



September 18, 2019

Mr. Edward Carmody, Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square, 9th Floor
Boston, MA 02201

SENT VIA EMAIL AND FIRST CLASS MAIL

Dear Mr. Carmody:

Springhouse, Inc., as neighbors of the Brigham and Women's Faulkner Hospital, want to begin by saying we sincerely value this hospital and all it does for our residents and the entire nearby community. We look forward to working with the hospital as it develops plans for the new wing expansion and addition of parking garage space on the campus. Please add this letter to all the other comments you are receiving from the community at large regarding the Brigham and Women's Faulkner Hospital Institutional Master Plan.

It is our sincere hope that the development team investigates all possible alternative plans including potentially adding a new Centre Street entrance, widening the current Allandale Street entrance and/or adding a Whitcomb Street opening for the entrance/exit currently proposed to be built into the hill exactly opposite of the entrance to the Springhouse Senior Living community. If after careful consideration and only if there is no possible alternative, we request a major traffic calming system be developed by the City of Boston to allow for a safe entry and exit to Springhouse.

Springhouse currently has 129 elderly residents with at least 2 new residents planning to move here before the end of September. In addition to these residents and all their family members who visit, we have approximately 120 employees, plus or minus 40 private care givers, numerous delivery trucks, vendors, visiting medical professionals, guests and emergency vehicles coming and going from our only possible entrance/exit on Allandale Street. We have a very busy community and have always had concerns about anyone exiting Springhouse and attempting to turn left on Allandale Street due to the on-coming traffic coming around the blind bend on our side of this busy street.

We can't begin to imagine how our residents, staff and guests will be able to maneuver from our side of Allandale Street without a traffic light or 4 way stop sign if the new driveway is built where it is currently proposed. We sincerely request that this important concern is taken under serious consideration. We also would like to have access to the traffic study that has been promised prior to the inception of any development.

In addition, we'd like to raise concern about the limited access to the MBTA in this area of Jamaica Plain. The 38 bus line schedule is attached. Please note that it does not run on Sundays and has limited runs in the evening time when the dietary staff members from both the Faulkner Hospital and Springhouse are completing their shifts.

We also want to mention that we have concerns about how this planned expansion might impact the wetlands and mature trees on and near the site. If these trees are going to be removed, we request that the hospital replants similar trees as well as take some of its land and install sidewalks for pedestrians. We also would like to view a geological study that proves there will be no impact on the wetlands.

Finally, our residents have raised concerns about the potential noise and rodent remediation during the construction period. We need assurances that every possible measure will be taken to prevent Springhouse from being infested with rodents once construction begins and that the hours of construction be limited to 8 hours per day with ample notification provided automatically to us whenever any type of loud drilling or blasting may need to take place so we can notify our elderly residents and calm those in our memory care neighborhood who will not be able to understand such noise nearby.

We sincerely hope our concerns are addressed as we would like to be able to completely support our good neighbor, the Brigham and Women's Faulkner Hospital and all its wonderful programs and services that are available to all of us in this community.

Respectfully,

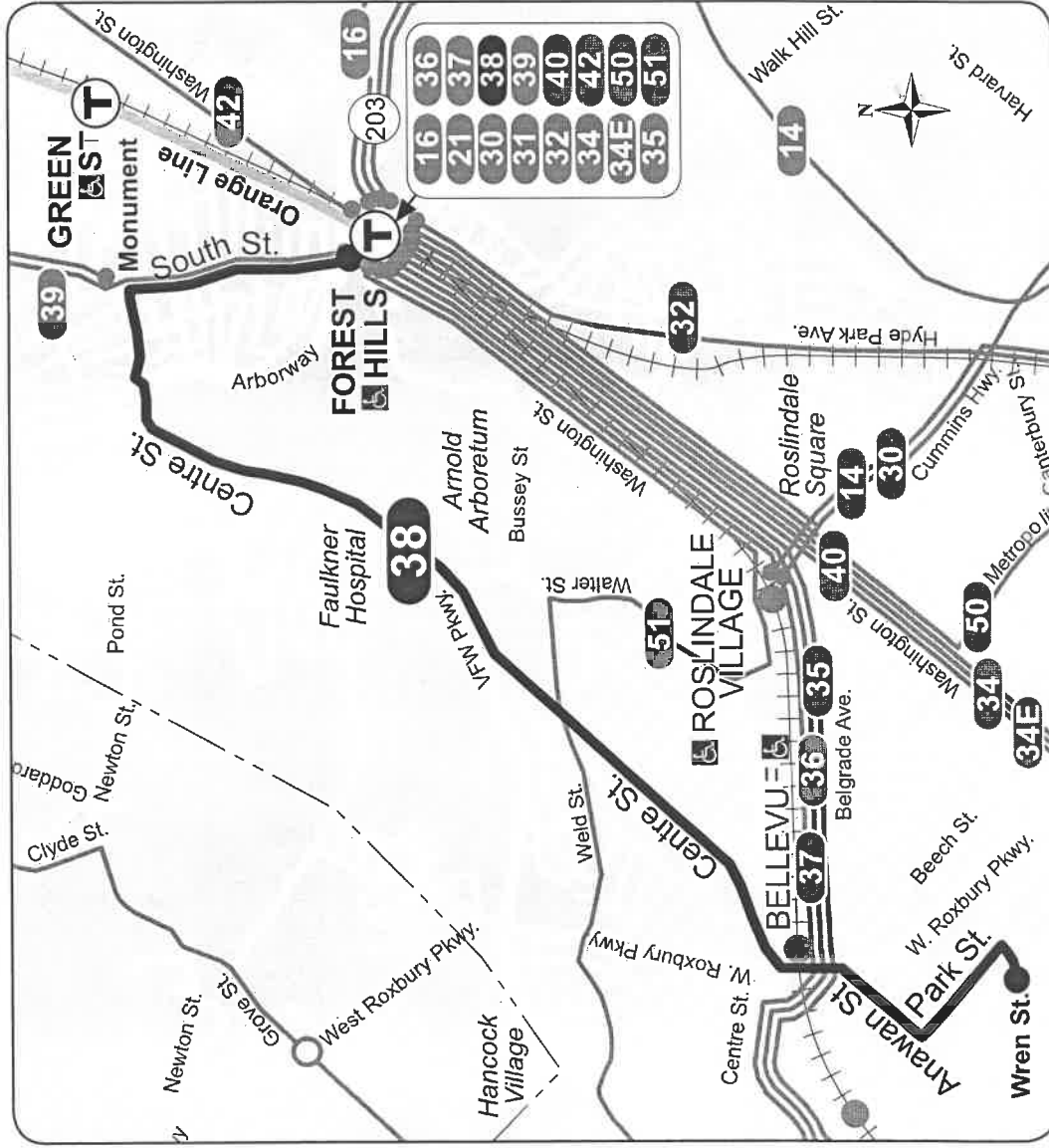


Kathy Foley
Executive Director and Appointed Task Force Member

Attachment

CC: Springhouse Residents
Board of Trustees
Walter Ramos, President, Rogerson Communities, Springhouse's Management Partner
Task Force Members

Route 38 Wren Street - Forest Hills Station



Effective September 1
Wren Street-
Forest Hills Station

Serving

- Arnold Arboretum
- Faulkner Hospital
- Hebrew Rehab Center
- South and Centre Streets
- Orange Line
- Needham Commuter Rail



Massachusetts Bay
 Transportation Authority
 Information 617-222-3200 • 1-800-
 (TTY) 617-222-5146 • www.mta.com



38

Weekday

Inbound			Outbound		
Leave Wren Street	Lv/Arrive Centre St. & W. Roxbury Parkway	Arrive Forest Hills Station	Leave Forest Hills Upper Busway	Arrive Centre St. & W. Roxbury Parkway	Arrive Wren Street
5:47A	5:50A	6:00A	5:32A	5:40A	5:44A
6:09	6:12	6:22	5:45	5:53	5:57
6:31	6:34	6:47	6:05	6:16	6:21
Is 6:35	6:39	.....	6:27	6:38	6:43
.....	Is 6:45	.....	6:54	7:05	7:10
6:55	6:58	7:14	7:17	7:28	7:32
7:15	7:18	7:34	7:40	7:53	7:57
7:37	7:40	7:56	8:03	8:15	8:19
7:59	8:02	8:18	8:26	8:38	8:42
8:21	8:24	8:39	8:49	9:01	9:05
8:43	8:46	9:01	9:14	9:24	9:28
9:08	9:11	9:24	10:44	10:54	10:58
10:08	10:11	10:24	11:44	11:54	11:58
11:08	11:11	11:24	.....	.....	.....
12:08P	12:11P	12:24P	12:44P	12:54P	12:58P
1:08	1:11	1:24	1:44	1:54	1:58
2:08	2:11	2:27	ts 2:02	2:18	2:26
s 2:30	2:33	2:49	2:44	3:01	3:06
3:08	3:11	3:27	gs 2:46	3:02	3:07
3:45	3:48	4:04	3:21	3:36	3:41
4:10	4:13	4:29	3:46	4:01	4:06
4:35	4:38	4:54	4:10	4:25	4:30
5:00	5:03	5:19	4:35	4:50	4:55
5:25	5:28	5:44	5:00	5:15	5:20
5:50	5:53	6:09	5:25	5:40	5:45
6:15	6:18	6:32	5:50	6:04	6:09
6:40	6:43	6:55	6:15	6:28	6:33
7:05	7:08	7:20	6:40	6:53	6:58
7:45	7:48	8:00	7:25	7:36	7:41
9:05	9:08	9:20	8:40	8:49	8:54
11:20	11:23	11:33	10:50	10:59	11:04

g - Originates Avenue Louis Pasteur, leaves upon arrival at Forest Hills Station.
 l - To Avenue Louis Pasteur.
 s - Does NOT run during school vacation.
 t - To/from Townsend St. and Humboldt Ave., leaves upon arrival at Forest Hills Station.

38

Saturday

Inbound			Outbound		
Leave Wren Street	Leave Baker & Vermont	Arrive Centre & LaGrange	Arrive Forest Hills Station	Leave Forest Hills Upper Busway	Arrive Centre & Baker & Vermont
.....	6:25A	6:29A	6:41A	5:30A	5:41A
.....	7:25	7:29	7:38	6:30	6:41
.....	8:20	8:24	8:33	7:30	7:41
9:00A	9:10	8:40	8:42
9:40	9:51	9:20	9:23
10:20	10:31	10:00	10:03
11:00	11:11	10:40	10:43
11:40	11:51	11:20	11:23
12:20P	12:32P	12:00N	12:03P
1:00	1:12	12:40P	12:43
1:40	1:52	1:20	1:23
2:20	2:32	2:00	2:03
3:00	3:12	2:40	2:43
3:39	3:51	3:20	3:23
4:20	4:32	4:00	4:03
5:00	5:11	4:40	4:43
5:40	5:51	5:20	5:22
6:20	6:31	6:00	6:02
7:00	7:11	6:40	6:42
7:40	7:51	7:20	7:22
11:13	11:24	10:40	10:42
12:14P
12:55
1:35
2:16
2:56
3:35
4:14
4:54
5:33
6:13
6:53
7:33
10:53

NOTE: Saturday trips operate via Route 38 between Forest Hills Station and West Roxbury Parkway. The bus then travels via Route 37 between West Roxbury Parkway and Baker & Vermont Streets. No service to Anawan Avenue, Park or Wren Streets at these times. Bus leaves Forest Hills Station at berth #2.

No service on S

Fare	Local Bus	Bus + Bus
CharlieCard	\$1.70	\$1.70
CharlieTicket	\$2.00	\$2.00
Cash-on-Board	\$2.00	\$4.00
Student/Youth*	\$0.85	\$0.85
Senior/TAP**	\$0.85	\$0.85

VALID PASSES: LinkPass (\$50.00/mo.); Local Bus (\$55/mo.); (\$30.00/mo.); **Senior/TAP LinkPass (\$30/mo.); and express bus passes.
 * Requires Student CharlieCard or Youth CharlieCard. Stu-
 Access CharlieCard holders ride free and if using a guide, the
 to students through participating middle schools and hi-
 are available at www.mta.com/youthpass for details.
 ** Requires Senior/TAP CharlieCard, available to Medicare
 and persons with disabilities.

Fall 2019 & Winter 2020 Holi-
 9/2/19; see Sunday 10/14/19 & 11/11/19;
 11/28/19, 12/25/19, & 1/1/20; see Sunday 1/20/20

All buses are accessible to persons with disabilities

Route 38
Wren Street-Forest Hills Station



Sophia Snow Place

- **Sophia Snow House**
- *The Residences at Snow Place*

September 19, 2019

Mr. Edward Carmody, Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square, 9th Floor
Boston, MA 02201

SENT VIA EMAIL AND FIRST CLASS MAIL

Dear Mr. Carmody:

I am writing to provide feedback on the Institutional Master Plan for the proposed Faulkner Hospital Development. I provide these comments as a representative of Sophia Snow Place, a senior living community located just down the street from Faulkner, as a neighborhood resident and consumer, and as a Task Force Member.

