



January 28, 2020

Mr. John Tobin
Vice President, City and Community Engagement
Northeastern University
360 Huntington Avenue
Boston, MA 02115

Re: **Scoping Determination for the proposed Northeastern University 840 Columbus Avenue Project and Institutional Master Plan Amendment**

Dear Mr. Tobin:

Please find enclosed the Scoping Determination for the proposed Northeastern University ("Northeastern") 840 Columbus Avenue Project and Institutional Master Plan ("IMP") Amendment. The Scoping Determination describes information required by the Boston Planning & Development Agency in response to the Institutional Master Plan Notification Form/Project Notification Form ("IMP/NF/PNF"), which was submitted under Article 80D and Article 80B of the Boston Zoning Code on November 12, 2019 by Northeastern. Additional information may be required during the course of the review of the proposals.

If you have any questions regarding the Scoping Determination or the review process, please contact me at (617) 918-4422.

Sincerely,

A handwritten signature in black ink, appearing to read "Edward Carmody", written in a cursive style.

Edward Carmody
Institutional Planner & Project Manager

CC: Jonathan Greeley, BPDA
Jerome Smith, Mayor's Office of Neighborhood Services

**BOSTON REDEVELOPMENT AUTHORITY
D/B/A BOSTON PLANNING & DEVELOPMENT AGENCY**

SCOPING DETERMINATION

FOR

**NORTHEASTERN UNIVERSITY
INSTITUTIONAL MASTER PLAN AMENDMENT / DRAFT PROJECT IMPACT REPORT
840 COLUMBUS AVENUE PROJECT**

PREAMBLE

On November 12, 2019, Northeastern University (“Northeastern”) submitted to the Boston Planning & Development Agency (“BPDA”) an Institutional Master Plan Notification Form/ Project Notification Form (“IMP/NF/PNF”) seeking to amend Northeastern’s existing Institutional Master Plan (“IMP”) adopted in 2013 and detailing the 840 Columbus Avenue Project totaling approximately 525,000 square feet, for its campus in Roxbury. The Project site currently functions as a surface parking lot, and it is bounded by Columbus Avenue to the north, Melnea Cass Boulevard to the east, Tremont Street to the south, and the existing Renaissance Park building to the west (“Proposed Project”).

The BPDA will review the proposed IMP Amendment and Draft Project Impact Report (“DPIR”) pursuant to Sections 80D and 80B of the Boston Zoning Code (“Code”). As part of the BPDA’s Article 80 review, Northeastern is required to prepare and submit to the BPDA a proposed IMP Amendment pursuant to Section 80D and a proposed DPIR pursuant to Section 80B. The documents must set forth in sufficient detail the planning framework of the institution and the cumulative impacts of the Proposed Project included in the IMP to allow the BPDA to make a determination about the merits of the proposed IMP and Proposed Project. **The proposed IMP and DPIR shall contain the information necessary to meet the specifications of Article 80 as well as any additional information requested below.**

Copies of the IMPNF/PNF were made available to the public in both electric and hard copy format. Two Task Force Meetings, open to the public, were held on November 7, 2019, and on December 16, 2019, at which the Proposed Project was presented, and a Scoping Session was held on December 10, 2019 with public agencies. The comment deadline for the IMPNF/PNF was January 10, 2020.

Based on review of the IMPNF/PNF, related comments, as well as a Scoping Session and Task Force Meetings, the BPDA hereby issues its written Scoping Determination ("Scope") pursuant to Section 80D and Section 80B of the Code. Northeastern is requested to respond to the specific elements outlined in this Scope. Written comments constitute an integral part of the Scoping Determination and should be responded to in the IMP Amendment, DPIR or in another appropriate manner over the course of the review process. At other points during the public review of the IMP and DPIR, the BPDA and other City agencies may require additional information to assist in the review of the Proposed IMP and DPIR.

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

SUMMARY OF COMMENTS

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

The importance of creating additional housing for Northeastern undergraduates has been a central theme of all conversations with the Task Force and the City of Boston, and student housing continues to be a priority for both the city and the community. The BPDA therefore welcomes the proposal for a significant increment of new housing.

However, the proposal as it now stands must be reviewed against the backdrop of several important contextual elements.

- First, although the proposal would create 175 net new student beds, enough to meet Northeastern's stated goal of a total of 1,000 new beds during the IMP period, this is a modest increment given the scale of the project. Phasing out dormitories in the Fenway is undoubtedly desirable, but the benefits of that transition must be weighed against the impacts of the proposed project. Accordingly, two important facets of the project will require additional conversation and analysis: the scale of the building and the balance of net new beds vs. replacement beds.
- The city's policy remains that the most important way that universities can contribute to alleviating Boston's housing challenges is by creating housing for more of their students. This project does that, but comments reveal significant skepticism about the degree to which the creation of more housing alone will create a meaningful improvement in housing options in the surrounding neighborhoods, particularly Roxbury. Northeastern must be mindful of this skepticism and continue to engage with neighbors in order to ensure that the project is seen as part of a larger effort to mitigate the university's impact on the local housing market.
- Regardless of the outcome of the process stated above, Northeastern must continue to work with the BPDA and the Fenway neighborhood in particular to manage the transition of dormitory housing to be phased out in order to ensure that that housing can constitute a meaningful contribution to the neighborhood's and city's stock of housing for stable residents, with an appropriate level of affordability.
- The BPDA agrees that the hotel concept that has been discussed over the years as the default economic development option for the parcel in question is not the only or even the best possible way to contribute to economic development, neighborhood engagement, and community enrichment. However, significantly more detailed and creative proposals will need to be developed throughout the review process.
- Additional analysis will be necessary in order to more fully understand the implications of the likely cost of the new housing.

- Likewise, given concerns about the scale and location of new housing, additional analysis of the potential impacts of the project will be required.

Cost of Housing

The cost of student housing and the potential implications cannot be understood without additional context. The DPIR should present the anticipated costs of the proposed dormitory as well as other key data points, such as the prices at Lightview, and analyze their implications.

The aim is twofold: first, to demonstrate that the cost is not a deterrent to attracting students who otherwise would have lived in older housing in the Fenway or in off-campus rentals ; and second, to better explain any potential economic impacts on students who are already facing high costs of education. Northeastern should demonstrate its commitment to ensuring that students without the financial means to afford the full cost of a Northeastern education will continue to receive adequate financial support and on-campus housing options.

To this end, the analysis should present, at a minimum, the following anticipated cost of housing within the project compared to:

- The housing it would replace, as well as prices within the campus housing portfolio overall.
- Typical off-campus rental housing.
- Other student housing in Boston.

The analysis should normalize costs to the degree possible in order to account for the different lease terms (i.e. per month of academic calendar vs. a 12-month calendar lease), as well as the inclusion or not of utilities, food, and other elements.

The analysis should also present the market studies describing the current housing preferences of students and the non-monetary factors that impact student housing choices.

Location of Dormitory

Although the discussions with the Task Force around student housing in 2005 and 2006 included significant analysis of potential student housing locations in the center of campus, the process leading up to the 2013 Institutional Master Plan did not yield a clear preference for concentrating student housing in particular locations. Indeed, a review of the comments from that process shows that the emphasis was on the need to create student housing more quickly than would be possible if it were to be built on currently encumbered sites. Some commenters proposed the creation of significant student housing at the site currently occupied by the ISEC project and the soon-to-be-built EXP project, directly across the street from the proposed site.

Although the Parcel 18 site was not proposed as a student housing site, the other proposed sites are all on major public streets (Columbus Avenue, Ruggles Street, Huntington Avenue). The proposed location is consistent with the discussion around the Institutional Master Plan and the goals reflected therein.

However, this fact alone does not in any way detract from the validity of other concerns expressed about the dormitory, namely the scale and physical impact of the project, the number of net new beds to be created, and the need to fulfill the economic development obligation in a meaningful way in conjunction with the proposed use of the site for student housing.

Transportation

The proposed project sits at a key location in the city's transportation network: nearly adjacent to a major transit hub and at the confluence of two major multi-use trails (the Southwest Corridor and the South Bay/Harbor Trail). The proposed addition of a bicycle facility to Dudley Square and the proposed Roxbury-Fenway Connector highlight the importance of this site.

Although student housing does not generate automobile traffic or parking demand, it does generate demand for transportation infrastructure and services. This project will be expected to provide significant support for the proposed inter-trail connections, for improved bicycle and pedestrian infrastructure such as bike sharing, and for improvements to the role of this area as a gateway to Ruggles Station and a connection between Roxbury and the Fenway.

In light of our goals in Go Boston 2030 to reduce driving and encourage walking, biking and transit, we would expect Northeastern to propose a robust TDM program. Please refer to the attached list of TDM requirements and options (Appendix 2). Northeastern should strongly consider offering transit subsidies, among the other options.

To promote safe biking in the neighborhood, we would like to see Northeastern construct the Ruggles Street segment of the Roxbury to Fenway Connector, which is an off-road, family-friendly bike path from the Southwest Corridor to Parker Street, including the Parker Street intersection. This falls fully within a 1/4 mile radius of the project and will serve not only Northeastern students but also the greater Roxbury community.

Scale of Project

The scale of the proposed project is significant and should be analyzed based on urban design and environmental impact criteria. The BPDA is not aware of any significant student behavior impacts stemming from dormitories, even large dormitories such as International Village, with over 1,200 students. It is also unclear that creation of dormitories has a direct displacement impact on local residents or businesses.

Nevertheless, even if the project were to be deemed acceptable based on standard Article 80B review criteria, it is clear that Northeastern must find ways to address skepticism from residents about the impacts of a large dormitory, as well as ways to play a more active role in mitigating the housing impacts of the university. These could include:

- Reconsidering the ratio of net new to replacement beds so that the project both creates more net new beds and constitutes less of a geographic shift in residence locations of students.
- Committing to additional student housing projects on a definitive timeline, perhaps some of the disposition of Fenway dormitories deferred until an additional increment of new student housing is built. To this end, the IMP Amendment/DPIR should present the options for creating additional housing on the sites proposed in the IMP, as well as the Gainsborough Garage site.

- Leveraging housing linkage payments to support affordable housing in the surrounding areas, as was discussed as part of the 2013 Institutional Master Plan.
- Seeking creative ways to engage and assist the surrounding neighborhoods around issues of housing stability and affordability.

Economic Development Component

Given the long history of the expectation of an economic development project on Parcel 18, this is a critical component of what the proposed project will be expected to deliver, independent of any other community benefits and mitigation to be negotiated.

As part of this process, Northeastern should quantify the likely benefits of the hotel concept that was considered the likely economic development project for many years in terms of jobs, total salaries, career paths, and other measurable economic benefits that would have flowed to neighborhood residents. This will provide a benchmark for ensuring that the potential outcomes of a new concept (e.g., number of residents who gain assistance getting on a career path) are comparable or greater.

In addition, the IMP Amendment and DPIR should include an assessment of the impact of Northeastern generally and of the campus development in the vicinity of Parcel 18 specifically on local businesses. Both through the economic development component of this project and the IMP Amendment generally, the university should propose strategies that build on previous efforts to ensure that university expansion has a net positive impact on the Roxbury business community.

Transition Process for Fenway Dormitories

The BPDA agrees with commenters that the potential transformation of buildings that are part of the traditional fabric of the Fenway from student housing to neighborhood housing is a positive element of the proposal. However, in addition to the concerns raised about that entirety of that student housing stock being replaced in a single building in Roxbury, it is clear that the process for managing that transition will be critical. In addition to ongoing dialogue with the Fenway neighborhood, Northeastern must present a plan that covers key topics such as

ownership, affordability, and strategies to ensure that the housing serves a more stable population than the transient undergraduate population that should be housed primarily in dormitories.

SUBMISSION REQUIREMENTS

FOR THE

NORTHEASTERN UNIVERSITY IMP AMENDMENT

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

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

The Northeastern IMP Amendment should be documented in a report of appropriate dimensions and in presentation materials which support the review and discussion of the IMP Amendment at public meetings. Ten (10) hard copies of the full report should be submitted to the BPDA, in addition to an electronic version in .pdf format. Hard copies of the document should also be available for distribution to the Northeastern Task Force, community groups, and other interested parties in support of the public review process. The IMP Amendment should include a copy of this Scoping Determination as well as the following elements:

1. MISSION AND OBJECTIVES

- **Organizational Mission and Objectives.** Define Northeastern's institutional mission and objectives, and describe how the development contemplated or proposed in the IMP advances the stated mission and objectives.
- **Major Programs and Initiatives.** Update any major programs or initiatives that will drive physical planning in the future. Included in the description should be current and future trends that are impacting Northeastern and shaping program objectives, employment numbers, number of beds, etc. Provide any updates to Northeastern's current employee population, disaggregated by faculty/staff, full-time/part-time, Boston residents/non-residents, as well as projected employment over the term of the IMP.

2. EXISTING PROPERTY AND USES

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

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

3. PROPOSED FUTURE PROJECTS

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

- Site location and approximate building footprint.
- Uses (specifying the principal sub-uses of each land area, building, or structure, such as classroom, laboratory, parking facility).
- Square feet of gross floor area.
- Square feet of gross floor area eliminated from existing buildings through demolition of existing facilities.
- Floor area ratio.
- Building height in stories and feet, including mechanical penthouses.
- Parking areas or facilities to be provided in connection with Proposed Projects;
- Any applicable urban renewal plans, land disposition agreements, or the like.
- Current zoning of site.
- Total project cost estimates.
- Estimated development impact payments.

- Approximate timetable for development of proposed institutional projects, with the estimated month and year of construction start and construction completion for each.

Rationale for Proposed Project. Discuss the rationale for the program and location of proposed buildings in light of discussions on mission, facilities needs, and campus planning objectives. Discuss the rationale for the scale of the proposed buildings.

4. PLANNING FRAMEWORK

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

- **Existing Context.** Describe Northeastern's place in the broader context of adjacent land uses, and the surrounding neighborhoods. Reference any City policies or plans that shape the planning context for the area and for Northeastern.
- **Factors Driving Facilities Needs.** Provide any update since filing the previous IMP/Amendment of current facilities utilization rates and Northeastern's ability to accommodate patient number growth with existing facilities, by type of facility.
- **Campus Vision and Identity.** Describe any updates to Northeastern's vision of its desired physical identity and, in general terms, strategies for achieving that identity.
- **Overview of Urban Design Guidelines and Objectives.** Discuss any current or new urban design guidelines and objectives that have emerged and strategies for implementing them in conjunction with the Proposed Project or in the future.
- **Public Realm.** Discuss any updates to the existing public realm conditions (i.e. parks, plazas, streetscapes) in the vicinity of Northeastern facilities, regardless of ownership. Discuss key urban design and public realm goals and objectives proposed by Northeastern for the campus, with a focus on creating a high-quality interface between the campus and the surrounding neighborhoods and transit stations.
- **Pedestrian Circulation Goals and Guidelines.** Provide a statement of goals and guidelines for pedestrian circulation both within and through Northeastern's campus and in relation to the Proposed Project.

5. TRANSPORTATION AND PARKING MANAGEMENT / MITIGATION PLAN

The following submission requirements relate to the proposed IMP; the DPIR will be required to present more specific information on the transportation impacts of the Proposed Projects. In addition to the submissions detailed in this Scope, Northeastern should continue to work closely with the Boston Transportation Department (“BTD”) to outline an appropriate scope for studying and mitigating any transportation impact of the Proposed Projects.

- **Existing Conditions.** Provide any updates to Northeastern’s existing transportation and parking characteristics, including data on mode share for employees, parking spaces owned and operated by Northeastern, and policies regarding patient, visitor and employee parking, transportation demand management measures in place, etc.
- **Impact of New Project.** Discuss the impact of the Proposed Project on parking demand and supply.

6. ECONOMIC DEVELOPMENT

The IMP should address the following topics:

- **Employment and Workforce Development.** Provide any updates to existing and proposed programs to train and hire Boston residents for Northeastern jobs.

7. COMMUNITY BENEFITS PLAN

The IMP Amendment should describe any updates to Northeastern’s Community Benefits Plan since the approval of the previous IMP/Amendment and in relation to the Proposed Project.

8. ENVIRONMENTAL SUSTAINABILITY

The City of Boston expects a high level of commitment to principles of sustainable development from all developers and institutions. Northeastern’s Proposed Project provides exciting opportunities for innovation and excellence. Northeastern will be expected to work with the BPDA, the City of Boston Environment Department, and others to set and meet ambitious environmental sustainability goals in the design of the Proposed Project. The IMP Amendment should present as much information as possible on the topics below, with the understanding that not all of them may be

relevant at this current time. Additional topics related to sustainability are included in the DPIR Scope for the Proposed Project.

