consortium (NECSC)
 - Massachusetts Schools Sustainability Coordinators Roundtable (MMSCOR)
 - Association for the Advancement of Sustainability in Higher Education (AASHE)
 - US Green Building Council (USGBC)
 - Urban Land Institute (ULI) Sustainability Committee

A detailed account of the University's sustainability activities, achievements, and objectives can be found at www.bu.edu/sustainability.

8.5 Transportation

The University has advocated for and undertaken a large number of measures that are aimed at changing individual behaviors towards transportation and encouraging alternative modes of transportation. While these measures are described in greater detail in Chapter 7, Transportation, some of the key outcomes are:

- The increase in pedestrian travel due to improved sidewalks along Commonwealth Avenue and increased on-campus student housing.
- Increased bicycle use through the provision of dedicated bike lanes on Commonwealth Avenue and nearly 4,000 bike racks across the campus and support for the City of Boston's new Hubway bike sharing program.
- Reductions in single-occupancy vehicle commuting to campus due to increased parking fees and easier access to public transit, including the BUS shuttle.
- Reductions in emissions from automobile use through improved traffic flows and reductions in delays.

8.6 Stormwater and Groundwater

As part of the development of new facilities on the campus, the University has instituted new technologies and solutions to reduce the impact of dense urban development on the environment. Portions of the campus are located within a groundwater protection zone that the City has established to monitor and enhance groundwater levels to protect existing historic buildings from damage to foundation systems. All of the campus is tributary to the Charles River and there are ongoing public and private efforts to improve water quality. Toward this end, the University has implemented a number of measures to reduce the impact on the environment, including;

- Recharging roof runoff from new building projects to increase ground water levels, particularly in the Bay State Road area where older buildings have been constructed on wood piles.
- Removing existing sources of infiltration and inflow into the Boston Water and Sewer Commission system, improving the ability to effectively treat wastewater, and reducing the occurrence and volume of combined sewer overflows.
- Using permeable paving materials and reducing impervious area through landscaping to reduce total stormwater runoff.
- Recharging roof runoff and stormwater runoff into the ground to provide a reduction in phosphorus contribution to the Charles River, thereby improving water quality.

8.7 Historic Preservation

The University is the largest private owner of historic properties in the City of Boston and is nationally known for its graduate academic program in Historic Preservation Studies. The University has a remarkable track record in the preservation of the many brownstones along Bay State Road and works closely with the Bay State Road/Back Bay West Architectural Conservation District to ensure that the architectural qualities of the district are maintained. Even when new construction is proposed, such as the new East Campus Student Center, the design seeks to integrate into the fabric of the historic district.

The University also recognizes the importance of the historic Cram-Ferguson buildings that form the core of the original academic campus as well as the importance of the Modern style Jose Luis Sert buildings, which comprise the Law School, the George Sherman Student Union and the Mugar Library.

As part of the evaluation of existing facilities on the campus, the University prepared the Charles River Campus Historic Preservation Plan. This study reviewed the existing building inventory of the campus and categorized the historic context of the University's building stock. This plan has served as useful tool in campus planning projects.

9.0 COMMUNITY BENEFITS

9.1 Introduction

From its founding in 1869, Boston University has grown into a leading academic and research institution that attracts students and faculty to Boston from around the world. As the fourth largest private not-for-profit University in the country and the largest in Boston, the University recognizes that its continued success has been greatly influenced by its location in the City of Boston.

The University has established a symbiotic relationship with the City, encouraging its students to enrich their lives and education by taking advantage of the city's resources and, in turn, by playing a vital role in the life of its neighbors by providing them with a wide range of educational, cultural, social, legal, and medical services.

The University contributes to the local and regional economy through direct employment, purchased services and student, faculty and staff spending. In addition the University makes financial contributions directly to the City of Boston in the form of real estate taxes, payments in lieu of taxes, and linkage payments. Indirectly, the University supports the City through the provision of scholarships, services and programs.

9.2 Community Benefits

The University has a longstanding commitment to education that extends beyond its campus, as evident in its scholarship program, the nation's first and most extensive program of its kind, to City residents and employees. Amounting to over \$10.7 million, the University granted the following awards in 2010:

- Boston High School Scholarships
- Boston High School Scholars Orientation & Retention
- BU Community Service Awards
- Boston City Employee Scholarships
- Boston Teacher Scholarships
- City Lab Academy scholarships
- Cardinal Medeiros Scholarships
- Roxbury Community College Scholarship
- SPH Community Scholars

The University also sponsors many academic enrichment and remedial help programs through the Boston Public Schools Collaborative. This administrative organization oversees more than a dozen programs created in support of the Boston Public Schools. Boston University has been and continues to be an active participant. University

resources contribute to the support of a full-time director who involves faculty and students and seeks funding for new programs, such as the following:

STEP UP Initiative

Commissioned by Mayor Menino three years ago, the STEP UP initiative aims to close the achievement gap in Boston. Boston University partners with Boston College, Harvard University, Northeastern University, and Tufts University to distribute institutional resources among ten public schools. STEP UP provides specific programs and initiatives in response to needs identified by each partner school, ensuring that all support is aligned with the curricular goals of the Boston Public Schools and the Massachusetts Department of Education. A multifaceted approach, which includes academic support for schools, extended learning opportunities, health and wellness programs, and parent and community engagement, has helped these public schools to effectively deal with the complex issues facing them.