Brigham & Women's Faulkner Hospital provides essential and life-saving services to our neighborhood. A majority of residents at Sophia Snow are regular consumers. My family and I are consumers. Faulkner's track record of outreach to the community to provide preventive and supportive services is excellent. We laud the plan's vision for providing increased capacity to meet increasing need. We laud the plan's vision to accommodate new technologies and its sensitivity to the visual impact on its neighbors. We love the attention to environmental concerns and the LEED certifications.

Faulkner Hospital and Sophia Snow Place are fortunate to be located in a beautiful area adjacent to conservation land. Although we are still in the preliminary stages, I would like to emphasize in my comments a concern for the nearby very delicate natural areas. I know there will be geological studies, as outlined in the plan. I trust they will thoroughly investigate the possible impact on the wetlands. I look forward to learning more about these studies as part of the Task Force. I am also concerned about the replacement of any mature trees that must be removed. Boston Natural Areas Network and the Friends of Allandale Woods may be consulted on the stewardship of these precious resources that are located so near to the proposed development.

Transportation is another area of concern for people at Sophia Snow Place. I believe the proposed development provides an opportunity to approach the MBTA regarding the extremely limited public transportation options for this section of Centre Street. The #38 bus runs on a far from robust schedule six days/week with very limited evening service and does not run at all on Sundays. It is the *only* MBTA service that runs past Faulkner or Sophia Snow Place. In this

1205-1215 Centre Street • West Roxbury, Massachusetts 02132
617/ 325-7900 • fax 617/ 325-6293
email info@sophiasnowplace.org • www.sophiasnowplace.org



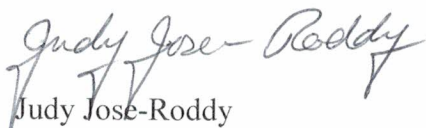
small section of Centre Street (and right behind on Allandale) we have Faulkner Hospital, Hebrew Senior Life, Springhouse Senior Living and Sophia Snow Place all with shift workers (7 days/week) that rely on public transportation. With an increase in staff, could the development team approach the MBTA and request that they revisit the #38 schedule? Is Faulkner willing to make their shuttle available to other facilities in the area? I hope that transportation will be a point of focus and that solutions broader than those outlined in the plan will be sought.

We also support the concerns of the residents of Springhouse regarding the placement of a second driveway directly opposite the entrance to Springhouse on Allandale. At Sophia Snow Place, our residents, staff and visitors know all too well about a difficult driveway location. We are looking forward to next year when we are promised DCR will install a signaled intersection at Walter and Centre. If a second driveway is installed opposite the Springhouse driveway, it will increase the danger of an already dangerous driveway for the residents, staff and visitors to Springhouse. Attention must be paid to traffic calming or signaling, or alternatives should be sought.

Rodents are another concern. Recent construction in the area has brought rodents to Springhouse, Snow Place, and many homes in the immediate area. The plan states that the developers will maintain compliance with city requirements for monitoring and treatment, but I wonder if there is anything more proactive that might be done. Minimal compliance has not stopped our existing issues.

Thank you for your careful consideration of these concerns. We are confident that solutions can be found and that this exciting and much needed development may be made even better with the input of the community. I look forward to my continued participation on the Task Force.

Sincerely,



Judy Jose-Roddy

Executive Director and Appointed Task Force Member

CC: Patty Roggeveen, President/CEO, Sophia Snow Place

Board of Directors, RHAW/SSH

Sophia Snow Place Residents

Faulkner Task Force Members

Walter Ramos, President, Rogerson Communities, Sophia Snow Place's Management Partner



Edward Carmody <edward.carmody@boston.gov>

Faulkner Hospital updates

Robert Shortsleeve

Mon, Sep 16, 2019 at 5:25 PM

To: Edward Carmody <edward.carmody@boston.gov>, Matt O'Malley <matthew.omalley@boston.gov>

Hi Ed,

Thank you for all the updates and communication. I put Matt O'Malley on this email, hope that is OK with you.

I have shared the plans and links to BRA site with several neighbors, emailed maybe 40 people, many of whom said they forwarded it. People did know about it, partly because of the JHA emails and meeting. Many of my neighbors said they use the Faulkner, like the service component, the proximity, have a good overall impression, so perhaps are positively predisposed, with is my case precisely. Frankly, since I have been on Lila Road, 18 years now, the hospital has been a pretty good neighbor.

My perception of the project is that it is a necessary move for the Brigham with the growth and changes in their industry. Accommodation of a business's growth does not make for a project's acceptance and merit, but what they are proposing seems to be filling in some "air spaces" or notches in front that should work. The details, of course, like facade design and materials will be important for me and most people, but since they are not really expanding the footprint of the building, it seems reasonable. Most people I have spoken to feel that way, but want to see final plans, elevations and facade.

I, as do most people, favor relocating (and expanding) the garage to the other side of the property. It moves it away from the neighborhood and Whitcomb Road (which gets a lot of traffic even without a public entrance due to deliveries), but visually the garage really appears to be shrinking from the neighbors perspective, while actually expanding to make it easier to access the hospital.

The entry on Allandale I know is very problematic for many people, and I have looked at it. I imagine it could be done right, maybe adding a walk light, a crosswalk and some traffic calming, but that location can be a blind spot from the farm end and traffic going toward Newton Street is crazy as it is. I still like the idea of a new entry, of lessening the main entrance volume by having new entry employee only, but again, the details and proposal as it is now does not address the concerns. I am sure that is what they are working on, so we will see I guess, with the next iteration.

That's my two cents, fairly positive, but want to see next steps. I was away last week for the JHA meeting, and have not heard yet how that went.

[Quoted text hidden]

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Bob Shortsleeve



Edward Carmody <edward.carmody@boston.gov>

Faulkner Hospital updates

Betty DONOVAN

Sun, Sep 15, 2019 at 3:40 PM

To: Edward Carmody <edward.carmody@boston.gov>

Good afternoon Eddie,

I would like to raise what I consider an important issue for the proposed addition to the Faulkner campus.

The driveways and internal flow of traffic are critical to the acceptance of the project.

A driveway across the Springhouse needs to be carefully studied. A suggestion at the meeting was a traffic light.

An important study will be the flow of traffic on Allandale St. when there is a high traffic volume; probably 5:00 am to 10:00 am and 3:00 pm to 7:00 pm.

Next, the internal flow of traffic needs to be better studied. Why not make a circular flow so the autos can exit from either point of access.

The speed limit on Allandale is 30mph but very few abide by the law.

There has to be an extensive study of the bend in the road at 64 Allandale.

In order to slow the traffic going east at that bend it may be necessary to connect the lights with a flashing sign before one gets to the bend in the road

Sincerely yours,
Elizabeth Bowen Donovan

Sent from my iPad

[Quoted text hidden]



Edward Carmody <edward.carmody@boston.gov>

Fwd: Centre St - JP/Ros/WR

1 message

James Fitzgerald <james.fitzgerald@boston.gov>

Wed, Sep 11, 2019 at 2:17 PM

To: Edward Carmody <edward.carmody@boston.gov>, William Moose <william.moose@boston.gov>

----- Forwarded message -----

From: **Carter Wilkie**

Date: Tue, Sep 10, 2019, 11:16 AM

Subject: Centre St - JP/Ros/WR

To: <James.Fitzgerald@boston.gov>, <joseph.blankenship@boston.gov>, <jared.staley@boston.gov>, <Kristina.Ricco@boston.gov>, Matt O'Malley <matthew.omalley@cityofboston.gov>

Cc: <joseph.coppinger@boston.gov>, Ed Coppinger <nika.elugardo@mahouse.gov>, <Mike.Rush@masenate.gov>

Take the Long View of Centre Street Corridor

Before the city approves expansion at Brigham & Women's Faulkner Hospital complex, it should step back and engage residents to consider the future of the Centre Street corridor from a wider perspective – starting from the Arborway in Jamaica Plain all the way to Weld Street in West Roxbury/Roslindale.

With institutional expansion creeping here and there, pretty soon Centre Street will become the next Longwood Medical Area, without adequate transportation to support it. Look at the congested Seaport District to see how quickly that can happen when the city greenlights too many buildings without an adequate transportation plan to serve them.

Or just look at Centre Street at the multi-story Sophia Snow complex, which the city permitted a few years ago without any requirement to correct the hazardous, free-for-all intersection out front, where Walter Street meets Centre Street. Frequent (and preventable) accidents at this poorly configured roadway drive up insurance rates for every policyholder in the 02131 zip code, even when the drivers at fault live far away. I've seen vehicles leave Sophia Snow's parking lot going the wrong way up Centre Street to cross the intersection illegally. The intersection fails state safety standards. City officials should wait for state agencies to rebuild the intersection before inviting any additional traffic to another large parking garage at the Faulkner.

City planners have performed comprehensive master plans for neighborhoods (including a really good one for Roslindale, adopted in 2007), but this stretch of Centre Street straddles West Roxbury, Roslindale and Jamaica Plain. When impacts of proposed development straddle jurisdictional boundaries, growth tends to get permitted in a piecemeal fashion, without a comprehensive long-term vision of the whole. What is the city's vision and master plan for this stretch of Centre St? The city's institutional master plan process does not adequately answer that question, because it is too much about the buildings and not enough about transportation capacity and impacts.

The city has demonstrated a pattern of forgetting about institutions after permits are issued, leaving neighborhoods stuck with impacts after expansion. Several years ago, when Harvard's Arnold Arboretum sought to install a new institutional complex at Centre and Weld Streets (on land that was not zoned for institutional uses), Harvard and the city pledged to extend the park like effect of the Arborway down Centre Street by planting oak trees along Centre Street sidewalks from Arborway to Weld Street. Harvard got the zoning waivers it wanted, but neighbors have yet to see the trees. Who at City Hall is responsible for making sure Harvard and the city's Parks Department keep the bargain?

Similarly, nobody at City Hall was watching when the Hebrew Rehab Center installed offices for countless Harvard employees at its facility on Centre Street, in violation of a deed restriction that limits the premises to a home for senior citizens only. (Little known fact: this deed restriction was put in place by the state legislature when Jerome Rappaport took public green space at Centre Street's Joyce Kilmer Park for the complex in 1957, transforming Joyce Kilmer Park into Joyce Kilmer Parking Lot.) City agencies have a terrible track record of monitoring developer compliance with public commitments after development is built. Whose responsibility at BPDA is that?

Neighbors have reasons to be mistrustful of official neglect of this corridor and deserve a comprehensive plan for Centre Street from the city before any expansion plans for Faulkner Hospital are approved. Hope you can help here.

Sincerely,

Carter Wilkie

Past President, Longfellow Area Neighborhood Association

Roslindale

David Foley

21 Westchester Road • Jamaica Plain, MA 02130 •

Edward Carmody
Boston Planning and Development Agency
One City Hall, Ninth Floor
Boston, MA 02201

Dear Mr. Carmody,

September 16, 2019

I am writing in support of the Institutional Master Plan and Project Notification Forms submitted by Brigham and Women's Faulkner Hospital and currently being reviewed by Boston Planning and Development Agency.

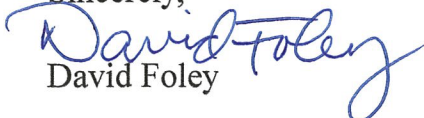
I believe that there is compelling evidence in the submitted forms of the critical need for the proposed inpatient addition, the East Parking Garage addition, and the demolition of the existing West Parking Garage and the construction its replacement. Such belief was reinforced in the public meeting that I attended this past week at the Weld Hill Research Building in Jamaica Plain.

During the meeting, I found the proponent's representatives forthright and concise about what the proposed project will accomplish as well as what it likely cannot accomplish, particularly relative to any substantial improvement of the flow of vehicular traffic on Allandale Road and Centre Street during commuter hours.

I believe that the proposed inpatient addition is well conceived and I am particularly impressed with its architectural massing because I think the structure, despite its overall volume, will have a minimal visual impact when perceived from Allandale Road and especially Centre Street. The East Parking Garage addition is in keeping with the proponent's mission of containing its own vehicular impacts within its campus, and the addition is something that we in the neighborhood have expected since the existing East Garage was constructed. I am also impressed with, and support, the West Parking Garage demolition and the construction of its replacement because it appears that significant resources will be extended to minimize the replacement garage's visual impact by including 2 subterranean levels.

I appreciate the thoughtfulness, competency, and caring for our community that the administration of Brigham and Women's Faulkner Hospital have brought forward relative to the proposed work. I trust that any community concerns that are within the organization's control will be respectfully and thoughtfully addressed. And, while I am not looking forward to the construction phase, I am confident that its impacts will be sensitively managed by the hospital and its contractors.