- **Existing Sustainability Measures.** Update if applicable Northeastern's existing sustainability measures at the building and campus-wide level, including but not limited to energy, stormwater, solid waste, transportation, and infrastructure and utilities. Explain the administrative structure for making decisions about and promoting innovation in the area of building a sustainable campus. Describe any formal goals or principles that Northeastern has adopted in the area of sustainability since the approval of the IMP.
- **Green Building.** New campus buildings should achieve a superior level of performance in the areas of materials and resources (recycled content, construction waste management, local/regional materials), energy (energy performance, renewable energy), water management (water efficiency, stormwater management, graywater and stormwater recycling, etc.), indoor environmental quality, and other standard performance areas of high-performance or "green" buildings. Whenever possible, buildings should achieve a high level of certification through LEED or another appropriate system.
- **Energy Use.** Future campus development should consider the impact of new buildings on the existing heating and cooling infrastructure. Reducing the current energy use of existing buildings should be addressed prior to expanding or building new power plants. Planning should consider the possible benefits of localized heating and cooling systems within a section of the campus or within an individual building, allowing for alternative energy sources to be easily explored.
- **Water Use.** Future campus development should incorporate water use, conservation, and rainwater harvesting strategies at a campus level. New construction allows opportunities for storage systems to be installed for use by the new and adjacent buildings. Collected water can be used for flushing, HVAC make-up water, and irrigation.
- **Stormwater Retention/Treatment/Reuse and Groundwater Recharge.** Northeastern' development should go beyond the minimum requirements related to stormwater runoff. In particular, the new developments proposed as part of this IMP should set a goal of reducing stormwater discharge from the sites into the storm sewers, not simply avoiding any additional runoff. This goal should be considered in conjunction with strategies for reuse of retained stormwater and strategies for groundwater recharge. Individual building design, site design, and street-level interventions should all maximize the opportunities for stormwater retention, treatment, and reuse, as well as groundwater recharge, through

innovative approaches. To the extent possible, the systems put in place should strive to work with the natural hydrology of the area.

- **Solid Waste.** Campus master planning should set the goal of reducing the level of solid waste generation in both the construction and operation of buildings.

9. OTHER

- **Public Notice.** Northeastern will be responsible for preparing and publishing in one or more newspapers of general circulation in the city of Boston a Public Notice of the submission of the IMP Amendment to the BPDA as required by Section 80A-2. This Notice shall be published within five (5) days after the receipt of the IMP Amendment by the BPDA. In accordance with Article 80, public comments on the IMP Amendment shall be transmitted to the BPDA within sixty (60) days of the publication of this notice. A sample form of the Public Notice is attached as Appendix 3. Following publication of the Public Notice, Northeastern shall submit to the BPDA a copy of the published Notice together with the date of publication.

SUBMISSION REQUIREMENTS
FOR
NORTHEASTERN UNIVERSITY
840 COLUMBUS AVENUE (“PROPOSED PROJECT”)
DRAFT PROJECT IMPACT REPORT

The Scope requests information required by the BPDA for its review of the Proposed Project in connection with the following:

1. Certification of Compliance and approval of the Proposed Projects pursuant to Article 80, Section 80B of the Code.
2. Certification of Consistency with the Northeastern Institutional Master Plan pursuant to Article 80, Section 80D-10 of the Code.

The requirements below apply to the Draft Project Impact Report (DPIR) for the Proposed Project.

Subsequent to the end of the sixty (60) day public comment period on the DPIR, the BPDA will issue a Preliminary Adequacy Determination (“PAD”) that indicates the additional steps necessary for Northeastern to satisfy the requirements of the Scoping Determination and all applicable sections of Article 80 of the Code. If the BPDA finds that the DPIR adequately describes the Proposed Project’s impacts and, if appropriate, proposes satisfactory measures to mitigate, limit or minimize such impacts, the PAD will announce such a determination and that the requirements for the filing and review of a Final Project Impact Report (“FPIR”) are waived pursuant to Section 80B-5.4(c)(iv) of the Code. Before reaching said findings, the BPDA shall hold a public hearing pursuant to Article 80 of the Code. Sections 80B-6 and 80D-10 require the Director of the BPDA to issue a Certification of Compliance and a Certification of Consistency, respectively, before the Commissioner of Inspectional Services can issue any building permit for the Proposed Projects.

The DPIR may be consolidated with the IMP Amendment. In addition to full-size scale drawings, ten (10) hard copies of the full bound report should be submitted to the BPDA, in addition to an electronic version in .pdf format. Hard copies of the document should be available for distribution to the Northeastern Task Force,

community groups, and other interested parties in support of the public review process. The report should contain all submission materials reduced to size 8-1/2"x11", except where otherwise specified, and should be printed on both sides of the page. A copy of this Scoping Determination must be included in the report submitted for review.

The DPIR should include the following elements.

1. GENERAL INFORMATION

- **Applicant/Proponent Information.** Pursuant to Article 80B, the DPIR should provide the following information:
 - Development Team
 - Names of developer(s), including description of development entity(ies), attorney, project consultants and architects.
 - Business address, telephone number, fax number and e-mail, where available, for each.
 - Designated contact for each.
 - Legal Information
 - Legal judgments or actions pending concerning the Proposed Project
 - History of tax arrears on property owned in Boston by Applicant.
 - Evidence of site control over project area, including current ownership and purchase options of all parcels in the Proposed Project, all restrictive covenants and contractual restrictions affecting the Proponent's right or ability to accomplish the Proposed Project, and the nature of the agreements for securing parcels not owned by the Applicant.
 - Nature and extent of any and all public easements into, through, or surrounding the site.
- **Disclosure of Beneficial Interests.** Disclosure of Beneficial Interests in the Proposed Projects must be provided pursuant to Section 80B-8 of the Boston Zoning Code.

- **Regulatory Controls and Permits.** The DPIR shall include an up-to-date listing of all anticipated permits or approvals required from other municipal, state or federal agencies, including a proposed application schedule. A statement on the applicability of the Massachusetts Environmental Policy Act (“MEPA”) should be provided. If the Proposed Project is subject to MEPA, all required documentation should be provided to the BPDA, including but not limited to, copies of the Environmental Notification Form, decisions of the Secretary of Environmental Affairs, and the proposed schedule for coordination with BPDA procedure.

2. PROJECT DESCRIPTION

- **Project Site.** The DPIR shall include a complete description of the Project Site including, at minimum, square footage of the sites, a map indicating the boundaries, a legal description including metes and bounds, existing site conditions, and the surrounding development context, i.e. a description of the surrounding environment including the height, other dimensions, use, and other relevant characteristics of existing nearby buildings, as well as an inventory of surrounding proposed projects. Only projects that have completed or are currently undergoing Article 80 review should be included and should be included as proposed in their filings at the Boston Planning & Development Agency. The Project Site, as defined in the DPIR, must be utilized for each Project Description and for any calculations or comparisons.
- **Project Description.** The DPIR shall contain a full description of the Proposed Project and any alternative(s) and their elements, including size, physical characteristics, FAR (utilizing the definition for calculation as provided for in the Boston Zoning Code), and proposed uses, including any uses planned or considered for all elements of the project during the summer months.

3. PROJECT ALTERNATIVES

The analyses as provided for in the Transportation Component, Environmental Protection Component, and Urban Design Component sections of this Scoping Determination, as well as any additional analysis specified by the BPDA, shall be required for the following alternatives:

- **Alternative 1.** No build as a means of measuring the baseline.
- **Alternative 2.** The Proposed Projects as set forth in PNF or as modified via formal notification to the BRA in advance of submission of the DPIR.

- **Alternative 3.** Any additional alternative or alternatives defined by the BPDA. As of the date of issuance of this Scope, the BPDA does not intend to require analysis of any alternative but the two described above; however, the BPDA reserves the right to extend the requirement of any and all elements of the analysis described herein to an additional alternative.

4. TRANSPORTATION COMPONENT

The DPIR shall include a detailed traffic and transportation analysis that examines the Proposed Project's impact on the transportation network and proposes measures intended to mitigate, limit, or minimize any adverse impact reasonably attributable to the Proposed Project. The scope of the analysis must utilize as its framework the Transportation Access Plan guidelines to be further defined in consultation with the Boston Transportation Department ("BTD"). Pursuant to Section 80B-3.1 of the Boston Zoning Code, this section of the DPIR should contain, at a minimum, the following elements. Additional questions and required submissions have been added to the baseline requirements of Article 80 based on concerns specific to the project and on comment letters. Not all items will apply to the Proposed Project. Please reach out to the Boston Transportation Department to discuss attached comment letter.

- **Traffic Management Element.** Northeastern shall work with BTD to identify applicable items of study:
 - Identify the Proposed Project's impact on the transportation network from expected travel volumes, vehicle trip generation, and directional distribution; the location of loading and unloading activities, including service and delivery; the Proposed Project's impact on the vehicular and circulation systems within the impact area, including the number and type of vehicles, pedestrians, and bicyclists, vehicle occupancy rates (VOR), and the Proposed Project's impact on road corridors and intersection capacities, including Levels of Service and intersection delays from 6:00 a.m. to 8:00 p.m. and for any other times of day that significant activity is anticipated in the Proposed Projects.
 - Inventory, map, and discuss on- and off-street loading, provide estimates of the level of loading and delivery activity, and describe in detail any special loading policies and procedures to be implemented.
 - Identify mitigation procedures that are intended to mitigate, limit, or minimize the number of vehicle trips generated by the development, and the Proposed Project's interference with the safe and orderly operation of the transportation

network; such measures may include an on-site traffic circulation plan, flexible employee work hours, dissemination of transit information, changes in traffic patterns, and full or partial subsidies for public mass transit.

- The DPIR shall describe Transportation Demand Management ("TDM") measures that are being considered for the Proposed Project.
- Review provisions for service and emergency vehicle access to the proposed dormitory building.

- **Parking Management Element.** Northeastern shall work with BTM to:
 - Identify the location of proposed drop-off/pick-up, short-term parking, loading, and queuing for both autos and trucks. If no queuing area is available for trucks, identify steps to be taken to avoid negative impacts, referencing the projected frequency of delivery activity and any operational procedures to ensure that deliveries are adequately timed and spaced out.
 - Identify the demand created by the Proposed Project for tenant, commuter, and short- and long-term visitor parking; non-tenant and other parking needs within the Impact Area; and evening and weekend parking needs
 - Include operational policies and strategies for the Proposed Project that address the location, cost, and number of public, private, high-occupancy vehicle, and special-needs parking demand; short-term and long-term space availability; pricing structure of parking rates; location and type of off-site parking; and methods of transporting people to the site from off-site parking;
 - Document parking impacts of the Proposed Project. Describe alternative off-street parking locations for displaced parkers as necessary.

- **Article 80 Construction Management Element.** The Construction Management Element shall, at a minimum:
 - Identify the impact from the timing and routes of truck movement and construction deliveries for the Proposed Project; proposed street closings; and the need for employee parking.
 - Identify, and provide a plan for implementing, mitigation measures that are intended to mitigate, limit, or minimize, to the extent economically feasible, the construction impact of the Proposed Project by limiting the number of construction vehicle trips generated by the Proposed Project, the demand for construction-related parking (both on-site and off-site), and the interference of building construction with the safe and orderly operation of the Transportation Network, such measures to include the use of alternative

modes of transport for employees and materials to and from the site; appropriate construction equipment, including use of a climbing crane; staggered hours for vehicular movement; traffic controllers to facilitate equipment and trucks entering and exiting the site; covered pedestrian walkways; alternative construction networks and construction planning; and restrictions of vehicular movement

- Designate a liaison between the Proposed Project, public agencies, and the surrounding residential and business communities.

- **Pedestrian Analysis.** Address the adequacy of sidewalks and other pedestrian infrastructure in the area of the Proposed Project and potential safety issues at pedestrian crossings. Propose improvements to facilitate pedestrian circulation to and around the Proposed Project and ways that development can improve the overall pedestrian circulation system of the campus.
- **Mitigation.** Identify measures to mitigate any transportation impacts identified in the preceding sections.

5. ENVIRONMENTAL PROTECTION COMPONENT

The DPIR shall contain an Environmental Protection Component as outlined below. Opportunities for sustainable design, as well as other issues, are described in the written comments from public agencies. These comments are included in Appendix 2 and are incorporated herein by reference and made a part hereof. The analyses as provided for in the Environmental Protection Component section of this Scoping Determination shall be required for each of the alternatives.

- **Wind.** A quantitative wind tunnel analysis of the potential pedestrian level wind impacts shall be required for the DPIR. This analysis shall determine potential pedestrian level winds adjacent to and in the vicinity of the project site and shall identify the projected annual wind speeds for each season at each location. Expected wind levels should be reported using the amended Melbourne scale. The DPIR shall identify any areas where wind velocities are expected to exceed acceptable levels, including the BRA's guideline of an effective gust velocity of 31 mph not to be exceeded more than 1% of the time.

Particular attention shall be given to areas of pedestrian use, including, but not limited to, the entrances to the proposed buildings and existing buildings in the vicinity of the Proposed Project, the sidewalks and walkways within and adjacent to the Proposed Project's development and in the vicinity of the proposed

development. Specific locations to be evaluated shall be determined in consultation with the BRA and the City of Boston Environment Department.

For areas where wind speeds are projected to exceed acceptable levels, measures to reduce wind speeds and to mitigate potential adverse impact shall be identified and tested in the wind tunnel to quantify the expected benefit. Should the qualitative analysis indicate the possibility of excessive or unacceptable pedestrian level wind speeds, additional study may be required.

The wind tunnel testing shall be conducted in accordance with the following guidelines and criteria:

- Data shall be presented for both the existing (no-build) and for the future build scenario(s) (see above).
- The analysis shall include the mean velocity exceeded 1% of the time and the effective gust velocity exceeded 1% of the time. The effective gust velocity shall be computed as the hourly average velocity plus $1.5 \times$ root mean square variation about the average. An alternative velocity analysis (e.g., equivalent average) may be presented with the approval of the Authority.
- Wind direction shall include the sixteen compass points. Data shall include the percent or probability of occurrence from each direction on seasonal and annual bases.
- Results of the wind tunnel testing shall be presented in miles per hour (mph).
- Velocities shall be measured at a scale equivalent to an average height of 4.5-5 feet.
- The model scale shall be such that it matches the simulated earth's boundary and shall include all buildings within at least 1,600 feet of the project site. All buildings taller than 25 stories and within 2,400 feet of the project site should be placed at the appropriate location upstream of the project site during the test. The model shall include all buildings recently completed, under construction, and planned within 1,500-2,000 feet of the project site. Prior to testing, the model shall be reviewed by the Authority. Photographs of the area model shall be included in the written report.
- The written report shall include an analysis which compares mean and effective gust velocities on annual and seasonal bases, for no-build and build conditions, and shall provide a descriptive analysis of the wind environment and impacts for each sensor point, including such items as the source of the winds, direction, seasonal variations, etc., as applicable. The report shall also include an analysis of the suitability of the locations for various activities (e.g.,

walking, sitting, standing, driving etc.) as appropriate, in accordance with Melbourne comfort categories.

- The report also shall include a description of the testing methodology and the model, and a description of the procedure used to calculate the wind velocities (including data reduction and wind climate data). Detailed technical information and data may be included in a technical appendix but should be summarized in the main report.
- The pedestrian level wind impact analysis report shall include, at a minimum, the following maps and tables:
 - Maps indicating the location of the wind impact sensors, for the existing (no-build) condition and future build scenario(s).
 - Maps indicating mean and effective gust wind speeds at each sensor location, for the existing (no-build) condition and each future build scenario, on an annual basis and seasonally. Dangerous and unacceptable locations shall be highlighted.
 - Maps indicating the suitability of each sensor location for various pedestrian-related activities (comfort categories), for the existing (no-build) condition and each future build scenario, on an annual basis and seasonally. To facilitate comparison, comfort categories may be distinguished through color coding or other appropriate means. In any case, dangerous and unacceptable conditions shall be highlighted.
 - Tables indicating mean and effective gust wind speeds and the comfort category at each sensor location, for the existing (no build) condition and for each future build scenario, on an annual basis and seasonally.
 - Tables indicating the percentage of wind from each of the sixteen compass points at each sensor location, for the existing (no-build) condition and for each future build scenario, on an annual basis and seasonally.
 - All maps should include a north arrow and be oriented and of the same scale as shadow diagrams.
- **Shadow.** A shadow analysis shall be required for existing and build conditions for the hours 9:00 a.m., 12:00 noon, and 3:00 p.m. for the vernal equinox, summer solstice, autumnal equinox, and winter solstice and for 6:00 p.m. during the summer and autumn. This analysis should use the same metrics as applied by Mass. DEP for Chapter 91 shadow analyses and include documentation of net new shadows lasting more than one hour. It should be noted that due to time differences (daylight savings vs. standard), the autumnal equinox shadows would

not be the same as the vernal equinox shadows and therefore separate shadow studies are required for the vernal and autumnal equinoxes. Shadows shall be determined using the Boston Altitude and Azimuth data (Sun Altitude/Azimuth Table, Boston, Massachusetts).