Upward Bound

Upward Bound provides academic enrichment and remedial help on an annual basis to potential first-generation college and low-income Boston Public High School students. It serves 75 students recruited from one of six target high schools. Students enter the program in either the 9th or 10th grade and remain with the program until their graduation from high school. Program services include an academically intensive six-week summer residential program and an afterschool program of tutoring and academic courses during the school year. Its services are located on campus, allowing students access to the University's many resources. The program is free, and students are paid a small stipend for their participation.

BUILD (BU Initiative for Literacy Development)

BUILD is a collaborative effort of the School of Education with the Boston Public Schools Collaborative, the Student Employment Office, the Office of Financial Assistance, and the athletics Department at Boston University. With federal Work Study funds made available by the University in support of the federal America Reads and the local Read Boston programs, 170 literacy tutors provide assistance in curricular, after-school and community-based programs. These programs serve elementary school children in Boston and Chelsea.

The University also has an extensive program of free or discounted concerts and lectures and University-owned and supported radio stations; the use of athletic and recreational facilities for high school competitions; and many community volunteer programs that are coordinated by the University's Community Service Center. With a volunteer base of more than 2,000 people, the members of the Community Service

Center contribute an estimated 70,000 hours of community service to many organizations in Boston each year.

9.3 Economic Impact

Boston University is the largest University in the City and fourth largest private University in the country with over 30,000 graduate and undergraduate students. With nearly 26,000 employees, the University is the largest private employer in the City of Boston and the 12th largest in the Commonwealth.

In FY2010, the University, its employees, students and their visitors in the City spent over \$1.15 billion, with an impact of \$3.9 billion statewide (see Table 9-1). BU and its subsidiary corporations generated 43,457 direct and indirect jobs in Massachusetts, including over 15,000 in Boston alone.

Table 9-1, Overview of BU's Economic and Employment Impact in 2010¹⁹			
	City of Boston	Boston Metropolitan Area	Commonwealth of Massachusetts
Boston University's Direct Spending for Employee Salaries and Benefits and the Purchase of Goods and Services	\$431,672,833	\$1,245,691,730	\$1,315,697,416
Direct Spending by Boston University Students and Their Out-of-State Visitors	\$260,536,924	\$393,456,946	\$399,128,497
Additional Spending Created by Boston University's Spending and the Spending by Boston University Students and Out-of-State Visitors	\$456,153,072	\$1,893,578,528	\$2,210,735,322
TOTAL ECONOMIC IMPACT	\$1.15 Billion	\$3.53 Billion	\$3.92 Billion
TOTAL EMPLOYMENT IMPACT	15,077 jobs	39,486 jobs	43,457 jobs

¹⁹ This information is based on the US Department of Commerce Bureau of Economic Analysis Regional Input-Output Modeling System (RIMS II)

The impact of the University within the City of Boston is substantial. During FY 2010, the University purchased nearly \$200 million in goods and services from vendors within the City. The spending by students and their out of state visitors totaled over \$260 million. Salaries and benefits for employees living in the City exceeded \$238 million.

In addition to direct and indirect economic benefits to the City's economy, Boston University actively seeks ways to reduce the demand on City services. Through its own Police Department, the University brings added security to the entire campus area, 24 hours a day, 7 days per week, responding to calls both in and outside campus boundaries. It also oversees the daily maintenance of the local MBTA stations and City sidewalks and streets around the campus; provides snow removal during winter months; plants and repairs street trees; and conducts pest control.

Since the last Master Plan was adopted in 2003, the University has, of its own accord, paid nearly \$36.8 million in real estate property taxes and linkage payments to the City of Boston and an additional \$33.3 million in lieu of taxes. BU's subsidiary corporations paid nearly \$1 million in taxes to Boston in FY 2010.

Boston University also contributes directly to projects which improve the University neighborhood, including contributions to the Commonwealth Avenue Improvement Project, by providing matching dollars to city, state, and federal sources.

APPENDIX A – LIST OF BOSTON UNIVERSITY COMMUNITY TASK FORCE MEMBERS

1. Pam Beale - Chair
2. Sonia Aleman
3. Paul Berkeley
4. Paul Creighton
5. Dan Cuddy
6. Jim Hynes
7. Yvette Lancaster
8. Archie Mazmanian
9. Terri North
10. Richard Ong
11. Shlomo Pinkas
12. Prutha Patel
13. Victor Themo
14. Elizabeth Walsh
15. Bob Webber
16. Alan Weinberger