Sincerely,


David Foley

August 19, 2019

Mr. Brian Golden
Director, Boston Planning & Redevelopment Agency
Boston City Hall – 9th Floor
Boston MA, 02201

via email: edward.carmody@boston.gov

Ref: Scoping Determination, Brigham and Women's Faulkner Hospital
Institutional Master Plan: Campus Expansion Project

Dear Director Golden:

Please find below recommendations by Friends of Allandale for the City's Scoping Determination as part of Faulkner Hospital's proposed expansion project.

At this stage of project review, our comments express neither opposition nor support for the proposed Faulkner expansion, but list priority issues to be evaluated during the Scoping process, Request for Supplemental Information (if any) and the Draft Project Impact Report.

These priority issues are:

1. Traffic, roadway congestion, parking and circulation at the Faulkner campus, within the Centre St. corridor, along Allandale St., at Brownson Terrace, Malcolm Rd, Whitcomb Ave. and other nearby residential streets in the Jamaica Hills community.
2. Sustainable transit plan, as measured by Mode Share for current and with-project; project consistency with Mayor Walsh's Climate Ready and related sustainable development programs.
3. Adverse impacts on the existing Allandale Street greenway, on natural resources within the Faulkner properties, such as mature trees at the proposed Allandale Road exit/entrance, and on resources at immediately bordering sites, such as the vernal pool, woods and wetland ecosystem adjacent to 1245 Centre Street.
4. Future use of 1245 Centre Street.

Additionally, we have recommendations regarding BPDA process, specifically the standard of review by which the proponent's final project proposal will be evaluated. For example, will applicant be required as conditions of approval to:

- A. Include measures that measurably reduce existing traffic congestion levels;
- B. Achieve City Mode Share, Carbon Free and other Climate Ready targets.

Thank you for the BPDA's work with Faulkner Hospital, individual residents and area organizations on this hospital expansion proposal.

Very Truly,
Friends of Allandale
Friends of Allandale

**Ref: Scoping Determination, Brigham and Women’s Faulkner Hospital
Institutional Master Plan: Campus Expansion Project
Friends of Allandale Woods Recommendations**

Summary of Recommendation:

The City of Boston should request that the applicant address the following issues in its Draft Project Impact Report:

1. Traffic, roadway congestion, parking, circulation and transit demand.
2. Sustainable transit plan.
3. Impacts on existing natural resources and the Allandale Street greenway.
4. Future use of 1245 Centre Street.

1.0 Traffic and Related Issues:

The Draft Project Impact Report (DPIR) should include a Traffic Study addressing roadway congestion, parking, circulation and transit demand at Faulkner, within the Centre Street corridor, along Allandale Street, at Brownson Terrace, Malcolm Rd., Whitcomb Ave and other nearby residential streets in the Jamaica Hills community.

The DPIR Traffic Study area should align with the October 2015 DCR “Centre Street Corridor Study”.

The DPIR Traffic Study to include:

- 1.1 An accurate and comprehensive analysis of existing baseline conditions of traffic, roadway congestion, parking, circulation and transit demand;
- 1.2 Traffic Study area of analysis to include both on-site Faulkner campus and immediately adjacent roadways and intersections and the Centre Street corridor from Murray Circle to the West Roxbury Parkway (DCR Study Area);
- 1.3 Traffic Study to evaluate in quantitative and narrative terms how applicant current operations contribute to existing traffic, congestion, parking, circulation and transit demand;
- 1.4 Current conditions analysis to include comprehensive description of applicant policies regarding existing private vehicle and transit use, with accurate quantification of current actual mode share use (i.e. private vehicle, public transit, ambulance, private transit (shuttle), Transportation Network Companies, other) broken out by user category (i.e. emergency department, out-patient clinic, in-patient visitor, nurse, doctor, administration, staff, other visitors);
- 1.5 Traffic Study to evaluate in quantitative and narrative terms individual and cumulative area institution-generated traffic, parking and related issues; specifically, assess contribution to traffic, parking and related from Faulkner sites together with Springhouse (40 Allandale), Hebrew SeniorLife (1220 Centre), Sophia Snow Place (1205 Centre) and Arnold Arboretum (1300 Centre).

**Ref: Scoping Determination, Brigham and Women's Faulkner Hospital
Institutional Master Plan: Campus Expansion Project
Friends of Allandale Woods Recommendations**

2.0 Sustainable Transit Plan:

The Draft Project Impact Report (DPIR) should include a Sustainable Transit Plan, addressing all significant issues and impacts identified in the Traffic Study.

The Sustainable Transit Plan should be based on a project need determination.

It is not clear from the IMP Notification Form how many of the new parking spaces proposed are required to serve the 78-bed expansion plan and how many are intended to address existing but unmet demand for on-site parking.

The DPIR project need determination should indicate by narrative and quantitative analysis how the existing facility uses, satellite parking and projected new mode share, together with the proposed 78-bed expansion unit, generates daily travel demand proportional to the new parking spaces proposed.

The Sustainable Transit Plan should include comprehensive analysis of at least 5 project alternatives, in order to accurately assess project options that achieve basic objectives at lowest level of adverse impact.

Alternative 1: Project as proposed in the July 26, 2019 IMP Notification Form.

Alternative 2: Project as proposed, but with main entrance and exit on Centre Street, a circular internal road and no new entrance/exit on Allandale St.; this option could retain the existing Allandale St. entrance/exit for emergency vehicles.

Alternative 3: Project as proposed, with new 78-bed expansion, an increase in on-site parking of not more than 25%, with facility access provided not by private vehicle parking on site but via a combination of sustainable transit modes.

Alternative 4: Provision of 78-bed in-patient unit at Longwood Medical Area, which has superior sustainable transit options than Faulkner Center Street site.

Alternative 5: The no-project option.

The Sustainable Transit plan should:

- 2.1 Compare each project alternative, with narrative description and quantitative measures such as Level of Service, private Vehicle Miles Travelled, percentages of Mode Share for each facility user category (i.e. emergency department, out-patient clinic, in-patient visitor, nurse, doctor, administration, staff, other visitors), net cost and benefit for shifting Mode Share to achieve City of Boston targets.
- 2.2 The DPIR should not rely on Institute of Transportation Engineers (ITE) Trip Generation Manual for project planning, other than as a cross-check on the empirically-based and site-specific data generated by site analysis and Transportation Demand Management records research.

**Ref: Scoping Determination, Brigham and Women's Faulkner Hospital
Institutional Master Plan: Campus Expansion Project
Friends of Allandale Woods Recommendations**

2.0 Sustainable Transit Plan: cont:

- 2.3 The analysis of current and future trip generation and alternative sustainable transit options should be based on data collected from actual field analysis, hospital records especially participation in Faulkner's Transportation Demand Management program and credible, statistically-significant surveys among users.
- 2.4 The DPIR should contain most recent annual and quarterly reports of the Faulkner's Transportation Demand Management program and discussion as to how the Sustainable Transit Plan will continue and improve TDM results reporting.
- 2.5 The DPIR should include comprehensive discussion of Mode Share options, including expanding programs such as 100% T pass subsidies; pro-rating parking fee for staff based on percent of income rather than fixed price; providing financial and professional recognition incentives for employees using sustainable transit modes; expansion of private shuttle services; subsidize T Bus #38 for more frequent service including weekends.

3.0 Allandale Street Greenway; Natural Resources On-Site and at Bordering Properties

The IMP Notification form states the following with respect to natural resources:

At 3.10 (page 3-17): "The site does not contain wetlands".

The DPIR should clarify that 1245 Centre Street is within the 100 ft. buffer zone of delineated wetlands and that a vernal pool is located immediately adjacent to the property.

Additionally, 1245 Centre Street directly borders Allandale Woods Conservation area.

These natural resources provide the basis for 1245 Centre's "Conservation Protection Subdistrict" zoning designation.

At 3.13 (page 3-19): "The Project Component sites are within a fully developed hospital campus and, as such, the project will not impact wildlife habitats."

This statement is incorrect.

Many mature trees and greenspaces exist on the 1153 Centre St. campus. These natural features have intrinsic value and serve as habitat areas. Additionally, several smaller hospital-owned parcels along Allandale St. and on Malcolm Rd serve as green buffer areas between area homes and the main campus.

**Ref: Scoping Determination, Brigham and Women's Faulkner Hospital
Institutional Master Plan: Campus Expansion Project
Friends of Allandale Woods Recommendations**

The DPIR and its evaluation of alternatives should include the following with respect to the Allandale Street Greenway, on-site and bordering natural resources and the smaller buffer parcels on Allandale St. and Malcolm Rd.

- 3.1 The Draft Project Impact Report (DPIR) should include a complete and accurate narrative with exhibits describing baseline natural resource conditions of existing on-site and at immediately bordering properties for both the 1153 Centre St. main campus and the 1245 Centre St. site.
- 3.2 The DPIR discussion of natural resources should include a complete inventory with exhibit map and documenting photographs of on-site existing mature trees, indicating species, size, health condition and estimated age.
- 3.3 DPIR should indicate, for each project alternative, which if any of existing mature trees will be removed; tree loss should be minimized; a tree replacement plan should be provided to mitigate impact of any tree loss.
- 3.4 DPIR should calculate existing greenspace square footage and calculate how much of existing greenspace will be lost and / or created by proposed project alternatives.
- 3.5 The DPIR should discuss in narrative and quantitative terms the existing Allandale Street greenway, describe in detail the Greenbelt Protection Overlay District and indicate how the proposed project will protect and improve Allandale Street's greenway features.
- 3.6 For 1153 Centre St., the DPIR should provide accurate maps and description including current zoning of the several hospital owned parcels along Allandale Road and on Malcolm Road; the hospital should evaluate placing these smaller parcels into a permanent protected greenspace and buffer designation via a Conservation Restriction.
- 3.7 For 1245 Centre St, the DPIR should discuss the current Conservation Protection Subdistrict zoning and how it guides development on the site; the DPIR should describe the proposed IMP zoning change and indicate how that would affect the CPR zoning; the DPIR should describe how CPR protections will be maintained under a proposed IMP rezoning.
- 3.8 For 1245 Centre St., the DPIR should discuss existing and proposed site features, including ornamental landscaping, hardscape, stormwater measures, especially with respect to mitigating any adverse impacts on the wetlands and vernal pool on bordering conservation land.
- 3.9 For 1245 Centre St., the DPIR should evaluate how existing parking area extends into the rear section of the property, the interface with the Allandale Woods at this location, how illegal dumping of debris harms the Woods may occur here, how 1245 Centre St. security lighting is directed into the Woods, creating significant light trespass, and evaluate alternative measures to mitigate these adverse impacts.

**Ref: Scoping Determination, Brigham and Women’s Faulkner Hospital
Institutional Master Plan: Campus Expansion Project
Friends of Allandale Woods Recommendations**

4. Future Use of 1245 Centre Street.

- 4.1 The DPIR should include a detailed discussion of alternative future uses of the 1245 Centre Street site.

1245 Centre (prior Spaulding Rehab site) is currently an underutilized property.

Land use authorizations under the proposed Institutional Master Plan may not be suitable for instances where future uses are not sufficiently detailed.

The premise of a Draft PIR is that it fully documents project impacts, benefits and mitigation measures for evaluation by the public and to inform decision-makers.

Where future uses are not specified, DPIR assessment of project impacts, benefits and mitigation measures will be speculative and substantially incomplete.

The IMP Notification Form contained minimal information on anticipated future use of the 1245 Centre St. property, stating only that the IMP zoning will authorize the continued use and occupancy for the 1245 Centre Street Site for Hospital Use, in connection with BWFH use of the BWFH campus. (2.5.3 and 3.1.1.10)

This summary statement is an inadequate fact basis to reasonably assess project impacts, benefits and proportional mitigation measures.

Longstanding neighborhood interest exists in appropriate use of the 1245 Centre Street property. This interest arises from its proximity to important local natural resources, its history as a health and wellness caregiving facility, and the value of uses compatible with nearby residential uses at Sophia Snow Place and Springhouse Senior Living Community.

The IMP contains insufficient commitment by owner Brigham and Women’s Faulkner Hospital, Inc. for appropriate future use of the site.

Concern exists that the Hospital may be land banking the property, without any definite plan for immediate or medium-term (3-5 year) use.

- 4.2 Absent a detailed future use plan, the City and hospital should exclude the 1245 Centre site from the main campus IMP.
- 4.3 The hospital should consider use of the site for a residential use model successfully used at Sophia Snow Place and Springhouse Senior Living Community.

**Ref: Scoping Determination, Brigham and Women’s Faulkner Hospital
Institutional Master Plan: Campus Expansion Project
Friends of Allandale Woods Recommendations**

5. Additional Comments on the IMP Notification Form

The following additional comments support and extend the priority issue comments above.