The shadow impact analysis must include net new shadow as well as existing shadow. Diagrams must clearly show the incremental impact of the proposed new buildings. For purposes of clarity, new shadow should be shown in a dark, contrasting tone distinguishable from existing shadow. The shadow impact study area shall include, at a minimum, the entire area to be encompassed by the maximum shadow expected to be produced by the Proposed Project (i.e., at the winter solstice). The build condition shall include all buildings under construction and any proposed buildings anticipated to be completed prior to completion of the Proposed Project. Shadow from all existing buildings within the shadow impact study area shall be shown. A North arrow shall be provided on all figures and street names, doorways, bus stops, open space and areas where pedestrians are likely to congregate (in front of historic resources or other tourist destinations, for example) should be identified.

Particular attention shall be given to areas of pedestrian use, including, but not limited to, the entrances to the project buildings and existing buildings in the vicinity of the Proposed Project, the sidewalks and walkways within and adjacent to the Proposed Project development.

The DPIR should propose mitigation measures to minimize or avoid any adverse shadow impact.

- **Combined Wind and Shadow Impacts.** Figures depicting no-build and build wind monitoring locations should be of an orientation and scale consistent with that used for shadow diagrams so that the cumulative effect of wind and shadow can be determined.
- **Daylight.** A daylight analysis for both build and no-build conditions shall be conducted by measuring the percentage of skydome that is obstructed by the Proposed Project and evaluating the net change in obstruction. The study should treat two elements as controls for data comparisons: existing conditions and context examples. Daylight analyses should be taken for each major building facade fronting these essentially public ways or open spaces. The midpoint of each public accessway or roadway should be taken as the study point. The BRADA program must be used for this analysis.

- **Solar Glare.** Please refer to the BRA's Environmental Review comment letter.
- **Air Quality.** Please refer to the BRA's Environmental Review Comment letter.
- **Solid and Hazardous Wastes.** The presence of any contaminated soil or groundwater and any underground storage tanks at the project site shall be evaluated and remediation measures to ensure their safe removal and disposal shall be described. Any assessment of site conditions pursuant to the requirements of M.G.L. Chapter 21E that has been or will be prepared for the site shall be included in the DPIR (reports may be included in an appendix but shall be summarized in detail, with appropriate tables and figures, within the main text). Materials in the building to be demolished should be characterized and measures to mitigate impacts during demolition should be identified.

The DPIR shall quantify and describe the generation, storage, and disposal of all solid wastes from the construction and operation of the Proposed Projects. The DPIR shall identify the specific nature of any hazardous wastes that may be generated and their quantities and shall describe the management and disposal of these wastes. In addition, measures to promote the reduction of waste generation and recycling, particularly for paper, glass, plastics, metals, and other recyclable products, and compliance with the City's recycling program, shall be described in the DPIR.

- **Noise.** The DPIR shall establish the existing noise levels at the project site and vicinity based upon a noise-monitoring program and shall calculate future noise levels after project completion based on appropriate modeling and shall demonstrate compliance with the Design Noise Levels established by the U.S. Department of Housing and Urban Development for residential and other sensitive receptors and with all other applicable Federal, State, and City of Boston noise criteria and regulations. Any required mitigation measures to minimize adverse noise impacts shall be described.

An analysis of the potential noise impacts from the project's mechanical and exhaust systems, including emergency generators, and compliance with applicable regulations of the City of Boston shall be required. A description of the project's mechanical and exhaust systems and their location shall be included. Measures to minimize and eliminate adverse noise impacts on nearby sensitive receptors, including the project itself, from mechanical systems and traffic shall be described.

The DPIR should identify the potential for adverse noise impacts stemming from building activities and occupants, referencing any noise impacts from Northeastern's other buildings and any relevant similarities or differences between those facilities and the Proposed Project, e.g. operable windows.

- **Nighttime Lighting.** The DPIR should explain, in text or graphics as appropriate:
 - The type of exterior lighting to be used on each façade or other portion of the building and the elements of the design that mitigate nighttime lighting impacts of the building on surrounding areas.
 - The DPIR should specify the type of interior lighting (i.e. fluorescent vs. incandescent, recessed or not) to be used in each portion of the building and, in the case of the common areas and non-residential portions of the program, the hours that the lighting will be on. The DPIR should also discuss the measures being taken to minimize the impact of interior lighting on the surrounding areas.
- **Stormwater Management/Water Quality.** Stormwater management requirements and suggestions are included in the section on environmental sustainability below.
- **Flood Hazards/Wetlands.** Describe any affected flood hazard zones or wetlands and proposed actions.
- **Tidelands/Chapter 91.** Demonstrate that the Project is in compliance with Massachusetts' Chapter 91 Tidelands Program.
- **Geotechnical Impact/Groundwater.** A description and evaluation analysis of existing sub-soil conditions at the project site, groundwater levels, potential for ground movement and settlement during excavation and foundation construction, and potential impact on adjacent buildings, utility lines, and the roadways shall be required. This analysis shall also include a description of the foundation construction methodology, the amount and method of excavation, and measures to prevent any adverse effects on adjacent buildings, utility lines, and roadways. Measures to ensure that groundwater levels will be maintained and will not be lowered during or after construction also shall be described. In addition, the geotechnical analysis shall evaluate the earthquake potential in the project area and shall describe measures to be implemented to mitigate any adverse impacts from an earthquake event.
- **Construction Impacts.** A construction impact analysis shall include a description and evaluation of the following:

- Measures to protect the public safety.
- Potential dust and pollutant emissions and mitigation measures to control these emissions.
- Potential noise generation and mitigation measures to minimize increase in noise levels.
- Location of construction staging areas and construction worker parking; measures to encourage carpooling and/or public transportation use by construction workers.
- Construction schedule, including hours of construction activity.
- Access routes for construction trucks and anticipated volume of construction truck traffic.
- Construction methodology (including foundation construction), amount and method of excavation required, disposal of the excavate, description of foundation support, maintenance of groundwater levels, and measures to prevent any adverse effects or damage to adjacent structures and infrastructure.
- Method of demolition of the existing building on the project site and disposal of the demolition debris.
- Potential for the recycling of construction and demolition debris, including asphalt from the existing parking lots.
- Measures to make construction fencing as attractive as possible to ensure the visual character of the streetscape.
- Identification of best management practices to control erosion and to prevent the discharge of sediments and contaminated groundwater or stormwater runoff into the City's drainage system during the construction period.
- Impact of project construction on rodent populations and description of the proposed rodent control program, including frequency of application and compliance with applicable City and State regulatory requirements.

6. URBAN DESIGN COMPONENT

Northeastern will be expected to undertake design review on the Proposed Project in accordance with standard BPDA procedure. In addition to the BPDA's Urban Design Department, the Boston Civic Design Commission (BCDC) will review the Proposed Project. The DPIR should also respond to the following elements.

- **Signage and Lighting.** Northeastern will be required to perform design review with the BPDA Urban Design Department on any current and future plans for signage and lighting.

- **Views.** The DPIR shall present views of the Proposed Project from locations to be determined through consultation with the BPDA's Urban Design Department.
- **Relationship to Surrounding Context.** The DPIR should describe the design of the Proposed Project in relationship to the surrounding urban context, including adjacent buildings, streets, and plazas.
- **Design Submission Requirements.** The following urban design materials for each Proposed Project schematic design must be submitted for the DPIR. Materials must be at the required scale and in a printed form that is reproducible, as well as in electronic file form:
 - A written description of program elements and space allocation for each element.
 - Black and white 8"x10" photographs of the site and neighborhood.
 - Plans and sections for the area surrounding the project at an appropriate scale (1"=100' or larger) showing relationships of the Proposed Project to the surrounding area and district regarding massing, building height, open space, major topographic features, pedestrian and vehicular circulation, and land use.
 - Sketches and diagrams of alternative proposals to clarify design issues and massing options.
 - Eye-level perspectives showing the proposal in the context of the surrounding area; views should display a particular emphasis, on important viewing areas such as key intersections, accessways, or public parks/attractions. Long-ranged (distanced) views of the Proposed Project must also be studied to assess the impact on the skyline or other view lines. At least one bird's-eye perspective should also be included. All perspectives should show (in separate comparative sketches) both the build and no-build conditions. The BPDA must approve the view locations before analysis is begun. View studies should be cognizant of light and shadow, massing and bulk.
 - Aerial views of the project in perspective or isometric form.
 - A site plan at 1" = 16' or larger showing:
 - Relationships of proposed and existing adjacent buildings and open spaces.
 - Open spaces defined by buildings on adjacent parcels and across streets.
 - Location of pedestrian ways, driveways, parking, service areas, streets, and major landscape features.

- Accessible pedestrian, vehicular, and service access and flow through the parcel and to adjacent areas.
 - Phasing possibilities clearly indicating the scheme for completing the improvements.
 - Construction limits.
- Site sections at 1"=16' or larger showing relationships to adjacent buildings and spaces.
 - A massing model at 1"=40' showing all buildings in the area and a study model at 1"=16' showing facade design.
 - Drawings at an appropriate scale (e.g., 1"=8') describing architectural massing, facade design, and proposed materials including:
 - Site plans before and after construction.
 - Elevations in the context of the surrounding area.
 - Sections showing organization of functions and spaces.
 - Building plans showing ground floor and typical upper floor.
 - A site survey at 1"=40' showing nearby structures, utilities and bench marks.
 - A written and/or graphic description of the building materials and its texture, color, and general fenestration patterns is required for the proposed development.
 - Electronic files describing the site and Proposed Project at Representation Levels one and two ("Streetscape" and "Massing") as described in the document Boston "Smart Model": CAD & 3D Model Standard Guidelines.
 - The schedule for submittal of Design Development materials.

7. ENVIRONMENTAL SUSTAINABILITY

In addition to the overall campus-wide approach to sustainability discussion in the IMP, new development of the size and complexity of the Proposed Project present opportunities for sustainable design and construction to prevent damage to the environment, consistent with the goals of Executive Order 385 and recent initiatives of the Mayor and the BPDA. Opportunities for sustainable design are described below and are incorporated herein by reference and made a part hereof. Not all the topics below need be addressed in the DPIR; rather, some of them constitute suggestions that can be discussed through the design process in conjunction with the BPDA and the Environment Department.

- **Building Orientation, Envelope, and Façade Design.** Reduce thermal loads entering the building as much as possible. Consider the building orientation, envelope, and design carefully, including glazing selection, window and door shading, wall construction, roof color, and building shape. Make use of thermal mass to absorb heat and shift peak heating to off-peak hours. Building massing and façade treatment should respond to microclimate conditions and enhance appropriate solar control. The DPIR should describe any simulation designed to quantify the effects of these design choices.
- **Energy.** Energy conservation strategies should be explored at an early stage in the design and should include such approaches as taking advantage of natural day lighting, passive solar gain, passive cooling and ventilation which tie into HVAC systems, use of alternative energy strategies (including making the building design adaptable for the future inclusion of innovative energy and environmental technologies as they develop over time), in addition to properly sized efficient heating and ventilating systems, with heat recovery and other conservation strategies. Siting, orientation and massing of building should optimize passive strategies for light and energy management and design for natural and displacement ventilation. Building design should specify energy efficient HVAC and lighting systems, appliances, and other equipment, and solar preheating of makeup air. Early quantification and cost-benefit analysis through iterative energy simulation is helpful and would provide feedback on size of systems and envelope design early enough to impact those decisions.
- **Water Management.** Sustainable water management practices should be considered early in the site and building design process, and the process should explore integrated approaches to stormwater retention, treatment, and reuse, building and landscape water needs, and groundwater recharge. To the extent possible, the systems put in place should strive to work with the natural hydrology of the area, and the building should incorporate additional opportunities to conserve water beyond water-saving technologies required by law.

Possibilities for using graywater for functions that are conventionally served by potable water should be explored. Stormwater captured from impervious areas or from roofs and hardscapes can be used for non-potable water uses.

The DPIR shall contain an evaluation of the project site's existing and future stormwater drainage and stormwater management practices. The DPIR shall illustrate existing and future drainage patterns from the project site and shall describe and quantify existing and future stormwater runoff from the site and

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

8. HISTORIC RESOURCES COMPONENT

The DPIR should summarize any historic resources that will be affected by the Proposed Project, the position of public agencies on those resources (including any necessary regulatory process), and present a plan to minimize the adverse impact of the Proposed Project.

9. INFRASTRUCTURE SYSTEMS COMPONENT

The DPIR must include an infrastructure impact analysis.

The discussion of the Proposed Project's impacts on infrastructure systems should be organized system-by-system as suggested below. The DPIR must include an evaluation of the Proposed Projects' impact on the capacity and adequacy of existing water, sewerage, energy (including gas and steam), and electrical communications (including telephone, fire alarm, computer, cable, etc.) utility systems, and the need reasonably attributable to the Proposed Projects for additional systems or facilities. Thorough consultation with the planners and engineers of the utilities will be required, and should be referenced in the Infrastructure Component section.

Any system upgrading or connection requiring a significant public or utility investment, creating a significant disruption in vehicular or pedestrian circulation, or affecting any public or neighborhood park or streetscape improvements, constitutes an impact which must be mitigated.

- **Water and Sewer.** Provide the following information on the Proposed Project's impacts on water and sewer infrastructure and on water quality. As appropriate,

this information can be integrated with the sustainability sections of the IMP and the DPIR.

- Estimated water consumption and sewage generation from the Proposed Project and the basis for each estimate. Include separate calculations for air conditioning system make-up water.
 - Description of the capacity and adequacy of water, sewer, and storm drain systems and an evaluation of the impacts of the Proposed Project on those systems.
 - Description of the Proposed Project's impacts on the water quality of Boston Harbor or other water bodies that could be affected by the project, if applicable.
 - Description of mitigation measures to reduce or eliminate impacts on water quality.
 - Description of impact of on-site storm drainage on water quality; if this is described more fully in another section, reference that analysis here.
 - Detail methods of protection proposed for infrastructure conduits and other artifacts, including BSWC sewer lines and water mains, during construction.
 - Detail the energy source of the interior space heating; how obtained, and, if applicable, plans for reuse of condensate.
 - Identification of measures to conserve resources, including any provisions for water recycling.
- **Energy Systems.** The DPIR should discuss the Proposed Project's approach to energy systems and conservation. As appropriate, this information can be integrated with the sustainability sections of the IMP Amendment and the DPIR. The discussion should include at a minimum the following:
 - Description of all energy (heat, electrical, cooling, etc.) requirements of the project and evaluation of the Proposed Project's impacts on resources and supply.
 - Description of measures to conserve energy usage and consideration of the feasibility of including solar energy provisions or other on-site energy provisions.
- **Other Systems.** The DPIR should also discuss emergency systems, gas, steam, optic fiber, cable, and any other systems impacted by the Proposed Project. The location of transformer and other vaults required for electrical distribution or ventilation must be chosen to minimize disruption to pedestrian paths and public

improvements both when operating normally and when being serviced, and must be described.

10. OTHER

- **Public Notice.** Northeastern will be responsible for preparing and publishing in one or more newspapers of general circulation in the city of Boston a Public Notice of the submission of the DPIR to the BRA as required by Section 80A-2. This Notice shall be published within five (5) days after the receipt of the DPIR by the BRA. In accordance with Article 80, public comments on the DPIR shall be transmitted to the BRA within sixty (60) days of the publication of this notice. A sample form of the Public Notice is attached as Appendix 3. Following publication of the Public Notice, Northeastern shall submit to the BRA a copy of the published Notice together with the date of publication.