- 5.1 The IMP Form assumes approval of the project as proposed. Approval is a discretionary act by City of Boston. IMP and future project documents would benefit from a clear statement that the project may be modified during review and that ultimate project approval is not certain.

For example, at 2.2.2 Schedule, the IMP Notification Form contains only project construction start information, without any clarification that construction start would only occur “should the project be approved.”

- 5.2 Project context requires substantially more information on Massachusetts Department of Public Health “Determination of Need”; when this determination is made within the overall Table 2-2 List of Permits and Approvals should be clearly stated; additionally, the elements of DPH’s determination should be indicated.

How the proposed expansion project is empirically linked to health and wellness needs within the Faulkner’s catchment area should be described in detail, with citation to data sources.

- 5.3 Table 1.1 “BWFH Owned Buildings and Uses” should be clarified and expanded to create a complete chronological list of all Faulkner buildings and expansion projects, including both additions and demolitions, by year.

For example, Table 1.1 does not list the original building or differentiate between the 1976 Main Building or the 1995 Addition when listing approximate square feet.

- 5.4 Employment. Aligning the place of employee residence with commuting requirements would be useful data. This could be measured by distance, by proximity to public transit options.

- 5.5 Public Benefits. BWFH statement of community benefit mission suggests that the hospital catchment area is Boston neighborhoods of West Roxbury, Roslindale, Hyde Park and Jamaica Plain.

The actual emergency department, out-patient and in-patient neighborhood distribution should be stated in the DPIR.

Of note, Mattapan not considered part of the Faulkner catchment area.

- 5.6 Public Benefits. Key Accomplishments. If Faulkner intends to include these commendable accomplishments as offsets to current and proposed project impacts, these accomplishments should be more clearly documented.

Ref: Scoping Determination, Brigham and Women's Faulkner Hospital Institutional Master Plan: Campus Expansion Project Friends of Allandale Woods Recommendations

- 5.7 Plans for Future Programs. Social Determinants of Health. Adverse health and environmental impacts arise from existing and proposed project impacts: increased traffic, congestion and reliance on private vehicles and loss of mature trees and greenspace: air pollution, stress, accelerating climate change.

The DPIR should apply a Social Determinants of Health lens to evaluation of project alternatives and to the Sustainable Transportation Plan.

- 5.8 Payment in Lieu of Taxes. BWFH is among the few City non-profit institutions which pays its voluntary PILOT amounts essentially in full. This is laudable and appears indicative of the hospital's sense of civic responsibility.

- 5.9 Table 2-1, "Proposed Project Program". This table should be clarified to clearly indicate number of existing parking spaces by location, spaces to be eliminated, spaces to be added and net number of spaces post-project, by location and total.

as A Supplementary Table should indicate the same parking space information above, with detail of number of spaces by parking patron: i.e. category (i.e. emergency department, out-patient clinic, in-patient visitor, nurse, doctor, administration, staff, other visitors).

- 5.10 Section 2.5.1 Existing Zoning for the BWFH Campus. The Draft PIR should include a Table and corresponding map clearly showing the separate parcels owned by the hospital that collectively make up the main campus.

The DPIR should include an exhibit map which overlays the proposed project and alternatives on the campus parcel map.

- 5.11 Table 2-2, "Preliminary List of Anticipated Permits and Approvals.

Table 2-2 should be accompanied by a narrative and approval "road map", listing the chronological sequence in which permits and approvals will be sought.

Table 2-2 should include the Boston Conservation Commission.

- 5.12 Figure 2-16. This exhibit is fiction. For any proposed new Allandale St. entrance and exit, an accurate scale perspective and detailed series of renderings must be included in the DPIR.

- 5.13 3.1.1.1 "Pedestrian Facilities" and 3.1.1.3 "Transit". These sections list MBTA bus routes 35 and 37 as serving the BWFH campus. This seems implausible, given the distance from these routes to 1153 Centre St. The DPIR should include further discussion of MBTA bus access to 1152 Centre St. For many years, Wren St. is the only bus route that has served Faulkner.

Ref: Scoping Determination, Brigham and Women’s Faulkner Hospital Institutional Master Plan: Campus Expansion Project Friends of Allandale Woods Recommendations

- 5.14 Figure 3-3. “Existing MBTA Transit Routes and BWFH Shuttle Stops”. In the DPIR, this transit exhibit should include bus route 51 and distance circles centered on the 1153 Centre St. campus, measured in miles and average walking time.
- 5.15 Transit improvement measures considered in the DPIR should include real-time location information in the hospital lobby for the 38 Bus and bad weather improvements to the northbound bus shelter.
- 5.16 Bicycle Accommodations. DPIR discussion of bicycle accommodations should include assessment of existing bike lanes on Centre St. and Allandale St. and whether these lanes should be improved.
- 5.17 3.1.1.8 Parking. The DPIR should include a parking demand analysis chart indicating hourly entrance and exit rates for 24 hour periods and day of week. If there are significant seasonal variations, these should be noted.

A key project metric is the capacity level to which the proposed parking is being built. That is, does the hospital seek to provide maximum capacity to meet peak demand at all hours?

- 5.18 Table 3-1 “Parking”. The DPIR should evaluate whether the off-campus parking may be considered “permanent” or whether a contingency plan is needed in the event that these sites are no longer available.
- 5.19 3.1.1.9 Transportation Demand Management. “. . . most new employees are assigned off-site parking if they require parking.”

The DPIR should provide much greater detail on how employees are assigned parking spaces. For example, does proximity of parking spaces align with hierarchical position within the hospital or are parking assignments strictly by tenure of employment?

Do price / cost differences exist between on-site and off-site parking for employees.

- 5.20 3.1.3. And Table 3-2 Existing BWFH Traffic. This data should be broken out into Trips by User Type: i.e. Employee, Patient, Visitor and so on. This detail is important as it contributes to understanding what transit and parking options may be feasible.

The Table should also indicate Mode Share for all hospital visitors as a baseline analysis.

- 5.21 Table 3-5. “BTD Zone 19 Mode Share for All Purpose Trips”. This generic BTD Zone Mode Share approach is not appropriate for the proposed project.

The project should use a target 50% Mode Share non-private vehicle.

Ref: Scoping Determination, Brigham and Women’s Faulkner Hospital Institutional Master Plan: Campus Expansion Project Friends of Allandale Woods Recommendations

5.22 3.14 Sustainability. The Draft Project Impact Report should indicate in detail project compliance with City of Boston Climate Ready and all related sustainability metrics, including Carbon Free Boston.

The project impact analysis should include a program to bring the entire campus into compliance with the Carbon Free Boston targets.

6.0 Standard of City of Boston project Review

We recommend that the BPDA and other City agencies and departments clearly indicate the standard of review by which final project proposal recommendations may be made.

Specifically, the City should confirm whether the applicant will be required to make measurable reduction in existing traffic congestion levels and achieve City Mode Share and other Climate Ready targets as conditions of approval.

7.0 Conclusion; Basis for Recommendations:

Recommendations above are based upon the July 26 2019 “Institutional Master Plan Notification Form; Project Notification Form” and the August 14, 2019 community meeting for the project.

These recommendations are intended to help provide the public and decision-makers information needed to make informed evaluation of the proposed project.

Additionally, they seek to support the hospital’s commitment to community wellness by addressing social determinants of health elements, as expressed in measures that preserve greenspace, reduce traffic congestion and private car dependence and encourage alternative, low impact transit options.

The recommendations are informed by Friends of Allandale’s participation in the BPDA review of the 18 luxury, private-car dependent townhome units at 64 Allandale approved despite 50+ zoning violations in a single-family residential district.

This BPDA project review process at 64 Allandale was the pro-forma approval of a decision already made rather than objective assessment of project impacts and compliance with City planning rules and sustainability goals.

We note with that the Faulkner was respectful of residents concerns and served an appropriate role as interested abutter during 64 Allandale project review.

Residents also rely on traffic data in the Department of Conservation and Recreation’s “Centre Street Corridor Study” of October 2015.

This study indicates that several intersections at and near Faulkner Hospital operate at peak-hour “F” Level of Service, the most severe congestion grade obtainable.

**Ref: Scoping Determination, Brigham and Women's Faulkner Hospital
Institutional Master Plan: Campus Expansion Project
Friends of Allandale Woods Recommendations**

Friends of Allandale:

Friends of Allandale is an all-volunteer neighborhood-based non-profit organization with a focus on protection and improvement of Allandale Woods conservation area and the historic, natural and greenway features of the Allandale Street area in Boston.

Additionally, as reflected in our comments, we have interest in sustainable, equitable development and City of Boston project review that is transparent, comprehensive, fact-based and substantively responsive to community concerns.

- - -



Edward Carmody <edward.carmody@boston.gov>

Brigham & Women's Faulkner Hospital's (BWFH) proposed expansion - Comments from the Arborway Coalition

1 message

SARAH FREEMAN

Fri, Sep 20, 2019 at 3:45 PM

To: "edward.carmody@boston.gov" <edward.carmody@boston.gov>

Cc: City Councilor Matt O'Malley <matthew.omalley@boston.gov>, "Sen. Sonia Chang-Diaz" <sonia.chang-diaz@masenate.gov>, "Rep. Liz Malia" <liz.malia@mahouse.gov>, "nika.elugardo@mahouse.gov" <nika.elugardo@mahouse.gov>, louise johnson, Celeste Walker

Dear Mr. Carmody,

The comments below **re: Brigham & Women's Faulkner Hospital's (BWFH) proposed expansion** are submitted on behalf of the Arborway Coalition. We are a collaboration of JP residents & other interested parties working with City & State agencies & local neighborhood associations to preserve the Arborway as a green multi-use parkway connecting 3 Emerald Necklace parks designed by Frederick Law Olmsted: Jamaica Pond Park, Arnold Arboretum and Franklin Park. Our goal is to improve access to these parks for all users and to keep the parkway clean & green. Since 1996, our activities have included:

PUBLIC SAFETY: Access for pedestrians, bicyclists, motorists & residents.

PUBLIC HEALTH: Promotion of physical activity: completion of the Emerald Necklace bicycle path & improved pedestrian conditions.

HISTORIC LANDSCAPE PRESERVATION: Tree planting & stewardship, woodlands management on the hillside, clean-ups, restoration of the historic stone wall across from Jamaica Pond, replacement of the deteriorating fence at the Arboretum crosswalk & working to preserve Hellenic Hill.

Project Description:

Brigham & Women's Faulkner Hospital (BWFH) is proposing a 5-story, approximately 98,000-square-foot Inpatient Addition adjacent to and south of the hospital's main entrance, which will include 78 new inpatient beds as well as clinical support and ambulatory space. The Proposed Project also includes adding three levels onto the existing East Parking Garage (171 new spaces) and replacing the existing West Parking Garage with a new garage on an existing surface parking lot (adding 332 net new spaces) to support the Inpatient Addition. The plans include a new driveway into the replacement garage from Allandale Street to improve vehicular circulation.

Our concerns pertain to:

1. Traffic impacts from the 503 proposed additional parking spaces & new driveway on Allandale St.
2. Environmental impacts of tree loss & paving of green space for the new driveway on Allandale St.
3. Construction impacts

We recognize the value of BWFH to the community. However, we seriously question whether the hospital should function as an urban hospital in the City of Boston in a neighborhood whose population is rapidly expanding vs. the suburban car-centric model demonstrated in this proposal.

1. **Traffic impacts:** The expansion of the parking garages to include 503 new parking spaces would result in more than 1500 round trips daily. These vehicles would be using Allandale St., Centre St. & adjacent DCR parkways (VFW Parkway & the Arborway) which are already congested several hours per day and are high crash areas, as well as South St., Bussey St. & Walter St.

There have been strong objections to the number of new parking spaces. At the JPNC zoning committee, the BWFH team was asked several questions that remain to be answered. They are listed below, along with a couple of additional suggestions. We ask that BWFH pursue the most environmentally-friendly solution that is possible.

- Would they increase the shuttle service by the same % as they were planning to increase parking?
- Would they create programs similar to MASCO's CommuteWorks & CommuteFit to encourage employees to commute via active transportation & in ways other than single-occupancy motor vehicles? (Please see links below & attached photos .)
- Would they work with the MBTA to improve the frequency of the #38 bus?
- Would they work with DCR on the safety & multi-modal access improvements that the community has been striving to achieve for many years? The DCR parkways are already strained & there are ongoing efforts to increase multi-modal access & safety for all users. Can BWHF be asked to help with DCR's safety & multi-modal access improvement efforts (e.g. Walter St./Centre St. intersection & Arborway between Kelley Circle & Forest Hills)?
- Re: local streets: If there are negative traffic impacts on local streets, can BWHF be asked to help via "Neighborhood Slow Streets" treatments?
- Could they be asked to help Boston meet it's carbon reduction/climate resiliency goals. One example: "StreetsblogMASS roundup: a new multi-state climate policy could be a huge deal for transit (8/19/19)"

MASCO Commuteworks & CommuteFit links:

<https://www.masco.org/directions/commuteworks>



CommuteWorks | MASCO

CommuteWorks is a free benefit for employees of MASCO member institutions that aims to make commutes as stress free and efficient as possible.. As the Transportation Management Association for the Longwood Medical and Academic Area (LMA),

www.masco.org

<https://www.masco.org/directions/commutefit>



CommuteFit | MASCO

Total CommuteFit Miles in July = 25,149.68 miles walked and/or biked! Congratulations to our July winners: Karen C - Boston Children's Hospital Jen F - Brigham and Women's Hospital Allison M - Boston Children's Hospital Winners will have a choice of 2 gift

www.masco.org

2. Environmental impacts of tree loss & paving of green space for the new driveway on Allandale St.:

- If BWFH creates a new driveway on Allandale St., how many trees would be lost? Mature urban trees have great value & are not easily replaced. Tree loss should be minimized. What are the tree replacement plans? Have they studied hydrology impacts on the lands downhill from the Hospital?
- We understand that BWFH is in a greenbelt designated area & should follow all relevant procedures.
- Apparently the traffic studies have not been completed. Concerns have been expressed re: sight lines for the proposed driveway as well as the previously described concerns.

3. Construction impacts

Abutters are legitimately concerned about:

- Foundation - blasting remediation for their foundations
- Rodent control
- Noise
- Landscaping
- Opportunity to see the plans to address these problems before the project is started

we support those requests.

Would you please add me to the notification list for updates on this project?

Thank you for considering these comments.

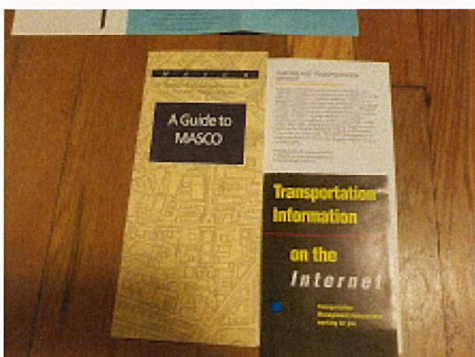
Sarah Freeman on behalf of the Arborway Coalition

22 Arborway
Jamaica Plain, MA 02130

4 attachments



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Edward Carmody <edward.carmody@boston.gov>

Faulkner Hospital's Proposed Plan

1 message

Joyce J Walker

Fri, Sep 20, 2019 at 4:38 PM

To: edward.carmody@boston.gov

Hello Edward Carmody,

I am a resident of Springhouse. I want Faulkner Hospital to be successful because I use its services.

But I am concerned about the proposed additional entrance to the hospital grounds. It would be located directly across Allandale Street from the existing entrance to Springhouse, a retirement community.

It is presently dangerous -- particularly for us older drivers and particularly if we are trying to turn left -- to turn onto Allandale from Springhouse. The view to the left is encumbered by trees and a turn in the road prevents us from seeing oncoming traffic to the left until it is upon us. The driveway of our neighboring house is also just to the left. In order to avoid making this dangerous turn, some of us instead turn right onto Allandale, then turn left into Hospital grounds, and exit to the right.

Presently, all traffic going to the Hospital uses the one entrance on Allandale. If there were two entrances on Allandale, that would increase the time vehicles using that new entrance spend on Allandale (rather than on the Hospital grounds) -- and some of them would be turning left in front of the Springhouse entrance (a new danger). I can't see why this doesn't make a bad situation worse -- unless a traffic light or stop signs are installed and that would slow traffic that already backs up on Allandale at busy times during the day.

I don't pretend to have the best plan for traffic management at the expanded Hospital, but I did feel, at the presentation I attended, that the Hospital needs to give more consideration to how it can creatively use:

- the former Spaulding site about a block from the Hospital on the same side of Centre Street

- the present Hospital site which has extensive wooded grounds, four surrounding public roads, and an extensive system of internal roads.

Surely the best solution is NOT making the dangerous situation at the Springhouse entrance onto Allandale even more dangerous.

Respectfully,



Edward Carmody <edward.carmody@boston.gov>

Faulkner Hospital Comments

1 message

Robert Pulster

To: edward.carmody@boston.gov

Dear Edward,

Thank you for extending the comment period. I am a resident at [76 Whitcomb Avenue](#) and my property abuts the hospital behind the parking garage that is slated to be demolished

1. At the community meeting there was very little information provided about the plan to demolish the existing garage and replace it with surface parking. As an abutter I am concerned

- the timeline, schedule, and duration of this particular part of the project;
- how will the demolition be done and how will the resulting debris be handled on-site and during removal;
- what are the anticipated sound and noise impacts to the surrounding environment near the site;
- why was there not a rendering of the proposed surface parking site as it is a significant piece of property and as such it would be helpful to see an architectural view of the plan as well?
- who are you planning to have park in this new surface lot? Will there be hospital vehicles parked there as well?
- will the existing trees barrier at the rear of the property be maintained or changed to provide a buffer to the adjoining properties;
- is there any current thinking about a future plan for another building to be developed on the site of the new surface parking?
- what are the owner's concerns in relation to the proposed surface parking area?

2. Are there plans to use the proposed additional parking (500 spaces) as a lot for employers or visitors to use as part of a shuttle service that will transport people from Faulkner garage?

3. Why did Brigham and Women/Partners -- as a leading and large corporation in the City -- not consider a more environmental friendly and green expansion plan that does not adapt plan to be more forward thinking in light of serious concerns of warming climates, impacts of high-stress travel for health considerations, and other health related and environmental concerns?

4. What are you offering to the neighborhood in services, resources, or other community benefits that will help to mitigate major community resistance? As a nonprofit that does not pay municipal revenues is minimal relative to your corporate footprint.

5. Will you have a dedicated person that will be available to coordinate and respond appropriately to community concerns, questions, and possibly urgent matters as related to this project?

Finally, as a matter of community process in building a good faith effort with neighbors and ensuring a fruitful relationship, it would have been respectful and appreciated -- particularly to inform and initially discuss what you were planning and proposing.

I look forward to continuing to be in dialogue and learning more from the property owner their responses to these and the anticipated, many other concerns.

Thank you.

Truly yours,

Robert Pulster

On Wed, Aug 21, 2019 at 2:29 PM Edward Carmody <edward.carmody@boston.gov> wrote:

Dear Faulkner Hospital neighbors and community members:

Thank you for attending the Faulkner Hospital Public Meeting last week and voicing your concerns and ideas about the proposed projects. **We have decided to extend the initial comment period.** Your interested neighbors, colleagues, and friends know that comments are due to me (via email, the project page of the website, or regular mail) by the end of the day on September 27th.

Thank you for your assistance and engagement in the review process, and I look forward to receiving your comments.

Eddie

--



Edward Carmody
Project Assistant

617.918.4422

Boston Planning & Development Agency (BPDA)

One City Hall Square | Boston, MA 02201

bostonplans.org

--



Edward Carmody
Project Assistant

617.918.4422



Edward Carmody <edward.carmody@boston.gov>

Faulkner Hospital Comment Period Extended

Shari Lyons

Thu, Sep 19, 2019 at 7:44 PM

To: "edward.carmody@boston.gov" <edward.carmody@boston.gov>

Cc: Shari Lyons

Hi there. Thanks for reaching out, and thanks for extending the deadline for comments.

There are a few things that I hope would be considered in reviewing the project.

First and foremost, I strongly suggest that the traffic flow both entering and exiting the hospital as a whole be redesigned as part of this process. The current entrance as is off of Allandale is too short; it doesn't leave the public enough space to pull in and determine where they need to go when they enter, thereby causing a logjam at the entrance. The second logjam occurs when one continues up to the main entrance and tried to determine if they are going to the right to the parking lot, straight into the garage, left to emergency, left to valet or left to drop off. There is quite a large area with which to work if one were to look at the big picture of the lower lot from the front entrance toward center street as well as the current entrance toward the lower garage near emergency, and the area that makes the hairpin turn back around to the current valet area. So, as the new parking garage and entrances are being designed, please design a more thoughtful traffic flow as well.

While there has been an attempt to rectify the situation of people from the Faulkner parking in our neighborhood behind the hospital by adding resident only parking signs, I have found this to be a hindrance as opposed to a help. It means that those of us who live in the neighborhood cannot have guests for more than 2 hours without them getting a \$60 ticket and that INFURIATES me. I purposefully chose to live in a quiet, off-the-beaten-path neighborhood where parking was not an issue, and then this happened. And removing the signs would cause issues for my neighbors. I would like to see those of us in the neighborhood around the Faulkner be able to have guest parking passes that we can put in our visitor's windows so that they can park as long as they are visiting whether it be a day or a week. Honestly – a simple piece of paper that we could put in the window... that the police would know not to ticket those cars. It didn't help the problem. People still come for their appointments, park in front of our homes and leave - but now OUR visitors are getting tickets, and those of us who live here are annoyed even more. So instead of one problem we have 2 AND its costing us money. We need you to work with us and the city of Boston to come up with an acceptable exception for our guests to not be ticketed.

It's hard to be a good neighbor, if there is a way to put up some sort of sound proofing/buffer between the houses that surround the Faulkner and the construction you will be doing, I think it will go a long way to help over the many years of construction to come. And I would suggest a focus of screening with the landscaping at the lot line between the houses and the hospital grounds and again at the yard and the edge of the garage, as well as from the street view to the garage.

Shari Lyons

[8 Arborview Road](#)[Jamaica Plain](#)



Edward Carmody <edward.carmody@boston.gov>

Faulkner hospital expansion plan

1 message

Louise Johnson

Thu, Sep 19, 2019 at 5:50 AM

To: edward.carmody@boston.gov

Cc: Jill Havens

, Sarah Freeman

Hello, I would like to have these additional comments and concerns entered into the record for the Faulkner Hospital Expansion proposal.

As a direct abutter on Malcolm Rd I have specific questions about the project and serious concerns. The homes on Whitcomb (at the corner) and the first part of Malcolm will be most impacted by this expansion. We would need to have rodent control, blasting remediation for our foundations, and landscaping remediation. We would want to see the plans to address these problems before the project is started.

Rodent control especially rats is a problem whenever there is a construction project in an urban area. There should be a certified and professional company that addresses this issue on an ongoing manner for the residents.

Blasting can cause harm to the foundations of nearby buildings. We would want a site pre assessment done on all the houses abutting the Faulkner's land and a post assessment by a certified and professional company to insure that there is no harm done to the homes by this project.

Landscaping at the back of the garage will be extremely important to minimize the visual and noise impact of this new building. Right now the land is minimally maintained and filled with invasive plant species that spill into our yards. The fence is falling apart in places. This has acted as a buffer of sorts. The new garage will be much closer to our homes and the solar panel array pretty much at eye level for us. We want to see a landscape design that takes these issues into account. It is necessary for the abutters to have input into the design.

Louise Johnson
20 Malcolm Rd

Sent from my iPad



Edward Carmody <edward.carmody@boston.gov>

Faulkner Hospital Comment Period Extended

William DeWitt

Wed, Sep 18, 2019 at 9:06 AM

To: Edward Carmody <edward.carmody@boston.gov>

Thanks for extending the comment period. I am an abutter to the Faulkner Hospital. I am particularly concerned about their proposal to add 500 parking spots. I believe Partners is the largest employer in MA. As such I am perplexed why they are not taking the lead in developing more innovative, environmentally sound alternatives to adding more spots for cars. While their plan to have electric charging stations and bike sharing is admirable it does not go far enough. Adding more parking spaces will further increase the traffic in an already very congested area. Turning left from Centre Street to Whitcomb Avenue is already a huge challenge. The block the box signs and cross walk lights are currently not paid attention to by many motorists and not enforced by police. I can imagine that congestion and traffic safety issues will be much more pronounced if more parking spots are added.

In their public presentation in August Partners had no answers as to the impact to the local traffic and why they have not considered expanding their shuttle services and off site lots. They must consider alternatives to adding more parking and must develop transit solutions to target where their employees and patients reside and provide real alternatives to individuals driving alone in single cars to the hospital. This is not a sustainable solution.

Partners did not mention their development plan for 1254 Centre Street. What is the five year plan for this property? What is the five year plan for the new parking lot which will take place of the existing garage at Faulkner? Is this a staging area for further development?

I am confused as to why 78 more beds require 500 more parking places. This needs to be explained.

In their presentation Partners claimed Boston has a shortage of inpatient hospital beds. Information to support this claim is not readily available. Where is the evidence? There is certainly a shortage of inpatient psychiatric beds. I support an increase in inpatient psychiatric beds at Faulkner. Will more psychiatric inpatient beds be created with this expansion? If so what percent of the 78? If not why not?