APPENDIX 1
BPDA STAFF COMMENTS

MEMORANDUM

TO: Edward Carmody, Institutional Planner & Project Manager
FROM: BPDA Planning Department
DATE: January 15, 2020
SUBJECT: Northeastern University
840 Columbus Avenue
Institutional Master Plan Notification Form
Project Notification Form

SCOPING DETERMINATION

Northeastern University (NEU) with American Campus Communities, Inc. (ACC) filed an Institutional Master Plan Notification Form (IMPNF) and Project Notification Form (PNF) for a new academic and residential building on November 12, 2019. The site of the proposed project is currently a surface parking lot adjacent to the Renaissance Park building also bounded by Columbus Avenue, Melnea Cass Boulevard and Tremont Street.

Boston Planning and Development Agency (BPDA) staff have had several meetings with the proponent and look forward to continuing this dialogue as the project continues to develop. Comments are offered on the IMPNF and PNF to inform the Draft Project Impact Report (DPIR).

Planning

The proposed development's height and massing contribute to the perception that Northeastern is towering over neighboring Roxbury. Moreover, in its current form, the proposed building is perceived by some as a wall between Roxbury and Northeastern's campus. Given these perceptions, the building's ground floor and public-facing functions are all the more important. More concrete thought should be put into the pedestrian experience and path of travel, both coming from Roxbury and the main academic campus, and further filings should describe and show how the street-level uses of the building will engage members of the Roxbury community to counteract the imposing height and massing. This engagement at the pedestrian scale is vital in making the case for an enhanced public experience along Melnea Cass Boulevard and Tremont Street, especially. In order to better understand the relationship between the proposed development and Roxbury, the following materials must be submitted for the DPIR:

- Written description of the community members and groups that Northeastern has engaged with regarding the proposed development and their feedback, concerns and recommendations, as well as how Northeastern plans to address, or not address, these concerns.

- Written description as to how the proposed development will expand upon Northeastern's community benefits package and how Northeastern plans to continue to build positive relations with the Roxbury community.
- Detailed plan of how the site interacts with abutting Roxbury and perspectives that highlight the view corridors from the Roxbury neighborhood.
- Perspectives that incorporate future development plans for Crescent Parcel and Whittier Housing to portray the relationship between these future developments (see PLAN: Nubian Square for potential massing of Crescent Parcel).

Urban Design

The bulk of these comments address the 840 Columbus Avenue project, but there is mention of a 450-452 Huntington Avenue activation project in the IMPNF. Temporary and creative activation of this space in the proposed 1-story volume sound like an exciting addition to the Northeastern University campus and BPDA staff looks forward to working with NEU on the project and to seeing the long term planning for this impactful site as it relates to the Burstein Rubenstein project.

The area of Roxbury where the 840 Columbus Avenue project is proposed is undergoing change, which to this point is largely driven by development by Northeastern University. Based on planning for the area, we also anticipate taller buildings at the Crescent Parcel and P3 parcel filling in the other side of Tremont Street. The Roxbury Strategic Master Plan suggests that this location is appropriate for high-density development with lively, pedestrian friendly uses on the ground floor. The location is strategically close to the Ruggles MBTA subway station and bus hub. As this and other NEU projects continue to develop along Columbus Avenue and Tremont Street the importance of street level activation will continue to be important.

The proposal is significantly taller than other buildings in the area, while height is not on its own always problematic, the building is fitting a large amount of program onto its site. Of particular concern is the relationship of the building to the public realm. More detail should be provided on the proposed relationship of the building to the sidewalk, the design of the sidewalk (conforming to *Complete Streets Guidelines* and coordinated with the City of Boston's Melnea Cass Boulevard project). Activation of the base of the building is encouraged with at least public facing programs, if not actual public access. Flexibility in the layout is encouraged to allow for possible changes when the other side of Tremont Street is developed.

- Provide detailed sections of the base of the building on all sides.
- Is there the opportunity to increase density at the interior of the site and thereby reduce overhangs?
- Provide details on the anticipated experiential quality of these spaces--what

- kind of environment is being provided at this major intersection?
- Is there sufficient space for the volume of people who might reasonably be expected to pass through these sidewalks?
 - Provide drawings of the proposed design of Columbus Avenue between the proposed project and the Renaissance Park Garage all the way to Ruggles Station. How can the pedestrian experience along this increasingly important stretch be improved? Is there a way to minimize the proposed loading dock entry?

We reserve the right to add additional comments and concerns during the course of combined BPDA and Boston Civic Design Commission review, which may affect the responses detailed in DPIR. The following standard and specific urban design materials for the Proposed Project's schematic design must be submitted for the DPIR:

- Written description of program elements and space allocation for each element.
- Detailed site plan with topography, circulation both pedestrian and vehicular, existing and proposed buildings, and all open space.
- Detailed landscape plan, illustrating existing and proposed trees, (including planned tree removals), and topography. Note the caliper of trees to be removed and provide a plan for increasing tree canopy on the site.
- Elevations, sections and 3D views illustrating the relationships of the proposed structures to the neighborhood on all sides. Site sections should extend across adjacent streets through at least the next block of buildings.
- Project phasing diagrams
- Integrate systems like photovoltaic systems into the renderings.
- Eye-level perspectives showing the proposal from outside the campus including views from the neighborhood including:
 - The intersection of Shawmut Avenue and Melnea Cass Boulevard.
 - Tremont Street and Hammond Street.
 - Tremont Street and Prentiss Street
 - Columbus Avenue and Camden Street.
 - Show visibility from a far distance, what are the furthest points in Boston that the building is visible from.
 - Other/alternate viewpoints.

MEMORANDUM

TO: Gerald Autler, Project Manager
FROM: John (Tad) Read, Senior Deputy Director for Transportation & Infrastructure Planning
Manuel Esquivel, Senior Infrastructure & Energy Planning Fellow
Ryan Walker, Smart Utilities Program - Associate
DATE: December 20, 2019
SUBJECT: 840 Columbus Avenue - **Smart Utilities Comments – PNF**

Comments and request for additional information:

Below are our comments and requests for additional information. Please send any diagrams to manuel.esquivel@boston.gov.

- **Green Infrastructure:**
 - We are looking for a diagram indicating where Green Infrastructure will be located and indicate the capacity associated with each installation. (See Checklist Part 4)
- **Smart Street Lights:**
 - If street lights will be or are currently installed on the project site, a Smart Street Lights diagram should be submitted indicating the following (See Checklist Parts 6 and 7):
 - The main electricity loop that will power the lights and where the connection between this loop and the electricity in the right of way will occur.
 - "Shadow" conduits running next to the main electricity loop, with capacity for the additional electricity and fiber to comply with Smart Streetlight capability; and hand holes for access to these conduits.
 - Where these conduits would connect in the future to electricity and fiber in the right of way.
- **Utility Site Plan:**
 - To assist in strategic infrastructure planning, Smart Utilities is looking at proposed utility connections early in the planning process and coordinating with City agencies to identify potential conflicts before plans evolve too far. To enable this, please provide a diagram indicating where proposed utility infrastructure laterals will be located, showing how utilities will be extended into each building from the right of way. This includes: water, sewer, drainage, electric, gas and telecom. (See Checklist Part 7)

If you have any questions regarding these comments or would like to arrange a meeting to discuss the policy please feel free to contact Manuel Esquivel.

Context:

On June 14, 2018 the BPDA Board adopted the [Smart Utilities Policy for Article 80 Development Review](#). The policy (attached) calls for the incorporation of five (5) Smart Utility Technologies (SUTs) into new Article 80 developments. Table 1 describes these five (5) SUTs. Table 2 summarizes the key provisions and requirements of the policy, including the development project size thresholds that would trigger the incorporation of each SUT.

In general, conversations about and review of the incorporation of the applicable SUTs into new Article 80 developments will be carried out by the BPDA and City staff during every stage (as applicable) of the review and permitting process, including a) prefile stage; b) initial filing; c) Article 80 development review prior to BPDA Board approval; d) prior to filing an application for a Building Permit; and e) prior to filing an application for a Certificate of Occupancy.

In conjunction with the SUTs contemplated in the *Smart Utilities Policy*, the BPDA and City staff will review the installation of SUTs and related infrastructure in right-of-ways in accordance with the *Smart Utility Standards* (“SUS”). The SUS set forth guidelines for planning and integration of SUTs with existing utility infrastructure in existing or new streets, including cross-section, lateral, and intersection diagrams. The *Smart Utility Standards* are intended to serve as guidelines for developers, architects, engineers, and utility providers for planning, designing, and locating utilities.

In order to facilitate the review of integration of the SUTs and the SUS, the BPDA and the Smart Utilities Steering Committee has put together a *Smart Utilities Checklist* that can be filled out and updated during the review process. Please fill out the parts of the *Checklist* that apply to your project. Make sure to review this *template* first, before submitting the *Smart Utilities Checklist*.

After submission, you will receive:

1. A confirmation email with a PDF of your completed checklist. Please include a copy of this document with your next filing with the BPDA.
2. A separate email with a link to update your initial submission. Please use ONLY this link for updating the Checklist associated with a specific project.

Note: Any documents submitted via email to Manuel.Esquivel@Boston.gov will not be attached to the PDF form generated after submission, but are available upon request.

The *Smart Utilities Policy for Article 80 Development Review*, the *Smart Utility Standards*, the *Smart Utilities Checklist*, and further information regarding the *Boston Smart Utilities Vision* project are available on the project’s website: <http://www.bostonplans.org/smart-utilities>.

Manuel Esquivel, BPDA Senior Infrastructure and Energy Planning Fellow, will soon follow up to schedule a meeting with the proponent to discuss the *Smart Utilities Policy*. For any questions, you can contact Manuel Esquivel at manuel.esquivel@boston.gov or 617.918.4382.

Table 1 - Summary description of 5 Smart Utility Technologies (SUTs) included in the *Smart Utilities Policy for Article 80 Development Review*

Smart Utility Technology (SUTs)	Summary Description
District Energy Microgrid	Energy system for clusters of buildings. Produces electricity on development site and uses excess “heat” to serve heating/cooling needs. By combining these two energy loads, the energy efficiency of fuel consumed is increased. The system normally operates connected to main electric utility grid, but can disconnect (“island”) during power outages and continue providing electric/heating/cooling needs to end-users.
Green Infrastructure	Infrastructure that allows rainwater to percolate into the ground. Can prevent storm runoff and excessive diversion of stormwater into the water and sewer system.
Adaptive Signal Technology	Smart traffic signals and sensors that communicate with each other to make multimodal travel safer and more efficient.
Smart Street Lights	Traditional light poles that are equipped with smart sensors, wifi, cameras, etc. for health, equity, safety, traffic management, and other benefits.
Telecom Utilidor	An underground duct bank used to consolidate the wires and fiber optics installed for cable, internet, and other telecom services. Access to the duct bank is available through manholes. Significantly reduces the need for street openings to install telecom services.

Table 2 - Summary of size threshold and other specifications for the 5 SUTs advanced in the Smart Utilities Policy for Article 80 Development Review (Note: This table is only for informational purposes. Please refer to the complete Smart Utilities Policy for Article 80 Development Review to review the details.)

	Article 80 Size Threshold	Other specifications
District Energy Microgrid	>1.5 million SF	Feasibility Assessment; if feasible, then Master Plan & District Energy Microgrid-Ready design
Green Infrastructure	>100,000 SF	Install to retain 1.25" rainfall on impervious areas (Increase from 1" currently required by BWSC)
Adaptive Signal Technology	All projects requiring signal installation or improvements	Install AST & related components into the traffic signal system network
Smart Street Lights	All Projects requiring street light installation or	Install additional electrical connection & fiber optics at pole

	improvements	
Telecom Utilidor	>1.5 million SF of development, or >0.5 miles of roadway	Install Telecom Utilidor

APPENDIX 2
OTHER AGENCY AND PUBLIC COMMENTS



KIM JANEY
BOSTON CITY COUNCILOR
DISTRICT 7

Gerald Autler
Project Manager, Boston Planning & Development Agency
1 City Hall Square, 9th Floor
Boston, MA 02201

December 20, 2019

Dear Mr. Autler,

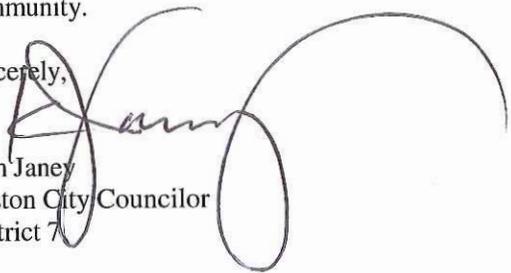
I am writing to you today to express my deep concerns regarding Northeastern University's proposed twenty-six story development at 840 Columbus Avenue in Roxbury. Throughout Northeastern's expansion into its surrounding communities it has proven to be a disruptive force in the neighborhood. The construction of facilities such as the \$225 million Interdisciplinary Science and Engineering Complex (ISEC) and Lightview Tower has expanded Northeastern's footprint into the Lower Roxbury area and pushed out long-standing businesses and life-long residents. This new development stands to be no different and will certainly exacerbate the housing shortage and availability crisis to which Northeastern has heavily contributed.

Northeastern reports that their FY 2019 community benefits total a value of \$5.7 million. However, for those living in Northeastern's shadow the benefits they claim to bring to the community go unseen. From supporting affordable housing projects to supporting local vendors, the University has consistently fallen short on its promises to be a strong community partner. Look no further than their 2013 institutional master plan which outlines the need for a strategy to use the linkage funds generated by Development Impact Projects to support local affordable housing projects through "housing creation" efforts. Six years later, any progress towards this has yet to be seen.

Further, Northeastern is a participant in the PILOT Program. Between FY 2012 and FY 2017, the City requested \$18.7 million from the University. However, Northeastern paid just \$5.5 million – less than 30% of their requested contribution. As one of the Boston's preeminent educational institutions, Northeastern has the financial ability meet the City's request. This is exemplified by the fact that in FY 2016 Northeastern University had spent an estimated \$3.7 million in hedge fund fees but paid the City just \$1.1 million of the requested \$4.8 million.

Finally in 2016, Northeastern President, Joseph Aoun, said the University is "ideally positioned to create a diverse, inclusive model to which society can aspire." However, constructing a dorm in which a one bedroom will cost nearly \$1600 sends the message that Northeastern is for the few rather than the many. To be a strong community partner, Northeastern should disrupt and reverse the dynamics which allow a wealthy few to stay while everyone else is forced further out of the community.

Sincerely,


Kim Janey
Boston City Councilor
District 7

cc: John Tobin, Vice President of City and Community Affairs, Northeastern University

BOSTON CITY HALL, ONE CITY HALL SQUARE, BOSTON, MASSACHUSETTS, 02201

617-635-3510 FAX: 617-635-4203 KIM.JANEY@BOSTON.GOV



Martin J. Walsh
Mayor

Article 37 Interagency Green Building Committee

December 20, 2019

Jason Wills
American Campus Communities, Inc.
12700 Hill County Blvd
Suite T-200
Austin, TX 78738

Re: 840 Columbus Avenue - Article 37 Green Building – Comment Letter

Dear Jason Wills,

The Boston Interagency Green Building Committee (IGBC) has reviewed the Project Notification Form (PNF) submitted in conjunction with this project for compliance with Boston Zoning Article 37 Green Buildings.

The EPNF indicates that the project will use the LEED v4 Building Design and Construction: Multifamily Midrise rating system and commits the project to earning 62 points for a LEED Gold rating. The IGBC accepts the rating system selection and green building LEED point commitment.

The project team is encouraged to demonstrate leadership in sustainability by achieving a LEED Platinum rating. Additionally, the IGBC requests that project team contact utility and state DOER representatives as soon as possible and to maximize utility and state-funding for energy efficiency and clean/renewable energy support of the project.

The Climate Resiliency Checklist was deemed incomplete. Please address the following issues:

- Please provide all missing building characteristic information including the Building Envelope, Energy Loads and Performance, and Back-up / Emergency Power System.
- Please provide the estimated Annual Building GHG Emissions figure for this project.
- Please note that relying on carbon intensity improvements to the electricity grid without simultaneously providing plans for building electrification is an insufficient net zero carbon strategy.