I am also concerned about disruptions to the area when construction begins. What is the construction time line? What will be the hours? Where will the construction vehicles be parked? What are the mitigation strategies to address possible rodent issues? Who are the contact people from Partners and the city to address neighborhood complaints?

Bill DeWitt

[Quoted text hidden]



Edward Carmody <edward.carmody@boston.gov>

Comments on the Faulkner hospital plans for a new parking garage

Louise Johnson

To: edward.carmody@boston.gov,

Tue, Sep 17, 2019 at 3:24 PM

i, matthew.omalley@boston.gov, Sarah Freeman

I want it noted in the record that the parking garage expansion that includes 500 new parking spaces will in reality mean up to 1500 more cars daily, because of the 24/7 nature of the institution and the round the clock, 7 days a week, 3 shifts a day employee use of the new garage. This will be completely dumped onto Allendale Rd and Centre St.

Very frightening when you think of the havoc that this will reek on the neighborhood and JP in general. Landscaping is not going to solve this problem!

Louise Johnson

Sent from my iPad



Edward Carmody <edward.carmody@boston.gov>

planned Faulkner expansion

1 message

Sarah de Ris

Thu, Aug 29, 2019 at 11:37 AM

To: edward.carmody@boston.gov

Cc:

Dear Mr. Carmody,

As an elderly resident of Springhouse, I am appalled at the tentative plan to put a new driveway from a new Faulkner parking garage directly across from our one Springhouse entrance. I still drive, and already find coming in and out of the Springhouse entrance hazardous at best. The traffic limit of 25 miles an hour on Allandale St. is not enforced at all, and cars often come barreling around the curve in front of our entrance at 40 miles an hour or more. A traffic light, were one available, would certainly increase congestion in both directions. And give some thought to the trees that would have to be destroyed to bring this about.

I gather the residents of the Whitmore St. (?) neighborhood are strongly against this expansion as well. Faulkner is my hospital and I certainly respect it, but these expansion plans seem, at the best, thoughtless.

sincerely,
Sarah de Ris



Edward Carmody <edward.carmody@boston.gov>

opposed to the Faulkner Hospital 500 more cars garage expansion

Louise Johnson

Wed, Aug 21, 2019 at 10:38 AM

To: Edward.Carmody@boston.gov

This is a car centric proposal with no thought as to the public transportation options. 500 more cars are not going to fix a systemic problem of accessing the hospital. You will be back within a few years asking to build an even bigger garage for more cars! You need to work with the MBTA to create a robust bus route that can function for reliable and continuous service for staff, patients and visitors along with the neighborhood you reside in. We are your neighbors and have to live next to you. What you do on your campus affects us closely and daily. You need to expand your shuttle service and open it up to the larger Jamaica Hills Community.

This is not the era of Robert Moses and building freeways to shuffle people alone in their cars from one point to another. Those days are gone. Try reading Jane Jacobs "The Death and Life of an American City". The planners of this project need to update their play book of how to design a project for an urban campus in the 21st century. A bad choice on the hospital's part that they picked a design company with not a hint of creativity and innovation.

I vehemently oppose this project.

Shame on the city of Boston for even letting this proposal get to the public presentation stage with out telling the Faulkner that a public transportation option has to be a part of the package.

One blue bikes station alone is NOT a public transportation program!

Where is the city's due diligence? You should be ahead of the curve not behind it!

Louise Johnson
abutter
20 Malcolm Rd
JP, Ma 02130
|



Edward Carmody <edward.carmody@boston.gov>

Faulkner Hospital Expansion: JPNC Zoning Presentation

Allandale Coalition

Wed, Aug 21, 2019 at 9:34 AM

To: Edward Carmody <edward.carmody@boston.gov>
Cc: Celeste Walker

Attached is the Scoping comments on Faulkner's proposed expansion by Friends of Allandale.

Also attached is the DCR Centre St materials, which shows several Centre St intersections at and near the hospital at "F" ie the highest congestion level measured.

I will likely not be able to make the mtg but our recommendation to the Zoning Committee is:

- In the Draft Project Impact Report, please include the alternatives analysis recommended by Friends of Allandale.

- Specifically, in addition to the proposed project please evaluate the alternatives of:

- a. Centre St entrance and exit
- b. Locating new beds if needed at Longwood Medical Area sites, as this location is served by many alternate transit modes

- In the Draft Project Impact Report, please clearly indicate :

- a. What the existing and post-project Mode Share will be (ie private car %, public transit % etc) and how the project will achieve the City's 50% (act 48%) non-private car Mode Share target.
- b. What the Centre St Level of Service will be post project and what measures will be implemented to improve LOS to C level or better/

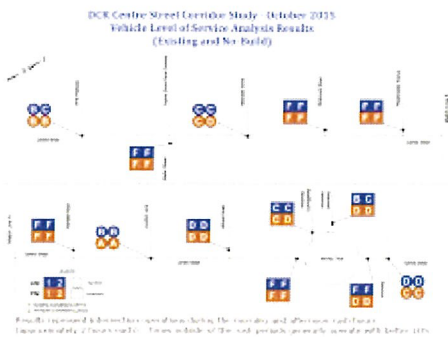
Thanks.

Let me know any qs.

Frank OB

-

3 attachments



Centre.Street.LOS.2015.png
261K

Faulkner.IMP.FoA.Comments.Scoping-signed.pdf
213K

dcr-centrestreet-20151007(1).pdf
199K



Edward Carmody <edward.carmody@boston.gov>

Faulkner hospital expansion parking

1 message

Kay Sloan

Wed, Aug 21, 2019 at 7:42 AM

To: Edward.Carmody@boston.gov

Cc: City Councilor Matthew O'Malley <matthew.omalley@cityofboston.gov>

The City must not approve 500 new parking spaces as part of the Faulkner Hospital expansion. Improved public transportation to Faulkner, shuttle buses from Forest Hills, and other traffic mitigation efforts must be part of the plan.

To simply approve this increase in parking at Faulkner runs counter to the city's claim to attempt to reduce traffic congestion in the Center street/ Jp-West Rox area.

Kay Sloan



Edward Carmody <edward.carmody@boston.gov>

Faulkner Hospital

jbengtson@juno.com

To: Edward.Carmody@boston.gov

Mon, Aug 19, 2019 at 9:41 PM

Dear Mr. Carmody-

I am writing to voice my concerns about the proposed Faulkner Hospital project presented at the public meeting held on August 14, 2019.

I have lived on Malcolm Road in Jamaica Plain since 1993. The increased clinical activity at Faulkner over the past few years has negatively impacted our neighborhood and the proposed expansion threatens to worsen the situation. I will limit my comments to 3 areas of concern:

1. Parking in the residential neighborhoods: Employees and visitors to Faulkner regularly park in the neighborhood and at times have created dangerous conditions due to the narrow streets. Before restricted parking for residents was posted, emergency vehicles often would not have been able to readily access the homes on Green Hill because of the congestion. Restricted parking has helped but not solved this problem. The proposed expansion is very likely to recreate the dangerous conditions we have worked hard to alleviate.

2. Traffic: Traffic along the stretch of Centre Street in front of Faulkner is already treacherous and the gridlock on Allendale Rd near the Faulkner driveway is becoming untenable. A plan that invites 500 (!) additional vehicles into this morass is shortsighted, dangerous, and dismissive of the cares and needs of the residents. Importantly, the plan also disregards critical environmental concerns. As a progressive community we should be promoting more public transportation and fewer cars.

3. Community relations: The day to day functions of the hospital regularly disrupt the quality of life in our neighborhood. Activity at the loading dock on Whitcomb frequently obstructs the road and delivery drivers often do not operate in a safe manner for a residential environment. The Faulkner restricts smoking on the hospital campus. As you can imagine our neighborhood has thus become the de facto smoking lounge for the employees. I realize these are public streets and access cannot be limited to residents only. I use to regard the Faulkner community as a good neighbor when I first moved to the hill. The administration was responsive when neighbors voiced a concern. However, there has been a noticeable degeneration in the hospital's openness and concern for the surrounding residents as Faulkner has become bigger and busier. The lack of communication as this plan has rolled out, especially with the abutting neighbors, is a worrisome sign of the diminishing regard Partners and Faulkner has for their neighbors.

I appreciate your giving voice and representation to our neighborhood's needs and concerns as this project develops. Please do not hesitate to contact me if you have any questions.

Sincerely,
Joan Bengtson
54 Malcolm Rd
Jamaica Plain, MA 02130



Edward Carmody <edward.carmody@boston.gov>

Faulkner Hospital community meeting

Mitchell Tunick

Wed, Aug 7, 2019 at 12:03 PM

To: "edward.carmody@boston.gov" <edward.carmody@boston.gov>

Dear Mr Carmody,

As I will be unable to attend the meeting next Wednesday, I would like to voice my concerns to you about the Partners/Brigham and Women's Faulkner Hospital expansion plans.

Partners has transformed the Faulkner from a community hospital that used to serve the JP community into an income producing satellite of their tertiary care institutions. Expanding services and increasing the number of bed spaces does not benefit Jamaica Plain.

As a neighbor of the Faulkner, I can attest to some of the negative impacts of the hospital's presence (traffic, constant noise from ambulance sirens, etc.) and these will only worsen with the proposed expansion.

As we are blessed with an abundance of both urban and suburban sites providing excellent specialty services in the Boston area, I perceive no real need for expanding such services here in this residential neighborhood.

My personal experience of having Partners force my general pediatrics practice to vacate our office space at the Faulkner (after 23 years) attests to their lack of interest in providing needed primary care services to the community. They are, instead, mostly interested in providing highly profitable specialty care services that can already be easily accessed elsewhere.

I would encourage Partners to withdraw their proposal.

Sincerely,

Mitchell Tunick, MD

Comment:	First Name	Last Name	Organization	Opinion	Comments
7/29/2019	Sean	Gallagher		Support	I have worked in Boston for 20 years. When I recently had to have hand surgery and follow-up treatments, I've been pleased about the care I received and relative convenience - even commuting from the north side of the city - at Faulkner Hospital. We are lucky in the Boston region to have some of the best medical institutions and care in the world. Based on my personal experience, I support and would advocate for this expansion, which would efficiently serve more people and provide broader access to quality healthcare.
7/30/2019	Tara	Rousseau		Neutral	Hi, I am supportive of the plan. I am happy that the hospital plans to add beds and increase patient access. Awesome sauce. However, my concern is about the vast increase in parking. Background: I work at the hospital, and, live nearby in Jamaica Plain. So I am well-versed in the area. As anyone who has studied transportation patterns is aware, the best way to add to traffic congestion is to make it EASIER to park (and therefore drive). As the Boston Metropolitan Planning Council says, "if you build it, they will park", referring to the reason why car ownership is increasing in the city. With Boston's commute now officially the worst in the country, it would behoove planners to consider best practices to discourage staff and patients from driving personal vehicles to the site to the extent most possible. Also, 43% of Bostonians do now own a car. I would like to propose that the project do a few things. First, advertise, perhaps help fund, and encourage use of bus #38 which stops in front of the hospital from Forest Hills. The bus takes about 10 minutes, while the hospital's shuttle takes closer to 20 minutes to get to Forest Hills due to turning into and back out off the offsite parking lot. Or, even better, add a shuttle that goes DIRECTLY to and from Forest Hills. Which is a 20 minute walk and could be a 5 minute shuttle ride. That would make it a ton easier to arrive to the hospital via public transport. And would make a dent in reducing driving. Not to mention, plenty of people in the Boston area Second, could we add bicycle parking at the BOTTOM of the hill, where the bus lets off? Add a bikeshare there too. Third, a pricy longshot but a fabulous idea - construct a bridge over the parkway for direct access to the Arboretum and anyone needing the bus or just needing to cross the street. It's an intimidating and car-centric place to navigate, even with the stoplight. We have this beautiful resource but it takes 15 minutes to cross the street and get to entrance down the hill. Walking and nature are keys to health promotion, and the Arboretum is also a Harvard-affiliated nonprofit. So that's it. Thanks for taking the time to read my input.
8/3/2019	David	Foley		Oppose	I need all the information that you can provide. I will not be available for the 8/14 presentation. I am piqued that the comment period is in August when many of our community members vacation.
8/3/2019	Peter	Bowers		Neutral	Need to see the architects model of proposed final structure of hospital
8/12/2019	Adela	Margules	Resident	Neutral	What will be the traffic impact and traffic patterns both during construction and after completion? There is already a great deal of traffic on Centre Street and Allandale and it is already challenging to get onto Whitcomb. More cars coming to the neighborhood is a real concern. I am also concerned about construction dust and noise, and construction vehicles parking in the neighborhood. This could be an ongoing problem that the hospital will need to address on an ongoing basis. I am also concerned about the constant tearing up of the street, especially after it has been re-paved by the city. What will the hospital do to insure that the street remains in good shape? The Faulkner has allowed residents to park in the garage during snow storms. I would like to see this continue both during construction and post construction. The garages need to be surrounded by greenery.
8/15/2019	Mark	Hanson	neighborhood homeowner	Neutral	In light of MIT Transportation white papers projecting rapid decrease in traffic due to driver-less vehicles adoption, I propose the following: 1. Faulkner - Forest Hills Loop(s): two or more dedicated FREE to ALL shuttles every 10 minutes NONSTOP from the MBTA station to the West entrance of the hospital - Signage to include TRAVEL FREE TO ALL - NON STOP Forest Hills <-> Faulkner Limited Valet parking ONLY on-site. To address Boston housing and reforestation initiatives: 2. Buy Italian Home for Children including commitment to relocate functions to (retain ownership) of site at 1245 Centre Street. Convert 1125 Centre Street (IHC) property to duplex residential housing neighborhood a density equivalent to abutting neighborhoods with maximum of 1 on street parking space per unit. New housing to be below market rate, owner occupied requirement (no rentals) To respond to the abutters' long standing issue with using Whitcome Ave as a non-residential street 3. Remove Whitcomb Ave access to Hospital. Reroute all deliveries through campus. Erect pierced/vine planted wall with safety gate entrance only all along Whitcomb to discourage parking by non - residents To respond to broad neighborhood concerns with the traffic behavior on Centre Street 4. Fund for 10 years a series of Automatic Camera Traffic Enforcement installations at several points along Centre Street and signage to publicize the focus on Enforcement in both directions along Centre Street To build community support 5. Establish a permanent (funded 10 -year minimum) office of neighborhood relations on-site at the hospital focused on Faulkner Hospital neighborhood area. Mission Service as a Responsible Community Participant. Measures of Success based on agreed impact on quality of life project successes A. Operational Transparency B. Environmental Impact C. Traffic Performance D. Community Housing 6. Reforestation - once existing garage is removed - configure resulting surface lot to include a significant number of deciduous trees and use porous surfaces to establish a space that: - buffers the margin along Whitcomb Avenue (sound) to benefit the abutters - establishes a space that will NOT be easily converted to additional structural footprints - provide a waiting area of delivery vehicles - not parking for employees or visitors
8/19/2019	Stephen	Bell		Oppose	There are many problems with the current proposal. 1. There is no justification made for the dramatic increase in parking spaces (~500) relative to the small number of increases in beds (78) and staff (total of 250 positions but <100 on site at any given time). 500 NEW parking spaces is far too many and will dramatically increase traffic in the area in an unacceptable way. Given the numbers that the Faulkner provided at the public meeting an increase of 180 (one per patient and new staff member) would be more than sufficient (hopefully not all would use a car to arrive on site). A higher number just encourages far more cars to arrive on what the Faulkner already indicates is an bad traffic situation both on and off the site. 2. The Faulkner has not made enough effort to encourage visitors and staff to take other means to get to work. For example, although representatives of the Faulkner say that they run a shuttle between the Forest Hills MBTA station, on their web site they only discuss an MBTA bus. 3. The location of a new driveway exiting onto Allandale St is poorly conceived and at a minimum will require a new traffic light at this location. In addition, there was no discussion of widening Allandale St (at the expense of Faulkner property) to create additional lanes on Allandale between Centre St and the existing Faulkner entry/exit rather than creating a new exit. The impact of this change on traffic on Allandale is unacceptable. 4. The current plan does not consider other potential new sites of entry and exit (e.g. from Centre St) nor does it consider how to change traffic flow on campus in ways that eliminate the already bad traffic flow caused by the existing Allandale and Whitcomb entrances (both of which impinge on residential areas as opposed to Centre St which is a four lane road with no nearby residences). 5. The Faulkner failed to consider other sites to place a parking structure. For example, they own the former Spaulding rehabilitation center and this could represent an alternative site for additional parking.

8/20/2019	Benjamin	Wetherill	West Roxbury Bicycle Committee	Neutral	It is very important that this project includes a plan to improve bike lanes along Centre Street in front of Faulkner Hospital. Currently the biking situation on this section of Centre Street is very bad. The street breakdown lanes are marked for bikes, but this is not safe next to two lanes of fast driving cars on a curvy road. Also, the breakdown bike lanes disappear at the intersection of Centre Street and Allendale Road in front of Faulkner Hospital. This is an accident waiting to happen, especially on the northbound side. Centre Street is the only link between West Roxbury and the Emerald Necklace bike path. Most people are afraid to ride on the section of Centre Street between VFW Pkwy in West Roxbury and Arborway in JP, which passes in front of Faulkner Hospital, so this section of Centre Street effectively cuts off West Roxbury Bicyclists from the Emerald Necklace. Please don't pass up the opportunity to correct this situation as part of the construction.
8/21/2019	Scott	McNey	MIT	Support	I support the growth of healthcare options throughout the city, however, the increase in parking does not seem commensurate with the increase in the # of beds. Will they be using these spaces and bussing employees to their other locations in the area?
8/21/2019	Charlotte	Miller		Oppose	500 parking spots seems very excessive without an explanation for the need for that amount. This plan is focused on seeing Boston as a car centric city. Why is there no focus on alternative modes of transport such as bikes and public transport? This expansion may increase the amount of cars on the road with increasing future focus on cars rather than other people who commute in a different way
8/22/2019	Tim	Dean		Oppose	I am a long-term Boston and Jamaica Plain resident. This plan needs a public bus route. We do not need 500 more cars in that area you can barely get down the road from 3 o'clock clock on. This is not sustainable. A bike lane and a regular MBTA bus schedule is critical.
8/22/2019	Eric	Johnson		Neutral	I understand that the Faulkner Hospital is working on a long range plan to grow and expand. As someone who both lives and works nearby, I would like to suggest that promoting public transportation be a major component in any plan. This is already a highly congested area. Rather than adding 500 more parking spaces which will obviously add to the congestion, increasing public transportation options would go a long way to making this a viable project. Thank you Eric Johnson
8/22/2019	Donald Monty	Neill		Oppose	500 new parking spaces is outrageous and should be blocked. Faulkner to spend its money on enhanced public transportation, including quick shuttles from Forest Hills and/or other existing options such as Shattuck.
8/23/2019	Andee	Krasner	Mothers Out Front	Neutral	Dear Mr. Carmody, I am a resident of Jamaica Plain and a volunteer with the Mothers Out Front Jamaica Plain Community Team. Mothers Out Front is an organization working for a livable climate for our children. Our organization is also a member of Boston Clean Energy Coalition, which has been advocating for the adoption of a net-zero carbon buildings with the City for the last couple of years. This past November, Boston University released its Carbon Free Boston summary report commissioned by the City. It found that in order to reach our 2050 greenhouse gas reduction goals, Boston needs to immediately begin building net-zero-carbon, all-electric buildings and develop a plan to retrofit the rest of its building inventory. We are excited to see that the Faulkner Hospital project reflects the ideals of the Carbon Free Boston report and plans to increase on-site clean energy, and to reduce its consumption target of 50% less energy use than comparable hospitals, as well as to design for resiliency. We applaud their efforts to encourage electric vehicles and biking. I was uncertain about how Faulkner Hospital plans to heat and cool the building. The presentation I read did not present the plans for heating and cooling systems. Consistent with the Carbon Free Boston report, Mothers Out Front would like to see the building be all-electric. In line with Faulkner Hospital's values to improve the health of its patients, all-electric buildings contribute to the reduction of air pollution that results from burning natural gas. They are also safer. Buildings serviced by natural gas can ? and do ?explode, as we saw in Merrimack Valley last year. Lastly, all-electric buildings can run entirely on 100% carbon-free energy the hospital is purchasing and help mitigate the health impacts of climate change. Constructing an all-electric building will also avoid costly retrofits in the near future. We support the expansion of our neighborhood hospital and ask that it be built consistent with the Carbon Free Boston recommendations. We know the Faulkner Hospital shares our goals to ensure a healthy future for our community. Sincerely, Andee Krasner, MPH Volunteer with Mothers Out Front
8/26/2019	Jesse	Littlewood	Mr.	Support	I would also like to see improvements made to the road next to the hospital, including an extended curb for bike traffic (or other protected bike lane).
8/28/2019	Vickie	Henry		Oppose	1. I am opposed to adding 503 parking spaces and especially so for only 78 new patient beds. That is 6.45 parking spaces per bed! Centre Street already is over burdened at rush hour. This volume of additional vehicles would be crushing. Why do you need more than 3 spaces per bed (that gives you 234 spaces and downsize the garage accordingly)? Also, having visited patients, you have extra spaces now. Are you just aiming outrageously high so you can offer to cut back and look good? 2. I would be less opposed and perhaps cross over to supportive if you got the MBTA to run the 38 bus or some other bus by the Faulkner on a regular schedule (say every 12 (or even 15) minutes) rather than the haphazard schedule that bus currently has. That would allow some of us Moss Hill folks to get out of our cars to reduce congestion and pollution. That bus is so unreliable I got a car. At the least try for a better schedule around your shift changes. 3. I support adding electric car charging stations but ask that you place at least some in an area where parking for 1/2 hour is free so that neighbors could sometimes use them. Then you would be helping the neighborhood. I wish you gave us more options than Oppose/Support/Neutral. I'm open to the expansion and just think the parking is very out of whack. Thank you for the opportunity to comment.
8/30/2019	LOIS	TOW		Neutral	I live two blocks from the Faulkner Hospital. My husband and I see primary care physicians who are based at Faulkner plus we see specialists there. Generally, I support the plan, but I have some concerns about traffic on Allendale St. The short distance between the traffic light at Allendale St/Centre St and the Faulkner driveway currently makes driving difficult in that area. It's a source of confusion, especially with no traffic light managing the flow of traffic in/out of Faulkner. Under the proposal, Faulkner plans to add a new driveway straight into the new garage. With two driveways into Faulkner, I expect Allendale St traffic will get worse. I'd like to see a single entry into the property - perhaps between the two driveways in the current proposal - and want the flow through that intersection to be managed by a traffic light.

9/5/2019	Dorothy	Farrell		Oppose	I have lived in JP since 1987. Faulkner is an urban hospital and has been for many many years. This needs much more planning as the increase in traffic, the way the current proposal reads will be dangerous and just plain awful. In addition, to have the exit/entrance to the proposed new garage across from Springhouse is very poor thinking. Elderly residents and visitors are using that area, let's not make it any more difficult for them. Another proposal of townhouses is also in the works over there as well. Why so many new parking spaces for a few more beds? Partners should partner up with the MBTA for more frequent buses and add weekends. TRAFFIC STUDY please (unbiased)
9/12/2019	Virginia	Marcotte	Jamaica Hills Association	Support	Hello, I have attended two of Faulkner's presentations and have been impressed with their commitment to making their expansion work for the neighborhood. I understand the need to up-grade the facilities, but haven't heard why more beds are needed. Also, I wondered if some traffic could be syphoned off of the campus by having some vehicles use the Whitcomb Road gate. I do understand drawbacks to that idea, and my suggesting it at the JHA meeting last night got very negative reactions from the neighbors, but wondered if it should be looked at. For instance could the shuttles leave that way, rather than turning around and leaving via Allandale? Sincerely, Virginia Marcotte
9/12/2019	Caterina	Toste		Neutral	In theory, I have no issue with the Faulker proposal. However, Centre Street inbound between VFW Parkway and Allandale Road cannot handle additional traffic without major change. I believe before any expansion occur that the City work with DCR to have the intersection of Walter Street and Centre Street be reconfigured BEFORE Faulkner is allowed to make changes that will bring additional traffic to the area... DCR had previously planned to change the intersection to provide better safety for pedestrians and to provide better flow of inbound traffic.
9/12/2019	Michael	Fitzgerald		Oppose	I have lived on Hewlett Street, about a half mile up Centre Street from the Faulkner since 1986. Since that time, I have seen Centre Street between the Faulkner and the VFW parkway become nearly impassible during morning rush hour, due mainly to the intersection of Centre and Walter Streets and the ever-growing amount of traffic coming up Walter Street, bearing right to merge onto Centre and cut across to take the left at Allandale Road at the Faulkner, almost always completely blocking Centre Street in the process. Absolutely NO further expansion of the Faulker, Hewbrew Senior Life or any of the other properties along Centre Street from the Faulkner out to the VFW parkway should be allowed unless/until a comprehensive traffic and transportation plan be an absolute requirement of any expansion, including a complete redesign and build-out of a new intersection at Center and Walter Street that has full traffic signals and turns the intersection into a hard T configuration, eliminating the wide opening of Walter Street (which puts pedestrians a high risk) and the on-ramp design that allows traffic to pour out onto Centre street unabated.
9/12/2019	Linda	Burnett	Longfellow Area Nbhd Assoc	Neutral	The intersection at Walter and Centre is a frightening place, already overwhelmed with vehicular traffic and totally unsafe for pedestrians, cyclists AND motorists. I've been living and working in the immediate area for 25 years and dread going through this intersection. The traffic flow was made worse by the addition of ramps to the parking lot of the Sophia Snow House a few years ago. Please re-design and put lights and signage at this intersection before exacerbating the situation by adding more traffic.
9/13/2019	SUSAN	FORTI	LANA	Neutral	The Walter/Centre Street intersection is a disaster. I don't even drive, but I have witnessed so many near and a few actual accidents there. It is also a nightmare for pedestrians like me. This was supposed to be addressed when Sophia Snow House was built. The Faulkner project will certainly increase traffic in the area. Please make sure that this intersection is improved, hopefully with lights, before they can proceed. Thank you.
9/13/2019	mary	Flaherty	MF	Oppose	The proposed expansion will add to traffic problems already felt by residents.
9/14/2019	Joseph	DeMasi		Oppose	The project should not move forward unless the traffic issues are addressed. Specifically, the intersection of Walter St and Centre St, and publicly transportation. The intersection is quite dangerous, and this project will lead to more traffic, which will make it more dangerous. There have been numerous car accidents at this intersection. If the intersection is redesigned, and better public transportation was available to travel to the site, I would support it.
9/14/2019	Rachel	Young	LANA	Oppose	I'd like to see more done to improve traffic flow along Centre St in the vicinity of the hospital if it is to expand. There are a lot of intersections that are substandard and will be further stressed by increased development.