Greenhouse Gas Emissions

In support of the City of Boston's Resiliency and GHG emissions reduction goals including Carbon Neutral Boston 2050 the IGBC requests the project team prepare a project specific Zero Carbon Building Assessment by modeling a Low Carbon Building with an enhanced envelope

and optimized systems strategies, Maximized Solar Energy Systems, and determine any amount of off-site renewable energy required for zero carbon performance including:

- Enhanced Building Envelope – reduced air infiltration (ACH below 0.6), increased opaque curtain wall insulation (below U-0.05), improved vision curtain wall performance (below U-0.20), improved window performance (below U-0.20), tuned glazing with Solar Heat Gain Coefficient (below SGHC 0.30), and increased insulation levels for roof (R-60 c.i.), wall (R-30+ with c.i.), and slab (R-7.5 c.i.) conditions.
- Optimized Building Systems – smaller, more efficient and alternative heating, cooling, dedicated fresh air with ERV (better 80% with MERV 8 filter), and hot water systems that fully consider the improved envelope performance.
- Including an all electrical building and campus solution(s).
- Maximized Solar Energy System – optimize roof design and install Solar PV systems. Please provide system(s) location, size, and output information.
- Renewable Energy Procurement – green energy, credits, and carbon offsets.

Please follow up within three weeks (of the date of this letter) with your BPDA Project Manager in responding to IGBC comments and the provision of the requested information and items. The IGBC wants to schedule a meeting at that time to discuss the Zero Carbon Building Assessment.

Please let me know if you have any questions or if I can be of any assistance.

Sincerely,

Benjamin Silverman, LEED AP: BD+C
On behalf of the Interagency Green Building Committee

Cc: Gerald Autler, BPDA



CITY of BOSTON

Martin J. Walsh, Mayor

To: Gerald Autler, BPDA
From: Zachary Wassmouth, PWD
Date: December 17, 2019
Subject: 840 Columbus Avenue PNF - Boston Public Works Department Comments

Included here are Boston Public Works Department (PWD) comments for the 840 Columbus Avenue PNF.

Specific Scope Considerations:

The developer should consider the following to be included in the scope for this project:

- The developer should coordinate closely with both the City of Boston's [Melnea Cass Boulevard](#) and [Ruggles Street](#) projects. Particular attention should be paid to any utility connections or any other anticipated impacts to the public way within the limits of construction for either of these projects to ensure that these efforts are coordinated. The design of the site should be complementary to the designs developed by the City for these two projects. Comments below are general and shall apply more specifically to any additional work within the public right associated with this project that is not already included in the scope for these two City projects.

Site Plan:

The developer must provide an engineer's site plan at an appropriate engineering scale that shows curb functionality on both sides of all streets that abut the property.

Construction Within The Public Right-of-Way (ROW):

All proposed design and construction within the Public ROW shall conform to PWD Design Standards (www.boston.gov/departments/public-works/public-works-design-standards). Any non-standard materials (i.e. pavers, landscaping, bike racks, etc.) proposed within the Public ROW will require approval through the Public Improvement Commission (PIC) process and a fully executed License, Maintenance and Indemnification (LM&I) Agreement with the PIC.

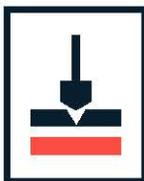
Sidewalks:

The developer is responsible for the reconstruction of the sidewalks abutting the project and, wherever possible, to extend the limits to the nearest intersection to encourage and compliment pedestrian improvements and travel along all sidewalks within the ROW within and beyond the project limits. The reconstruction effort also must meet current American's with Disabilities Act (ADA)/ Massachusetts Architectural Access Board (AAB) guidelines, including the installation of new or reconstruction of existing pedestrian ramps at all corners of all intersections abutting the project site if not already constructed to ADA/AAB compliance per Code of Massachusetts Regulations Title 521, Section 21 (<https://www.mass.gov/regulations/521-CMR-21-curb-cuts>). Plans showing the extents of the proposed sidewalk improvements associated with this project must be submitted to the PWD Engineering Division for review and approval. Changes to any curb geometry will need to be reviewed and approved through the PIC.

The developer is encouraged to contact the City's Disabilities Commission to confirm compliant accessibility within the Public ROW.

Driveway Curb Cuts:

Any proposed driveway curb cuts within the Public ROW will need to be reviewed and approved by the PIC. All existing curb cuts that will no longer be utilized shall be closed.



PUBLIC WORKS DEPARTMENT

Boston City Hall • 1 City Hall Sq Rm 714 • Boston MA 02201-2024

CHRIS OSGOOD • Chief of Streets, Transportation, and Sanitation

Phone (617) 635-2854 • Fax (617) 635-7499



Discontinuances:

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

Easements:

Any and all easements within the Public ROW associated with this project must be processed through the PIC.

Landscaping:

The developer must seek approval from the Chief Landscape Architect with the Parks and Recreation Department for all landscape elements within the Public ROW. Program must accompany a LM&I with the PIC.

Street Lighting:

The current street lighting in the vicinity appears to be wired overhead. This project shall include installing appropriate underground conduit systems for all street lights adjacent to the project site.

The developer must seek approval from the PWD Street Lighting Division, where needed, for all proposed street lighting to be installed by the developer, and must be consistent with the area lighting to provide a consistent urban design. The developer should coordinate with the PWD Street Lighting Division for an assessment of any additional street lighting upgrades that are to be considered in conjunction with this project. All existing metal street light pull box covers within the limits of sidewalk construction to remain shall be replaced with new composite covers per PWD Street Lighting standards. Metal covers should remain for pull box covers in the roadway.

Roadway:

Based on the extent of construction activity, including utility connections and taps, the developer will be responsible for the full restoration of the roadway sections that immediately abut the property and, in some cases, to extend the limits of roadway restoration to the nearest intersection. A plan showing the extents and methods for roadway restoration shall be submitted to the PWD Engineering Division for review and approval.

Additional Project Coordination:

All projects must be entered into the City of Boston Utility Coordination Software (COBUCS) to review for any conflicts with other proposed projects within the Public ROW. The Developer must coordinate with any existing projects within the same limits and receive clearance from PWD before commencing work.

Green Infrastructure:

The Developer shall work with PWD and the Boston Water and Sewer Commission (BWSC) to determine appropriate methods of green infrastructure and/or stormwater management systems within the Public ROW. The ongoing maintenance of such systems shall require an LM&I Agreement with the PIC.

Please note that these are the general standard and somewhat specific PWD requirements. More detailed comments may follow and will be addressed during the PIC review process. If you have any questions, please feel free to contact me at zachary.wassmouth@boston.gov or at 617-635-4953.

Sincerely,

Zachary Wassmouth
Chief Design Engineer
Boston Public Works Department
Engineering Division

CC: Para Jayasinghe, PWD



PUBLIC WORKS DEPARTMENT

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TRANSPORTATION DEMAND MANAGEMENT MENU OF OPTIONS

Transportation Access Plan Agreement (TAPA) for Large Developments

The baseline requirements and the menu of options listed below are part of wider revisions to the current TAPA process. The Boston Transportation Department (BTD) is working to develop a point system that builds off the TDM options below, new parking ratios, and bringing the TAPA process online. This document will eventually be replaced by the point system. In the meantime, BTD and BPDA must work with developers to choose options for each category in Part 2 that are best applicable and useful to lowering the development’s drive alone rates. Options selected are up to BTD discretion and must be approved before a TAPA is signed.

PART 1: BASELINE REQUIREMENTS

Baseline requirements are required transportation demand management measures for all new large developments undergoing the TAPA process.

	PROGRAM	LAND USE
✓	On-site Transportation Demand Management (TDM) Coordinator <i>At least one full time staff person at each development dedicated to TDM</i>	All
✓	Transportation Management Association (TMA) Membership <i>Join and participate in a TMA</i>	All
✓	Participation in Perq <i>Employers to offer pre-tax transit benefits by participating in the MBTA’s Perq program. Benefit must be advertised and offered to every tenant by employers.</i>	Non-residential
✓	Unbundled, Market Rate Parking <i>Any parking spaces owned by the property owner shall be rented or sold separately from the units. Residents who do not own a car should not have to pay for or subsidize parking for those who do. Parking spaces will be sold or leased at market rate. These parking spaces may not be allowed to be sold or leased to non-residents.</i>	Residential
✓	Car Share Parking <i>At least 1 on-site car share parking space available to all tenants and visitors</i>	All
✓	Contribution to the Bikeshare System <i>Developments over 50,000 sq ft are to make a monetary contribution to Boston’s bikeshare system at a rate defined in this table and provide space for one standard, 19-dock station.</i>	All
✓	Bike Parking Spaces <i>Meets the Boston Transportation Department’s bike parking guidelines, including visitor spaces, employee/resident (long-term) spaces, and showers and changing facilities.</i>	All

✓	<p>Marketing of Transportation Options and Benefits Create and distribute a welcome packet for all tenants that includes all transportation related benefits, promotions, and local transportation options, including MBTA stops, bike share locations, car share locations, and any other emerging new mobility locations.</p>	All
✓	<p>Annual Events Promoting Active Transportation At least 2 events per year promoting biking and/or walking, such as Bike to Work Day, step count competition, or other development wide event</p>	All
✓	<p>On-site Real Time Transportation Information Display The development will supply real time transportation information on screens or monitors in a central location or near entry and exit points of the site. The information displays should show distance and times to walk to nearby modes of transportation</p>	All

PART 2: MENU OF OPTIONS



PARKING MANAGEMENT

(Developments with no parking may skip to next category)

Select at least 2	PROGRAM	LAND USE
<input type="checkbox"/>	<p>P1 Parking Reduction All developments are required to provide parking at a rate no greater than the maximum allowable based on Access Boston Guidelines. At minimum, to qualify for this measure, developments must reduce parking ratio per land use by 25% of the maximum allowable.</p>	All
<input type="checkbox"/>	<p>P2 Parking Cash Out If employers will be providing subsidized or free parking, employers will provide a parking cash out option for employees to exchange their parking spot for the monthly market cost of the space. In order for this to work, parking spaces must be separate from the lease.</p>	Non-residential
<input type="checkbox"/>	<p>P3 Parking Pricing Charge daily or weekly market rate for parking. No monthly parking passes to be provided to tenants.</p>	All
<input type="checkbox"/>	<p>P4 Preferential Parking for Carpool/Vanpool Provide clearly designated spaces exclusive and/or discounted parking for carpool/vanpool parking</p>	All
<input type="checkbox"/>	<p>P5 Car Share Membership and Subsidy The property owner or employer shall offer each tenant a monthly car share membership a pass at a minimum of 25% subsidy. In order for this option to be selected, the development must have at least 2 dedicated car share spaces.</p>	All
<input type="checkbox"/>	<p>P6 Late Night Ride Guarantee The property owner or employer shall reimburse employees for a late night ride from taxis or ride hailing apps. The reimbursement shall be offered to employees working late after 9 PM on weekdays or anytime on weekends, when bus and rail service frequency drops.</p>	Non-residential



BICYCLING

Select at least 2	PROGRAM	LAND USE
<input type="checkbox"/> B1	Bike Share Membership and Subsidy The property owner or employer shall offer each tenant a membership to the City's public bikeshare system (currently called BlueBikes), as per the Boston Bike Share Corporate Program, at the bronze level or higher.	All
<input type="checkbox"/> B2	Additional Bike Parking In addition to any baseline guidelines specified by the City, the property owner must provide bike parking above and beyond the minimum.	All
<input type="checkbox"/> B3	Additional Visitor Bike Parking Build additional bike parking for public access.	All
<input type="checkbox"/> B4	Bike Repair Station Provide an easily accessible to all tenants of the development. Location of repair station should be secure and within the building, such as an indoor bike parking room. At minimum tools provided should be maintained in good condition and should include: tire pump, wrenches, chain tool, lubricants, tire lever, hex keys/Allen wrenches, torx keys, screwdrivers, and spoke wrenches.	All
<input type="checkbox"/> B5	Reimburse Tenants for Routine Bike Maintenance Bike maintenance services shall be offered to residents at least once a year for the entirety of the development lifespan. If requested by any resident, the property owner should offer maintenance services either for free on site maintenance facility by a mechanic to be hired by the property owner OR 100% subsidized at a nearby bicycle shop.	All
<input type="checkbox"/> B6	Showers and Changing Facilities Meet and exceed City's minimum requirements for shower facilities.	All



TRANSIT

Select at least 1	PROGRAM	LAND USE
<input type="checkbox"/> T1	Public Transit Subsidy The property owner or employer shall offer each tenant a monthly MBTA transit pass (local bus and subway or commuter rail pass) at a minimum of 25% subsidy, in perpetuity.	All
<input type="checkbox"/> T2	Shuttle Bus or Van Service Any bus or van shuttle services must be (1) open to the public, (2) not replicate any existing MBTA key bus routes or rail, and (3) subject to approval by the Boston Transportation Department. Route of shuttle bus service should connect the project site to major transit hubs, commercial centers or other residential hubs. Service may charge a small fee for public access. Proper communication of the service must be prominent on site via posted schedules and clearly marked stops. At a minimum, the shuttle bus service must be available during peak commute morning hours (7 AM to 9 AM) and peak commute evening hours (4 PM to 6 PM).	All

If an area already has private shuttle service, the City strongly encourages developments to work together to avoid duplicating services. Instead of creating a new route, development should sponsor existing service to improve service of existing route by extending times, service area, frequency, or making a non-public service publicly available.

<input type="checkbox"/>	T3	Real Time Display at Transit Stop If a development is within ¼ mile of bus stop or rail stop without a real time display, development may sponsor a real time display showing lines/routes on stop and their real time arrivals and departures	All
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LAND USE DIVERSITY

Select at least 1	PROGRAM	LAND USE
<input type="checkbox"/>	L1 Grocery Store On-Site The development shall provide or lease a commercial space dedicated to a grocery store. Convenience stores, pharmacies, or drug stores do not qualify as food retailers or grocery stores.	All
<input type="checkbox"/>	L2 Laundry Services On-Site Either in unit washing and drying machines or an on site laundromat	Residential
<input type="checkbox"/>	L3 Child care On-Site Child care center on site.	All
<input type="checkbox"/>	L4 Delivery Supportive Amenities The Development Project shall supply facilitation of delivery services by designating an area for receiving deliveries.	All
<input type="checkbox"/>	L5 Personal/Family Assistance Storage Facilities Provide to all residents either: <ul style="list-style-type: none"> • Option A: On-site, secure storage for (1) items such as car seats, strollers, and athletic gear, and (2) cargo bicycles or other large bicycles. Storage locations must be provided at a rate of one per 20 units of housing. • Option B: One collapsible shopping cart for every 10 units of housing, and one cargo bicycle for every 20 units of housing. These should be available for any resident to reserve and borrow on an hourly basis and should be cleaned and maintained by the property owner. 	Residential

Development Name/Address

Developer

Date

Approved by BTD Planner

Date



January 10, 2020
Gerald Autler, Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201
Via Email

Re:840 Columbus Avenue

Dear Mr. Autler,

The Fenway Civic Association (FCA) is the Fenway neighborhood's oldest all-volunteer neighborhood group that accepts no public or developer funds. Founded in 1961, our mission is to promote a safe and vital neighborhood that serves the interest of its residents. Upon review of the 840 Columbus Avenue project (the "Project") submitted by Northeastern University (NEU) on November 12th, 2019, the Fenway Civic Association (FCA) offers the following comments:

The Fenway Civic Association views the development of sufficient on-campus student housing as the number one issue of concern and community benefit with the most dramatic impact on the Fenway's quality of life. The return of existing neighborhood housing stock to use as workforce and family housing is a high priority for the community. However, we have several concerns that would condition our support for this Project, outlined below.

Project Site & Use

The Project site was not identified for dormitory use in NEU's Institutional Master Plan (IMP) and is proposed to be added as an amendment. The consensus established during development of the IMP was to locate student housing towards the interior of campus and not along the campus edges abutting neighborhood residences. Although NEU owned 840 Columbus Avenue, it was an economic development parcel, long anticipated for a hotel or conference center, and not intended specifically for institutional use.

FCA believes the utilization of an economic development parcel for dormitory use sets a consequential precedent in IMP interpretation. **As such, we ask that the BPDA perform analysis to demonstrate the planned economic benefits of this project to the abutting neighborhood will equal or exceed that which was originally anticipated for this parcel as a development other than a dormitory.**

As the Project is not located in the Fenway, FCA defers judgment to the neighborhood organizations and abutters in Lower Roxbury regarding the appropriateness of the Project's location and its scale and design.

This said, absent of that community's support, FCA has concern in supporting a project in another neighborhood that:

- Requires an amendment into the IMP
- May represent institutional encroachment into another neighborhood
- Does not realize planned economic development benefits planned for the parcel
- Presents scale and design that may be objectionable to another neighborhood

We would expect other neighborhoods represented on the IMP Task Force to extend the same courtesy of mutual deference.

IMP Amendment & Task Force Approval

As the Project parcel was not included for dormitory use in the IMP housing plan, **an amendment should require unanimous consent of the IMP Task Force.** Significant investment in the planning process was meant to assure responsible institutional plan development. What use is a plan that calls for dorms to be located in the middle of campus if an amendment not consented to by the IMP Task Force places them in the very locations the Task Force found objectionable? Secondly, if one neighborhood supports the project while the neighborhood that hosts the project opposes, it encourages neighborhoods to support future dormitory locations in a potentially adversarial manner, counter to the intent of the IMP Task Force's mission to guide the formulation of an IMP through mutually beneficial consensus.

IMP Dormitory & Housing Goals

NEU has approximately 14,400 undergraduate students living in Boston with 9,700 on-campus beds. The Project includes 975 beds but represents only 175 net new beds, as NEU wishes to divest 800 beds in East Fenway buildings they either own on master lease, making overall improvement of campus bed shortfall minimal and the benefits of this movement localized to the Fenway. While we are pleased to see removal of student housing from the East Fenway, we have concerns about the commitment to build IMP identified on-campus housing and the associated goal of returning housing stock for residential use.

We ask for NEU's commitment to further on-campus dormitory development and assurances regarding the use of disposed property conversion. Without such commitments, the Fenway's student problem will simply shift without improvement or resolution. To assure realization of community improvements through the disposed properties utilization, **we request these properties to be converted to faculty and staff housing or to be deed restricted in accordance with the spirit of the Fenway's zoning to a 80-120% AMI homeownership/rental use with a prohibition on leases to undergraduate students.** FCA views these mechanisms as needed to assure that housing stock returned to the neighborhood is utilized as the workforce and family housing our neighborhood, and the city as a whole, desperately needs.

In closing, FCA conditionally supports the Project upon the support of Lower Roxbury and other neighborhoods represented by the IMP Task Force, demonstration by the BPDA of the economic benefits of the Project, and if the disposition of Northeastern University's East Fenway properties can assure the long desired housing outcomes for our neighborhood.

Thank you for the opportunity to provide these comments,

Matthew Brooks, Vice President, Fenway Civic Association

CC: City Councilor Kenzie Bok

Shanice Pimentel, Mayor's Office of Neighborhood Services

Comments on 840 Columbus Avenue dormitory

LOCATION

This site fronts on several streets, Columbus Avenue being the minor one. Across Melnea Cass Boulevard, St. Cyprian's Episcopal Church is very close by. However, the PNF does not show the relationship or acknowledge any impacts on the Church property or include the church on their list of nearby community resources.

Because of limited options for crosstown traffic, Tremont/Melnea Cass is burdened with a lot of congestion. The intersection is included in the MassDOT/BTD roadway redesign project and the plan adds another lane to Tremont for left turns towards Columbus, increasing the width of the roadway, leaving two lanes for Tremont Street northbound. Yet in the very next block, the city is promoting a road diet plan that will reduce Tremont Street to one lane northbound. A plan that makes sense because of the residential neighborhood and danger to pedestrians from speeding traffic. Adding a left-hand turn lane on Tremont most of all favors users of the Renaissance Garage, not pedestrians, cyclists or T vehicles.

Melnea Cass Boulevard is included in the city's Climate Ready Boston reports as a designated Urban Heat Island. What is the impact of this proposed 29 story building? Will Columbus Avenue between the garage and the dorm be a dark wind canyon? Unlikely to be a positive environment for street trees.

When the Renaissance Park garage was built, the lower busways at Ruggles Station lost their access to sunlight, making the experience of waiting for buses even worse than usual for T riders. Northeastern's relationship with the Station is dissonant, the stairs to Ruggles Plaza are crumbling, access to the busway from Columbus is perilous for pedestrians yet NU is constructing adjacent multi-million-dollar projects. The campus depends on the station, its convenience and direct access to Forsyth Street. Shouldn't there be shared investment in this public asset?

Ruggles is extremely busy with buses, transit priority at the intersections should be a primary focus for planners. There are long unnecessary delays for buses entering the station by way of Columbus and Melnea Cass. Often, they are waiting at the MCB red light when there is no traffic at all on Columbus.

The new dormitory height butts up against the Renaissance Park office building; a monolithic 29 stories next to 9 stories. The 300' height is disruptive and out of scale. Wasn't Cullinane Hall in NU's master plan supposed to be torn down and a dormitory constructed instead? Instead these out of scale high rises on the edge of campus are infiltrating Roxbury's residential communities, "workforce neighborhoods" in the words of ACC's Rae Ann Pearson at the December 16 public meeting. The BPDA will soon issue an RFP for the publicly owned Crescent parcel diagonally across Tremont. How will this 29-story dorm influence what can be built there? Will more towers surround the historic steeple at St. Katharine Drexel?

One way to lower some height at 840 Columbus is to move the academic office space to Renaissance Park instead. Related to Renaissance Park, multiple floors are leased to non-NU tenants, BIDMC for

example. Madison Park Development Corp. tried for several years to market future office space to LMA institutions at a parcel just a few blocks away at Melnea Cass Blvd. and Washington Street. Last year at a Roxbury Master Plan Oversight Committee ,their real estate team announced they had to give up, no LMA institutions were interested. The university is profiting from those rents when the city and local nonprofits can't attract similar tenants four blocks away?

“BACK TO THE MARKET”

The promise of returning 800 beds to the open real estate market in the Fenway neighborhood is complicated. Are these apartments going to be owned by other institutions or Alpha Management ? It seems likely that the list will include those buildings with no elevators, with old fashioned fire escapes that have not been renovated in decades like Kennedy, Loftman or Melvin Halls. If there are going to be deals made with local nonprofits, the wider community also need to be involved and participating.

Parcel 18's promised economic development was not envisioned to be a dormitory for wealthy students. A hotel could have been viable ,that argument about not competing with others doesn't make sense in this city. Other concepts like including a daycare facility should be considered. Are there places where faculty, staff and local residents have mutual interests and can come together for shared purposes ?

Sincerely,

Alison Pultinas
81 Lawn Street Roxbury 02120

222 Northampton St
Boston, MA 02118
January 12, 2020

Gerald Autler (Gerald.Autler@Boston.gov)

Edward Carmody (edward.carmody@boston.gov)

Boston Planning & Development Agency

Re: Institutional Master Plan Notification Form and Project Notification form - 840 Columbus Ave

Dear Mr Carmody'

Northeastern proposes leasing property at 840 Columbus Ave (designated in the masterplan for economic development) to American Campus, to build 975 bedrooms plus five stories for office, retail and other uses. This masterplan amendment would create tremendous real estate value for NU, while neighbors are concerned about pressures on the community.

How does this relate to area transportation? Because many students will walk to class and because many bus and train services are located nearby, the PNF forecasts a majority of 2500 trips each day, to and from the building, will be walking & cycling (1480); 448 trips will be transit and 540 will be vehicle trips. Although the PNF suggests these new trips will have minimal effect, our streets and transit are already overburdened. If the masterplan is to be amended, we should see help for transportation conditions. For example, where Camden St and Gainsborough St meet the Southwest Corridor, the well-used **pedestrian overpass** is badly deteriorated and scary. NU operates three quadrants abutting this bridge (Mathews Arena, Gainsborough Parking Garage, Carter Field) and, in each case, treats the crossing like a back alley. Any improvement to this location would be a benefit to the many NU students crossing there, as well as to the neighborhood.

How does the amendment relate to the neighborhood? The proposed dorm would be NU's third such tower along Columbus Ave – each one taller than the last. This one would offer private bedrooms to students who are able to pay approximately \$1500 per month. Many of our neighbors on the Roxbury side of Ruggles Station are unable to afford area rents, and live in subsidized housing (ROXSE Homes, Mandela, Lenox, Camden, Camfield Estates, Tenants Development Corporation, and SE Historic Apartments). What would **help NU's Neighbors**? A child care initiative? An investment in public transportation? A plan for Camden St bridge over the Southwest Corridor? The masterplan amendment should show new benefits for the neighborhood.

Many of Chester Square Neighbors are employed by NU. Many more study at NU. And all are affected by NU activity – most notably pressure on real estate and our transportation system. As I've attended meetings on their masterplan amendments and projects, I see that NUs engagement with community is oriented more toward Fenway and Mission Hill than Roxbury and South End. Now that NU has expanded across the Southwest Corridor, these neighborhoods should be represented. I would like to serve on **NU's masterplan task force**.

Sincerely,
Carol Blair, President
Chester Square Neighbors

Cc: Kim Janey, City Council District 7
John Santiago, State Representative
John Tobin, VP, Community Affairs, Northeastern University (j.tobin@northeastern.edu)
Bob Barney, Claremont Neighborhood Association (robert.l.barney@gmail.com)



Improving Lives and Building Community
Fenway Community Development Corporation

January 9, 2020

Boston Planning and Development Agency
Gerald Autler, Senior Project Manager/Planner
Edward Carmody, Project Manager
One City Hall Square, 9th floor
Boston, MA 02201

Re: Fenway CDC comments re: Northeastern University Institutional Master Plan Project Notification Form (IMPNF/PNF) for 840 Columbus Avenue.

Fenway Community Development Corporation (Fenway CDC) is a 46 year old community based non-profit organization that builds and preserves affordable housing and promotes projects that engage our full community in enhancing the neighborhood's diversity and vitality. We are pleased to submit this comment letter for the Northeastern University (NU) IMPNF/PNF for the 840 Columbus Avenue proposal. We applaud NU's efforts to build more dormitory space and their effort to vacate some of the apartments under Master Lease and vacate and sell some NU owned student apartment buildings in the Fenway. However, we believe that the specifics of this plan must be spelled out and restrictions and safeguards enshrined and memorialized before approvals can be issued by the Boston Planning and Development Agency (BPDA) for the dormitory.

Northeastern University (NU) and American Campus Communities (ACC) have filed and Institutional Master Plan Form (IMPNF) Project Notification Form (PNF) to redevelop a 32,000 SF site currently used for parking at the corners of Columbus Ave, Melnea Cass Boulevard and Tremont Street. They seek to develop at 26 story building containing a five story podium of academic and office space and an approximately 975 bed dorm on the remaining 21 stories. Approximately 175 of these beds would be net new while approximately 800 beds would replace beds under Master Lease (ML) and in NU owned residential property in the Fenway.

NU intends to lease a portion of the site to an ACC entity that will develop the project. ACC will own and operate the dormitory under a license from the City of Boston while NU will own and operate the academic/office space located within the 5 story podium. The lease with ACC will restrict the use of the site to student housing apartments and give NU students in their 3rd, 4th and 5th years of study the right to lease the apartments. The lease will require that the project be operated in accordance with the NU student code of conduct.

We believe this proposal is a significant step in fulfilling the commitments memorialized in the MOA of July 19th 2004 signed by NU and the City of Boston spelling out NU's efforts to vacate the Master Leased apartments in the Fenway. A PDF of the MOA is attached separately.

However vacating the ML apartments and selling NU owned residence in the Fenway must come with efforts to stop backfilling of vacated apartments with new students. We realize that NU can't place controls on private landlords who will continue to own the vacated former Master Leased buildings. However NU must control the sale and use of their former student residences. NU must place deed restriction on the buildings or ground-lease them to prohibit their use as undergraduate student housing. Alternatively NU could consider a below market sale of those properties for affordable home ownership and/or rental units or consider using proceeds from a market sale to create a fund to help create affordable housing in the Fenway.

Many other issues must also be resolved before this proposal can move forward. NU has an obligation to create economic development on the proposed project site. No proposal has been put forth in the IMPNF to spell out the ways that this obligation would be met. Suggestions were made at the last NU Task Force meeting, but no concrete plans and commitments were made by NU. This obligation must be addressed before the IMPNF can move forward

Dormitory rent price points must also be addressed. The rent per student outlined by ACC is troublingly high. Efforts must be made to bring the rents down so as not to saddle students with enormous debts. If the rents remain as high as projected then formerly ML apartments will be cheaper and backfilling by new students will be encouraged.

Steps must be taken to mitigate the effects of an additional influx of students to that corner of the NU campus. Students must be discouraged from bringing cars to the area. NU should work with the Boston Transportation Department to ensure that no resident parking permits are granted to the 840 Columbus Ave address. Upgrades to the sidewalks and bike path may be necessary to accommodate the increase in students at the project site. NU should continue to explore ways to make stronger connections with local Roxbury businesses to increase economic development.

Over all, we would like to acknowledge this proposal as a significant step towards addressing decades-long problems created by the displacement of Fenway residents by students. However this IMPNF must include a robust and comprehensive plan to address the control and use of the former ML and NU owned residential buildings as well as the other issues that have been raised.

Sincerely yours,

Richard Giordano

Richard Giordano
Director of Policy and Community Planning
Fenway Community Development Corporation
70 Burbank St., Lower Level
Boston MA 02115
P.
F.

W. <http://www.fenwaycdc.org>

MEMORANDUM OF AGREEMENT

between

NORTHEASTERN UNIVERSITY

and

THE CITY OF BOSTON

This Memorandum of Agreement (the "Agreement") is made as of this 19th day of July, 2004 by and among NORTHEASTERN UNIVERSITY, a Massachusetts non-profit corporation having an address of 360 Huntington Avenue, Boston, Massachusetts 02115 ("Northeastern") and the CITY OF BOSTON, a municipal corporation, located in the Commonwealth of Massachusetts by and through its Mayor (hereinafter the "City"). Northeastern and the City may sometimes be referred to herein as a "Party" and collectively as the "Parties".

RECITALS

WHEREAS, Northeastern participates in a Master Lease Property Program ("MLPP") through which it leases certain properties in the City for student housing;

WHEREAS, Northeastern has participated in an institutional master planning process with the Boston Redevelopment Authority (the "Authority") and the community and has a current Institutional Master Plan ("IMP") that includes certain goals for student housing;

WHEREAS, Northeastern and the Authority recognize the value of incorporating Northeastern's future goals for student housing into its IMP through amendments to the IMP to include a plan to provide safe and secure student housing;

WHEREAS, in furtherance of this goal, Northeastern will endeavor to phase out the MLPP by the year 2009 through cooperation with the Authority and the City by and through its Inspectional Services Department ("ISD") and the Boston Police Department ("BPD") as outlined in this Agreement;

WHEREAS, the Parties recognize the need to coordinate safety and security measures to manage student housing until the MLPP is fully phased out;

NOW THEREFORE, in consideration of the mutual covenants and agreements herein contained, the Parties agree as follows:

- Year 1 of reduction 675 leased beds (minus 10%)
- Year 2 of reduction 600 leased beds (minus 10% of Base Year)
- Year 3 of reduction 450 leased beds (minus 20% of Base Year)
- Year 4 of reduction 225 leased beds (minus 30% of Base Year)
- Year 5 of reduction 0 leased beds (minus 30% of Base Year)

1.2 The Parties agree that the “phase out plan” will cease during any construction delays due to suits challenging the construction of the new residential developments.

1.3 If the MLPP must be extended beyond the period of time provided for in a. and e. above, Northeastern will submit a request for an extension of the MLPP to the Authority and ISD and hold a community meeting. Such request shall not seek an increase in the number of leased beds that is greater than 50% of the leased beds for the 2003-2004 academic school year.

1.4 All leasing arrangements made between Northeastern and private owners shall be required at a minimum to include:

- a. Compliance with City of Boston Rental Re-inspection Ordinance 9-1.3 within the time provided by such ordinance and Northeastern will arrange for the inspections with ISD and the cost for such inspections will be paid for by Northeastern and relevant owners of such leased dwellings, as tenant and owner respectively. Northeastern endeavors to work with ISD to schedule inspections of the MLPP leased units prior to September 1 in each year to ensure the compliance of the units for issuance of certificate of fitness under the ordinance, unless another schedule is agreed upon by Northeastern and ISD. Northeastern will work with the owners of all leased units in the MLPP to ensure that all violations noticed as a result of such inspections or noticed at times thereafter are remedied within the times provided in any notices of violation served on the owner, the owner’s agents and/ or Northeastern.
- b. Posting in the entryway of each building containing MLPP leased units 24 hour management contact information for the building, as required by the Massachusetts State Sanitary Code, and a 24 hour NUPD contact information, who shall also have 24 hour access to Northeastern Resident Assistance staff. Calls regarding behavior concerns will be initially fielded by NUPD, which will inform the Resident Assistant and officer on duty.
- c. Compliance for all MLPP buildings with the "Site Cleanliness Ordinance" for the use and maintenance of dumpsters and trash, where applicable. Upon request, ISD will provide educational training and sweeps for Northeastern and MLPP owners on applicable requirements.
- d. Northeastern will require the owners of the leased properties in the MLPP to add a provision to each lease whereby the owner and the students in the leased properties acknowledge (i) that BPD, NUPD and the Resident Assistants (RA’s) have a right of access to the leased units and common areas; and (ii) that the students in leased

properties are subject to Northeastern's code of conduct and the regulations of the Residential Life policies and subject to all Northeastern discipline policies, procedures and protocols established for Northeastern owned residence halls and Northeastern school policy.