9/14/2019	Kara	Sergeant	Resident	Oppose	<p>Dear BPDA, Thank you for the opportunity to comment on the proposed expansion and improvements of the Faulkner Hospital. I have several points I would like you to consider before moving forward with the project as proposed. 1. No reasoning provided for 500 extra parking spots I oppose the addition of 500 extra parking spaces as proposed. While I understand that the additional proposed 78 beds will be associated with additional staff and visitors associated with the increase in patient load, it is not clear how that translates into 500 additional parking spaces. In fact, the August 2019 presentation states that the hospital had an additional 88 beds in the 1970s, which needs were met with the current infrastructure seeing that the garage was built in 1973. This would make it seem that even if the hospital did expand, the parking needs would be met with the current infrastructure. There is also a lack of evidence that the current parking lots have ever been filled to capacity and if they have, how often. There has been no mention of people not using the hospital because they can't find parking or vehicles parking in illegal spots on the campus. In fact, the traffic increasing from those beds will more likely be from shared ride services, who are simply dropping off passengers. Oftentimes if I need a shared ride service, there is always one nearby as they are typically dropping off a passenger at the Faulkner and this will only increase with additional beds. 2. Lack of connection to existing public transportation ? which is already provided to employees I am glad that the Faulkner provides a shuttle from the MBTA Forest Hills and the Highland stop to the hospital for its staff, however this is a great opportunity to expand that service to patients. While it is not mentioned in the presentation, I gather that the majority of patients visiting the Faulkner live in the Boston area and have access to some form of public transportation. Expanding the service would cut down on pollution and could be implemented immediately. I often see the shuttle and it is certainly never full with people. If the patients were allowed to use it, it would be a win for the patients as they wouldn't need to pay for parking and it would decrease the amount of traffic and parking spots associated with vehicular traffic. As I mentioned above, many patients already use shared ride services, from their original destination as well as from public transportation lines and allowing them access to the shuttle would reduce current traffic. The current 38 bus does not run frequently enough to provide a meaningful option to connect Forest Hills to the Faulkner campus. 3. Solar and Electric Vehicle Charging Stations. I support the addition of solar proposed on the Faulkner campus as well as electric vehicle charging stations. Ideally the charging stations installed should be fast charging stations and the solar could also be used to provide electricity to the charging stations. 4. New driveway unnecessary. I do not support the addition of a second driveway for the campus. While I have driven by the hospital day and night, I have never seen more than a few cars lined up waiting to exist the campus. I do not see the need for this even with the proposed unwarranted 500 spaces. As it is a hospital, cars come and go throughout the day, so there is a constant ebb and flow of traffic. It is unclear how much time a vehicle would save if there is an additional driveway, especially since it would just continue onto Allandale and past the existing driveway. It would be the same traffic flow. 5. Existing garage demolition is unwarranted I am opposed to the design of a new parking garage on the surface lot and a surface lot where there is currently a parking garage. The hospital has spent the past year or so working on the existing parking garage for it only to be torn down and replaced by a surface lot makes no sense. If anything, a smaller garage could be placed on the existing surface lot while maintaining the existing garage. Swapping one for the other is a waste of resources and more hassle than necessary. There is no mention that the existing garage is unsafe or is in need of repair. Considering that this part of the campus is the closest to local residents, this seems an unnecessary burden and a waste of resources. 6. Construction timing I urge no construction be allowed to take place during the weekend. Thank you for taking the time to read and consider my comments.</p>
9/14/2019	Jonathan	Keselenko	homeowner	Oppose	<p>Thank you for the opportunity to comment. As a homeowner in the neighborhood that immediately abuts the Faulkner Hospital, I have several concerns with the proposed project, particularly as concerns the parking areas. I have no quarrel with the desire to add 78 patient beds, but adding 500 new parking is unjustified. It seems to be based on outdated assumptions favoring single-passenger driving and ignores alternatives. First, in an era of worsening traffic, the project makes no realistic proposal to mitigate traffic. Two measures are proposed: 1) charging stations for electric cars, and 2) a blue bike station. As to the first, while laudable, this would do nothing to ameliorate traffic in the area. As to blue bikes, it is unrealistic to expect that a meaningful number of patients or employees to bike to a hospital located on a hill, particularly during the cold seasons. Instead, rather than add 500 new spaces, the Hospital should take a serious look at whether that number could be reduced by adding shuttle services to/from the Forest Hills MBTA station. Because of the price of parking and traffic, a significant number of patients/visitors would like take public transportation if it was offered and advertised. Indeed, the improvements being made to the Orange Line would make taking the T more attractive in the future. Given the lack of a serious public transportation option, the project ignores Mayor Walsh's goals as set forth in the City's Boston in 2030 plan (https://www.boston.gov/sites/default/files/document-file-03-2017/go_boston_2030_-_4_goals_and_targets_spreads.pdf), in which the City set forth a goal to reduce by half drive-alone car traffic and increase public transportation by up to a third. This project does the opposite -- it aims to add to cars on the street. Unfortunately, this part of the City already suffers from traffic congestion. Traffic regularly backs up on Centre Street outbound from Boston between 2pm and 6:30pm. Inbound traffic already backs up during morning rush hour from West Roxbury and Roslindale heading into Boston. Adding 500 spaces will only make this worse. There is also no justification provided for why the Hospital needs to tear down the West Garage just to rebuild it in a space immediately adjacent to it. This construction would be extremely disruptive to the neighborhood as it is the closest to where people live. Modest renovations to the existing West Garage and surface lot (coupled with additions to East Lot, if necessary) would seemingly provide the Hospital with what it realistically needs. I also don't support the addition of a 2nd driveway. I have lived in this neighborhood for 19.5 years, and have rarely seen a backup leaving or entering the Hospital. I doubt adding 78 beds will change this dynamic. Because the Hospital is embedded in a residential neighborhood, if the project moves forward, I urge that any construction adhere to the City's requirement that construction only take place between 7am and 6pm, Mon-Fri, and that a variance will not be sought for permission to do weekend work.</p>
9/19/2019	Wayne	Beitler		Neutral	<p>Traffic on Centre Street is currently a real problem, especially the very dangerous intersection with Walter Street very close to the Faulkner. This proposed large number of additional parking spaces will significantly increase driving and traffic, which will further compromise Centre Street and nearby intersections during rush hour. Also, the infrequency of bus service along this corridor is a disincentive to use for staff and visitors going to the Faulkner and the other expanding institutions along Centre Street. I understand much of Centre Street is a State road, but improvements to traffic flow and safety and to increased public transportation options and access should be a mandatory part of any final City approval of this proposal and should be implemented before or during this project, especially in light of the City's stated climate change and mitigation goals. The nearby neighborhoods have been advocating for more than a decade for safety and traffic flow improvements to Centre Street as the adjacent institutions continue to grow. Please use this large and high-profile project as the leverage the City needs to finally address this long-standing problem.</p>

9/19/2019	George and Suzanne	Marsh	Friends of Allandale	Neutral	We have reviewed the IMP and Project Notification Form for B&WH Faulkner facilities expansion, and attended the public meeting at the hospital. As a neighbor with a family member resident of Sophia Snow Place, and active Friends of Allandale Woods, we have a keen interest in this significant project. We would like to refer to the extensive and thorough comments by the Friends of Allandale submitted on August 19 to your agency. We agree with all priority issues as stated in the cover letter to BPDA Director Golden. Our neighborhood has been greatly impacted by traffic and parking issues for years, including on street parking by Faulkner employees and visitors who don't want to pay the on-campus fees. It's not clear from the proposed project if this condition will be improved. Public transit options should be explored in more detail. The current traffic congestion along the Centre St corridor should also be addressed and coordinated with the State DCR planning for traffic and safety improvements (long overdue). The proposed new expanded west parking garage will be closer to the Allandale St green corridor, with an additional driveway not far from the current main entrance. The existing landscape above the street slopes steeply and a number of very large trees provide visual, sound and wildlife benefits to the surrounding residents and conservation land. There will be significant impacts to these resources by building a new garage and especially a driveway across this greenscape. The project proposal barely mentions a second nearby property (1245 Centre St) now owned by the Hospital, with unused parking and older building. This property abuts City Conservation land, a protected vernal pool and the Sophia Snow Senior residence community. Much more study and description of these sensitive resources should be included in this project proposal, especially since the proponent is requesting the 1245 Centre parcel be included in their IMP and a change in zoning to link both sites for Hospital uses. Current zoning is Conservation Protection SD which requires additional review for any project. We appreciate having a quality medical facility in our neighborhood. We hope the Faulkner Hospital will be a responsible and responsive institution to it's neighbors and critical nearby conservation lands, as this planning process move forward. Thank you for the opportunity to participate in this important public process.
9/20/2019	Robert	Orthman		Neutral	I am very concerned about the substantial net increase in parking being proposed for the Faulkner Hospital under this proposal. Adding hundreds more vehicle trips to Centre Street and surrounding roads will have a substantial impact on congestion and emissions in this area. It is very unclear to me how this can possibly be consistent with the City's green goals for emissions and climate change. I have reviewed the transportation plans in this proposal and find them lacking in terms of creating ways for staff, visitors, and patients to get to the Faulkner by means other than personal vehicles when otherwise able to. There are a number of things that can be done here. The Faulkner can more aggressively push employees to not drive to the hospital or park off-site and take shuttles, as they already do with some staff. They could create financial incentives for employees to do this. They can provide free or substantially discounted T passes. The city can push the state to really look at that section of Centre Street between VFW Parkway and the Jamaica Way and put protected bike lanes on the roadway - all that is needed are flex posts since parking is already prohibited on the shoulders. That should be low-hanging fruit. I would note the bike lane briefly dies at the intersection with Allandale St and that needs to be remedied as it creates a dangerous situation for cyclists. Those bicycle improvements would make it more more amenable to people who want to bike to the hospital. The Faulkner could sponsor a Blue Bikes station on site which would be perfect for people to grab a Blue Bike at Forest Hills and head to the Faulkner. I cannot emphasize enough that if this many more vehicle trips are going to be added daily, the intersection of Centre Street and Walter Street must also be substantially overhauled. DCR looked at this a few years ago and found a high number of crashes at this intersection. It is dangerous and damaging to traffic flow. I am not qualified to say whether this addition of hospital beds is needed or not, but hopefully someone at the BPDA can analyze that. But the transportation impacts of this will be substantial and do not seem to get the significant attention they deserve here. I would ask the BPDA to not move forward with approval on this proposal until a much more detailed plan is in place to eliminate or at least mitigate these extra vehicle trips. The hospital is an important local employer and asset for people needing medical care, no question. But this plan deserves significant scrutiny on the transportation end of things. Thank you for your consideration.
9/20/2019	Adam	Rogoff		Neutral	Expansion of the Faulkner inpatient beds and parking should occur only with significant improvements to the Walter and Centre Street intersection. The expansion will increase the number of trips to the area significantly, and the Walter and Centre intersection remains one of the most dangerous in the city, with routine accidents and absolutely no safe corridors for pedestrians and cyclists. It is only a matter of time before a fatality or major injury befalls someone at that intersection and the risk only increases with the Faulkner's expansion. The Faulkner and the City must work with the state (DCR) to improve that intersection immediately. Also, as a part of the expansion, The Faulkner ought to increase the frequency of bus trips to Forest Hills and set up incentives for employees and patients to arrive by alternative transportation.