2. Safety and Security.

2.1 Police Presence. Northeastern and BPD agree to the following "police presence plan" for the Fenway community from September 1 through undergraduate commencement each year of this Agreement, including the remainder of the current academic year:

- a. Northeastern will pay two (2) staffed BPD details on Friday and Saturday nights from 8:00 p.m. until 4:00 a.m.
- b. Northeastern will have two (2) NUPD patrols on Thursday, Friday and Saturday nights from 6:00 p.m. until 4:00 a.m.
- c. Northeastern will have one (1) NUPD patrol from Sunday through Wednesday from 8:00 p.m. until 4:00 a.m.

2.2 Cooperation between BPD and NUPD. Northeastern will take the following steps to provide accurate and useful information to BPD to aid BPD in protecting the student population in the units that are part of the MLPP:

- a. BPD will make every effort to furnish police officers on reimbursable overtime on both the first and last half shifts. In order to preserve the integrity of our neighborhood policing strategy, District D-4 will strive to provide police officers that are assigned to this sector on a regular basis and who are familiar with the area and the nature of the detail.
- b. Northeastern will make available, upon request by the BPD, information regarding staff coverage of the leased units.
- c. Northeastern will provide BPD, upon request, a list of the addresses of the leased units.
- d. Northeastern will provide BPD access (via NUPD) to contact information for student residents in leased units cited for violations of City ordinances or who are subjects of actions reported as part of BPD investigations.

2.3 Northeastern agrees to use the same RA/student ratio in the leased buildings that it uses in on-campus housing (currently, 1 RA per 47 beds).

2.4 Northeastern will establish a training program for RA's with jurisdiction over the units in the MLPP to provide the RA's with tools for working with students with behavior problems and to create a network of individuals in the community who can communicate with Northeastern about potential problem areas.

2.5 Northeastern will establish a Rental Re-Inspection education plan for all students living off-campus and will provide educational training for all property owners with units in the MLPP on the requirements of the Site Cleanliness Ordinance.

2.6 Northeastern will endeavor to clean the areas around properties in the MLPP, in accordance with applicable City regulations and ordinances, provided, however, property owners are still liable under such applicable regulations and ordinances.

2.7 Accountability.

- a. Northeastern will submit a "safety and security plan" to ISD by September 30 each year, which will include:
 - i. A list of all leased properties by address and dwelling unit number and the number of students in each dwelling;
 - ii. Information on staff coverage of leased properties and the regularity for staff checking on these buildings, especially during weekend nights;
 - iii. Verification of compliance with the Rental Re-Inspection ordinance and any violations of the State Building Code and State Sanitary Code noticed in the buildings as a result of any inspections;
 - iv. Agreement to cancel the residence and dining license agreement among other potential sanctions for those students who repeatedly engage in violations of the code of student conduct that adversely affects the quality of life in the neighborhood.
- b. Northeastern's Office of Student Conduct and Conflict Resolution will provide statistics to the community regarding the number of cases adjudicated, the number of violations by category, as well as the number and ranges of sanctions imposed.
- c. Northeastern will continue to enforce its code of conduct, as amended from time to time.
- d. Northeastern will look to other universities for models of student behavior and/or accountability programs.
- e. Northeastern will include language in all housing licensing agreements that acknowledges that the licensee is subject to Northeastern's code of conduct, as amended from time to time.

3. General Provisions.

3.1 Waiver of Claims.

- a. ISD will not require or assert any legal claim against the owners of property leased by Northeastern, or Northeastern, its officers, employees or successors in interests regarding any need for a dormitory license pursuant to G.L. c. 140 § 22

or any zoning violations for use of the property as dormitories as defined in Boston Zoning Code ("BZC") §§ 2 and 2A at any of the leased properties during the period of time as set forth in this Agreement and all existing violations now pending against the owners of property participating in the MLPP for same shall be dismissed by the ISD.

- b. ISD recognizes that it is Northeastern's legal position that the leased units in the MLPP are not dormitories and do not require a legal change of use from apartments to dormitories pursuant to BZC § 4-3 or a dormitory license pursuant to G.L. c. 140 § 22. Northeastern recognizes that it is ISD's legal position that Northeastern's use of the certain leased units to house enrolled Northeastern students is consistent with certain BZC use item definitions for a dormitory and therefore requires a change in the legal use to dormitory on file with the ISD. Both Parties stipulate that this agreement arises out of this differing opinion and has been entered into in lieu of prosecuting this matter in a court of competent jurisdiction. This Agreement is not applicable to any current or future leasing of property, which has a dormitory license.
- c. ISD agrees that before seeking any judicial remedies for relief from a breach of this Agreement, it shall first notify in writing the Office of the Senior Vice President of Administration and Finance at Northeastern with the issue ISD alleges is giving rise to a breach of the Agreement and provide Northeastern an opportunity to cure the breach within 7 days. Northeastern agrees prior to seeking any judicial remedies for relief from claims arising from or related to this Agreement it will first present such claims to ISD. Notwithstanding this clause, all emergency violations of the State Building or Sanitary Code must be remedied in the time provided by the relevant codes. ISD acknowledges that such violations may not in some cases also be a breach of this Agreement.
- 3.2 Severability. If any term or provision of this Agreement, or the application thereof to any person or circumstance, shall to any extent be determined to be invalid and unenforceable, the remainder of this Agreement, or the application of such terms to persons or circumstances other than those to which it is invalid or unenforceable, shall not be affected thereby, and each term and provision of this Agreement shall be valid and shall be enforced to the extent permitted by law.
- 3.3 Governing Law. This Agreement shall be governed and construed by the laws of the Commonwealth of Massachusetts, without regard to conflict of law principles.
- 3.4 Amendments. This Agreement may be amended only by written instrument signed by the parties.
- 3.5 Term. This Agreement shall expire on July 13, 2010 or upon the completion of the MLPP phase out plan, whichever occurs first.

- 3.6 Execution in Counterparts/Multiple Originals. This Agreement may be executed in counterparts. All such counterparts shall be deemed to be originals and together shall constitute but one and the same instrument. The Parties have agreed to execute multiple original copies of this Agreement.
- 3.7 Enforcement. It is the intention of the Parties that the provisions of this Agreement may be enforced by the Parties hereto and ISD and the BPD, acting on behalf of the City and the Authority as it applies to the provision regarding the IMP Amendments and that this Agreement is not intended to create and shall not be construed to create any third-part beneficiary rights, and that no other person or persons shall be authorized to undertake any action to enforce any provisions hereof without the prior written consent of both Parties. Northeastern and ISD agree that Section 3.1.b applies to the owners of properties under the MLPP.
- 3.8 The Parties acknowledge that they intend to be bound by this Agreement and that they will not raise as a defense to any action arising out of an alleged breach of this Agreement the validity of the Agreement or its intended binding affect on the Parties.
- 3.9 Notice: All notices or other communications required or permitted to be given under this Agreement shall be in writing, signed by a duly authorized officer or representative of the Party and shall be either hand delivered or mailed postage prepaid, by registered or certified mail, return receipt requested and shall be deemed given when delivered, if by hand, or upon receipt or refusal to accept delivery, if mailed to the principal office of the party to which it is directed, which is as follows unless otherwise designated by written notice to the other Party:

Northeastern: NORTHEASTERN UNIVERSITY
Office of the General Counsel
360 Huntington Avenue
115 Churchill Hall
Boston, MA 02115
Attn: Vincent J. Lembo, Esquire
University Counsel

City: The City of Boston
Office of the Mayor
One City Hall Square
Boston, Massachusetts 02201
Attn: Office of the Mayor

with a copy to:

ISD City of Boston – Inspectional Services Department
1010 Massachusetts Avenue
Boston, Massachusetts 02118

Attn: Acting Commissioner

BPD

Boston Police Department
One Schroeder Plaza
Boston, Massachusetts 02120
Attn: Commissioner

Authority:

Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201-1007
Attention: Mark Maloney, Director

[Remainder of the page intentionally left blank]

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed as an instrument under seal in their behalf by their respective officers thereunto duly authorized as of the day and year first above set forth.

NORTHEASTERN UNIVERSITY

By:  _____

THE CITY OF BOSTON


By: _____
Thomas M. Menino, Mayor

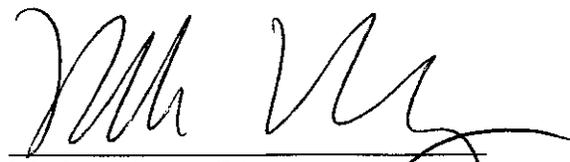
Agreed and assented to:



William Good, Acting Commissioner
City of Boston Inspectional Services Department



Kathleen O'Toole, Commissioner
Boston Police Department



Mark Maloney, Director
Boston Redevelopment Authority



NU for the Common Good Coalition

c/o Vanessa Snow, Community Organizer
15 Chilcott Place #3
Jamaica Plain, MA 02130

January 9, 2020

To: Gerald Autler, John Tobin

Cc: Kim Janey, Boston City Council President, District 7

NU for the Common Good is a coalition of faculty, students, community leaders, and other groups who have a stake in working together to make Northeastern a more socially responsible institution, especially in regards to faculty and graduate worker rights, community benefits, and affordable housing.

We are submitting this letter as a coalition, along with over 200 individuals and allied community organizations, to express our opposition and concern regarding the proposed change to Northeastern's Institutional Master Plan, specifically the development of a student residence building at 840 Columbus Avenue.

We understand that the intention of building more student housing is to have fewer students competing with working families in the off-campus housing market. We were alarmed to find out that the residences would be built by a for-profit developer, with 4-bedroom apartments renting for over \$6,000 per month.

For students, the cost of higher education is becoming increasingly more expensive. Nationally, student loan debt has surpassed credit card debt. Recent graduates are struggling to pay back these loans, and it is predatory for a non-profit institution to encourage students to live in a for-profit development, knowing first-hand that students are taking out loans to cover the rising cost living in Boston.

Luxury student housing may attract more affluent students who are currently living in the Back Bay or South End, but it will not deter students looking for more affordable housing in the working class communities of Roxbury that surround Northeastern who have been severely impacted by gentrification and displacement due to the rising costs of rent that students, supported by multiple incomes, are able to pay.

Members of our coalition have attended the last two Community Task Force meetings and we share the concerns of many community members. We agree that an Impact and Needs Assessment needs to be conducted prior to any changes to the IMP.

We also would like to have a more transparent process in terms of Community Benefits and the Task Force's Economic Development Plan, to include the University paying the city its PILOT contributions in full, and to allow Northeastern graduate workers and full-time non-tenure track faculty to have free and fair union elections.

In the subsequent pages you will find a list of organizations, Boston residents, Northeastern students living in student & off campus housing, alumni, faculty, and workers, and community organizations that have also signed on to this comment.



NU for the Common Good Coalition

c/o Vanessa Snow, Community Organizer
15 Chilcott Place #3
Jamaica Plain, MA 02130

Sincerely,

NU for the Common Good Coalition:

Organizations

NU for Common Good
Reclaim Roxbury
Progressive Student Alliance - USAS Local 115
Sunrise Northeastern
Graduate Employees of Northeastern University - UAW
The Northeastern Full-time Faculty Union Organizing Committee
Northeastern Students for Justice in Palestine
Northeastern Student of Color Caucus
Asian American Resource Workshop

Northeastern Students (Living in Student Housing)

Dominic Mears
Noble Mushtak
Julia Feldman
Mary Moskowitz
Ffion Titmuss
Sky Bauer-Rowe
Anna Birnholz
Catherine Giorgetti
Amber Payne
Celeste Roh
Noha Khalil
Paul Cirillo
Paul Cirillo
Nick Petrocelli
Lily Mittnight
Colter Giem
Anthony Mu
Isabella Greco
James Cullen
Isaiah Scott
Connor Craig
Jeffery Yu
Jay Silver
Erik Mead
Ryan Costa
Grace McGovern
Julia
Sophia couto
Justin
Tyler Bobbitt
Cole Hodys
Jennifer Adisoetjahya

Shira Weiss
Khalil Haji
Lucas

Northeastern Students Living Off-Campus

Emily Leibiger, Fenway
Karl Meakin, Roxbury
Jessica Dampier, Jamaica Plain
Andrew Cherry, Mission Hill
Sophie Philibert, Roxbury Crossing
Nicole Cohen, Mission Hill
Danielle Bettio, Mission Hill
Benjamin Tamarin, Allston
Diana Zlotea, Jamaica Plain
Danielle, Roxbury Crossing
Jackie Firsty, Jamaica Plain
Leona Lee, Fenway
Isabella Viega, Dorchester
Claire Noe, Mission Hill
Olivia Whitaker, Mission Hill
James DeCunzo, Mission Hill
Gisselle Rodriguez Benitez, Roxbury Crossing
Catherine Barna, South end
Danielle Dottor, Roxbury/Jamaica Plain
Michael Bober, Symphony
Katherine Parks, Roxbury
Allyson Lowitz, Symphony
Katrina Haade, Roxbury Crossing
Abby Fuller, Roxbury
Spencer Haber, Roxbury
Morgan St. James, Roxbury
Avery Peterson, Mission Hill
Mason Fitzpatrick, Columbus ave
Anthony Speros, Roxbury
Talja Ketchum, Roxbury Crossing



NU for the Common Good Coalition

c/o Vanessa Snow, Community Organizer
15 Chilcott Place #3
Jamaica Plain, MA 02130

Northeastern Students Off-Campus (cont'd)

Sofi Tzouanakis, Symphony
Miles, Mission Hill
Brianna Walters, Roxbury
Arielle, Back Bay
Sarah Fick, Mission Hill
Tianlei Zhuang, Back bay
Jaime Greenwood, Fenway
Tess Alonge, Symphony/Gainsborough
Amanda Ventura Molina, Roxbury Crossing
Rebeca Munoz, Boston
Andrea Joshua, Mission Hill
Fetoon Ameer, Huntington ave
jazmin morinigo, jamaica plain
shruti patel , J.P.
Charles Wallace-Thomas IV, Roxbury
Karl Sethna, Mission Hill
Amanda, JP

Northeastern Academic Staff

Andrew Summerfield, Cambridge
Meaghan Kelly, Hanover MA
Rachel Lewis, Dorchester
Galen Bunting, Fenway
Meg Foster, Cambridge
Gregory Palermo, Dorchester
Abbie Levesque, Jamaica Plain
Alexis Zarow, Longwood
Rose Woodbury, Belmont, MA
Candence wills, Roxbury
Tyler J Slater, Roxbury
Alex Ahmed, Jamaica Plain

Northeastern Alumni

Gaby Thurston, Roxbury
Randy Echavarria, Roxbury "south end"
Macie Rosenthal, Brighton
Brendan McManus, Jamaica Plain
Isabel Irizarry, Mission Hill

Boston-Area Residents

Cisnell Baez, Roxbury
Ella McDonald, Somerville
armani white, lower roxbury
Savannah Lodge-scharff, Roxbury
Anthony Yakely, Fort Hill
Christopher Fung PhD, Dorchester
Vanessa Aguirreche Snow, Jamaica Plain
Ilana, Brighton

Somaiya Rowland, Roxbury/Jamaica Plain
Artie Ghosh, Fenway
Kieran Sheldon, Roxbury
Erin Devereux, Fenway
Zachary Lee, Roxbury
Priya Amin, Jamaica Plain
Rebecca Powell, Fenway
Sarah Yates, Mission Hill
Aleksandra Burger-Roy, South End

Joseph Franjeh, Jamaica Plain

Trea Lavery, Allston
Olivia Taylor, Mission Hill
Deniz Boyu, Fort Hill
Omeed Golkaryeh,

Elizabeth Polcha, Jamaica Plain
Cara Marta Messina, Jamaica Plain
Alanna Prince, Boston
Olivia Davis, Winchester
Susan Spilecki, Brighton
Caitlin Gaffny, Mission Hill, Roxbury
James Duggan, Roxbury
Somy Kim, Mattapan
Aaron Block, Watertown
Emily Avery-Miller, Watertown
Cienna Dubay, Jamaica Plain
Melissa Wolter-Gustafson, Jamaica Plain

Allyssa Prutzman, Jamaica Plain
Becca Britton-Anastas, Jamaica Plain
Mackenzie Coleman, Cambridge
Mary Annas, Newton Center
Alissa Zimmer, Jamaica Plain/Roxbury

Adora Gaul, Egleston square
Eirinn, Mattapan
Ben Simonds-Malamud, JP
Abbe Neumann, Brighton
Stephanie , Roxbury
Matt Delligatti, JP
Rebecca Gray, Jamaica Plain
Valerie Rugulo, Jamaica Plain
Linda W, Jamaica Plain



NU for the Common Good Coalition

c/o Vanessa Snow, Community Organizer
15 Chilcott Place #3
Jamaica Plain, MA 02130

Wynndell Bishop, Dorchester

Boston-Area Residents (cont'd)

Ilona, Roxbury
Monica Dean, Roxbury
Brian, Jamaica Plain
clare Cullinan, davis square, somerville
Elise Sutherland, ROXBURY
Giselle , Roxbury
Nikia Manifold, Roxbury
Anna Nathanson, Cambridge
Sydney Kinchen, Jamaica Plain
Michelle Dhanda, Dorchester
Toshiba Bodden , Dorchester
Juanita, Roxbury
Nick Salerno, Mission Hill
Jen Douglas, Jamaica Plain
Tara Roslin, Cambridge
Tara Vaughan, Roslindale
Wayne Yeh, Jamaica Plain
Nate Lash, Roxbury
Liz McGuire, Brighton
Ethan Skutt, Roxbury
Maria Christina Blanco, Jamaica Plain
Maya Ochoa-Blanco, Jamaica Plain
Joseph Deauna, Allston/Brighton
Nathaniel Stetson, Fresh Pond
Hannah MacKay, Jamaica Plain
Aristidez Perez, Dorchester
Suzanne Metro, Jamaica plain
Lauren Sava, Jamaica Plain
Emilia Deimezis, Jamaica Plain
Melissa, Roxbury
Paula Kelley, Dorchester
Kaitlyn Coppola, Roxbury
Perri Meldon, Jamaica Plain
linda freeman, Roxbury
Ann-Marie Clark-Borden, Roxbury
Bridget Colvin, Roxbury
Nadja Harrell, JP
Stephanie Houten, Egleston
Valerie Coimbra, Jamaica Plain
Leonardo Peguero, Fenway
Luana Morales, Hyde Park
Omar Ocampo, Brighton
MyDzung Chu, Dorchester
Queen Arsem-OMalley', Jamaica Plain
Mike Leyba, Jamaica Plain
James, Hyde Park

CRYSTAL WEGNER, Jamaica Plain
Paula olender , Roslindale
Claire Corcoran, South End
Betty, Dorchester
Jasmine , Hyde park
Markita Durant , Mattapan
Diane C, Dorchester
Mika Winder, Roxbury
Jared McNeil, Brighton
Nadia, Brighton

Derek Schwartz, Jamaica Plain
Lindy Noecker, Somerville
Biagio DeSimone, Somerville
Krystle Brown, Jamaica Plain
Nam Le, St. Mark's, Dorchester
Ashley Patterson, South End
Nadav David, Jamaica Plain
Grace Holley, Roslindale
Phyllis St-Hubert, Roxbury
Cynthia Jones, Roxbury
Talya Jones, Roxbury
Adam, Jamaica Plain
Victoria Perez, Allston
Michelle Lynne, JP
Dawilmer Castillo, Roxbury
NK Acevedo, Dorchester
Pamela Bender, Jamaica Plain
Lisa Jeanne Graf, Fenway
Jonathan Rodrigues, Mattapan
Hamlet J Cooper, Dorchester
Kathy Lebron, Roslindale
Oscar A. Brazoban, South End
Lew Finfer, Dorchester
Alexis Agrinoni, Roxbury
Galia Escarfullery, Dorchester
Barbara Civill, East Boston
Yaritza Pena, Roxbury
Aaron Tanaka, Dorchester
Vero Navarro, JP
Nelson Arroyo, Jamaica Plain
Oliver De Leon, Jamaica plain
Joanne DeCaro, Brookline
Alana Ounan, Jamaica Plain
Brittany Crawford, Roxbury
elly kalfus, somerville
Stephen, JP
Anthony Melvin, Mattapan



NU for the Common Good Coalition

c/o Vanessa Snow, Community Organizer
15 Chilcott Place #3
Jamaica Plain, MA 02130

Boston-Area Residents (cont'd)

Sophia L Gurley, Roxbury
Joan, Dorchester
Zafira Smith, Roxbury
Liz Wang, Dorchester (Columbia Point)
Ella, Arlington
Ronice Kimbrel, Dorchester
Elisa, West Roxbury
Karen Kirchoff, West Roxbury
Margaret Mandosa, Roslindale
Dana, South Boston
Nicole Sabatino, Roxbury
Nancy Horowitz, Roslindale
Briyani Zain, Dorchester
Robin Saunders, Dorchester
Benjamin Ehler, Dorchester/Fields Corner
Ariel Branz, Roxbury
April Tang, Dorchester
Kaley Bachelder, Roxbury
Jeremy Surla Vargas, Roslindale
Jackie, Jamaica Plain
Ryan Busse, Fenway
Isaac Julian Shur, Downtown Boston
Aaron Dockser, Somerville
Renee Gardner, Arlington
Michael Birenbaum Quintero, Lynn, MA
Chrystel Murrieta Ruiz, Somerville
Anne Nash, Newton Corner
Cristina Suazo, Allston
Carlin Reynolds , Columbus



Gerald Autler <gerald.autler@boston.gov>

Parcel 18 and Northeastern

1 message

Kyle Robidoux

Tue, Dec 17, 2019 at 8:46 AM

To: Gerald Autler <gerald.autler@boston.gov>

Cc: Kim Janey <kim.janey@boston.gov>, "Santiago Jon - Rep. (HOU)" <jon.santiago@mahouse.gov>, Sonia Chang-Diaz <sonia.chang-diaz@masenate.gov>

Hi Gerald,

Thanks to you and the BPDA for hosting last night's task force meeting about Parcel 18. I found Northeastern's presentation about community benefits and economic development very informative.

I also support the proposed Parcel 18 dorm/classroom building in principal. However, I cannot fully support the project until more details are provided. Therefore, I hope the BPDA extends the community comment period and holds off on any further action on this project until there is a community process around the Fenway dorm buildings that Northeastern is taking off-line and looking to dispose off.

By taking these properties off-line, the Parcel 18 building will only have a net gain of 175 dorm beds. Last night American Campus Communities shared that the 4-BR suites in the recently completed Lightview on Columbus rent for more than \$6000/month). This supports the anecdotal stories I've heard from students that it is cheaper to live in market rate housing in our neighborhoods.

Seeing that P18 falls outside of the Institutional Master Plan and the community benefits that were negotiated as part of that process, there should be additional community benefits as part of the P18 process. And leveraging the Fenway buildings for affordable housing, as mentioned last night by the Fenway Task Force rep, would be wonderful.

I look forward to continued discussion about Parcel 18 and the Fenway buildings, Thanks

Kyle
Greenwich Court

Kyle Robidoux
Speaking Info: <http://www.kylerobidoux.com>
Insta:
Twitter:
Blog: [Blind Beer Runner](#)
Sponsored Athlete/Ambassador:
[Athletic Brewing Company](#)
[Topo Athletic](#)
[Ultimate Direction](#)
[Clif Bar](#)



January 6, 2020

John Tobin
Vice President for City & Community Affairs
716 Columbus Ave. / Suite 598
Boston, MA 02120

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

Re: Northeastern University Institutional Master Plan Amendment
and 840 Columbus Avenue Project

Dear Mr. Tobin & Mr. Autler:

Mission Hill Neighborhood Housing Services (MHNHS) has long and strongly expressed its desire that Northeastern University house more students off the Hill by building more on-campus beds to meet its need to house its undergraduate population. Nevertheless, MHNHS believes the current project as proposed and the resulting Master Plan Amendment raises many issues of concern for the surrounding communities, lacks complete and transparent planning with the NUTF and its neighboring community members, and raises too many issues that have not yet been addressed. At its January Board Meeting Mission Hill Neighborhood Housing Services voted not to support the Northeastern University Institutional Master Plan Amendment or the 840 Columbus Avenue Project at this time, requesting the following issues of concern be addressed and resolved:

- The 840 Columbus Ave. project is proposed to be 26 stories with 975 beds. The location of this dorm at this size ignores earlier expressed desire of the NUTF Community Members to see height and dorms built central to the University's campus and not at its edges. We are concerned that this proposal will further enhance Northeastern University's expansion into Lower Roxbury, exacerbating gentrification in the area, impacting local businesses and fueling escalating housing prices. There have been no real discussions of impact or mitigations.

- Further troubling is this huge project of 26 stories and 975 beds will only net 175 new beds. The others will replace beds located in buildings in the Fenway owned by NU which offer a product that NU feels is no longer desired by the student population it serves. NU will not upgrade these units but will divest of these properties to the market, as stated at the last NUTF meeting. There has yet to be any real discussion, except for ten minutes of concerns raised by Task Force Members present. There has been no real dialogue and decision about deed restrictions, affordability, homeownership, or a number of other issues that will have to be resolved if these units are to be returned as stabilized community housing v. continue as speculative student housing under different ownership. There has been no discussion in the Fenway and there were very few Fenway neighbors present at the last Task Force Meeting. When asked whether leased housing units in the Fenway would also be replaced with this new construction, there was a shoulder shrug and a maybe.
- The first 5 stories of the proposed 840 Columbus Ave. project is programmed to include office, academic, and retail space which will somehow meet the economic development commitments of this site. It is troubling to us that NU and the City of Boston have not reached any proposal back to the community that demonstrates how the 26-story building and 975 dorm beds will result in economic opportunities for the surrounding community. Yes, the old idea of a hotel doesn't appear viable and may compete with other new hotels in the area. Yes, there were some ideas brainstormed over the summer at focus group meetings that NU held with community members, including some NUTF members. NU may be exploring some kitchen maker space. But no, there is no proposal put forth with this Institutional Master Plan Amendment and huge 26-story 975-bed project to incorporate an economic development vision into this plan for this site.
- It is troubling that the bulk of the dorm units in the new building will be 4 bed/2 baths at \$1589 per bed or \$6356 per month per dorm unit. Maybe much of the current NU student population can afford this price point and maybe NU students will leave Mission Hill and Fort Hill apartments in throngs to pay \$1589 for a bed in this high-rise dorm. We'd like to see additional data on the marketability of these units over a triple decker flat on Hillside Street, for example. Maybe more troubling will be the fact that the majority of the NU student population can afford this price point.
- Issues were raised about the impact of this 26-story building with 975 beds at this location and its additional impact on the already stressed transportation infrastructure. No information or mitigations have been presented related to the bike path, pedestrian connections, MBTA use.

- MHNHS and other NUTF Members raised and the University expressed in its 2013 Institutional Master Plan the need to use linkage funds generated by the development impact projects to support local affordable housing projects through “housing creation linkage”. Six years later, and at a time when many of our Hospital Institutional Neighbors have identified the lack of affordable housing as the primary concern raised in the Community and a key social determinant of health and are directing funds accordingly, NU has shown no commitment to addressing the housing crisis that surrounds them and to which many maintain they largely contributed. NU continues to make less than 30% of their requested contribution to the City of Boston PILOT Program - additional funds that could go towards economic and/or affordable housing programs. Troubling.

We hope we can work collectively through the NUTF process to address and resolve many of the issues put forth here.

Sincerely,



Patricia Flaherty
Executive Director
NUTF Member

Cc: Councilor Kenzie Bok
Councilor Kim Janey
Representative Nika Elugardo
Shanice Pimentel, Mayor's Office of Neighborhood Services
Edward Carmody, BPDA

Public comments submitted via BPDA website

Date	Name	Organization	Opinion	Comments
12/8/2019	Joseph Crabtree		Support	<p>This is great for the location. This area needs this density, its so close to great transit connections at Ruggles and having no parking will make this a fantastic forward looking sustainable, transit-oriented development. This area has the capacity to support so many more residents and clearly is in need of more modern and code-compliant student housing. It would be great if the developer could commit to expanding the Bluebikes station located directly across the road from this development as that location already struggles with peak demand. Also the developer needs to be aware and make sure their development works with the ongoing Melnea Cass Blvd reconstruction which will likely be in construction in this area at the same time as this building is being built. Similarly the ongoing but delayed Tremont Street design project will have impacts on this development and hopefully the developers commit to working with and furthering that project to improve pedestrian safety on the Tremont St side of this project. It would also be useful if the University could commit to connecting and improving the Southwest Corridor bike path through this development area and connecting it better across into their other EXP development. The whole intersection of Melnea Cass/Columbus Blvd is a mess for pedestrians at the moment and the university is developing high pedestrian density projects on two corners of this intersection. The segment of Columbus Ave that links between Melnea Cass and International Village is also far too wide and in poor condition and would highly benefit from a university supported redesign. Last, I'd like to see commitments to public space in the lower floors as is seen in other IMP projects. Overall a full support for this project overall though.</p>
12/17/2019	Wilfredo Mercado		Oppose	<p>I'm on the brink of being homeless because of the high rent and utilities because of these massive expansion projects to attract more people to a city that doesn't even have enough affordable housing for its own residents but we want to build a tower to attract more students/people who don't currently live here in the city of Boston . I strongly oppose this expansion. We need to build more affordable housing for our residents and for those who currently are homeless. Until we can get this city and its residents rightly homed then we have no business attracting more people to a city that doesn't take care of its own. Periodt??</p>

Public comments submitted via BPDA website

12/19/2019	Jennifer Leonard	Southwest Corridor Park Management Advisory Committee (PMAC)	Support	<p>I am writing this letter of support for the proposed 840 Columbus Avenue project, writing as a member of the Northeastern University Community Advisory Board (CAB) and as co-chair of the Southwest Corridor Park Management Advisory Committee (PMAC). My view of this project comes from three different perspectives, as a CAB member, community resident and PMAC co-chair. (1.) Through my membership in the CAB, I was fortunate to attend brainstorming sessions about this project, brainstorming with other community members about how the space on the lower floors could be used to foster economic development, in the spirit of early agreements about the use of Parcel 18. Many of us liked the ideas of (a.) Co-working space for small businesses, with an emphasis on flexible work space for solo entrepreneurs, social enterprises and others who can provide internship and co-op opportunities for both local high school students and NEU students; and (b.) Space for community groups and nonprofits for office use and meeting space. With the expectation that this building includes a strong plan for economic development-focused community benefits, I support the project. (2.) Meanwhile, as a community member, I have been following the discussion about the impact of this project on neighborhood housing markets and neighborhood quality of life. Like many neighborhood residents, I have been negatively impacted by off-campus NEU students (at a previous address). I support the university in efforts to bring more students on-campus, along with efforts to improve the quality of student life and student activities. The NEU Community Advisory Board has had good discussions with the student government and the office of off-campus housing and I'm confident that progress can be made on improving the quality of student life and mitigating the impact of student housing on the surrounding neighborhoods. (3.) In terms of the physical impact of the building, I am a little bit worried about the density of the building, both because of the impact on student life inside the building and, in my role as PMAC co-chair, I worry about the potential impact on Columbus Avenue and that section of the Southwest Corridor Park bicycle/walking paths. Along with other members of PMAC, we will seek to partner with the university to look carefully at possible improvements in signage and striping/stenciling for the bicycle/walking path near the proposed project, especially near Ruggles MBTA station, where there is already a confusing mix of bicycle and pedestrian travel. We had a great collaboration with NEU last year to implement bicycle and pedestrian path striping/stenciling along Carter Playground and along the ISEC science building. Striping and stenciling for the section of the path near Ruggles and the International Village building (and this proposed new building) would require coordination among the MBTA, DCR, and the City of Boston, and I hope that perhaps this project could help foster that coordination. Thank you for your attention to this project. I hope to continue to have a voice as the project moves forward. Jennifer Leonard 75 Lawn St., Boston, MA 02120</p>
1/2/2020	Bridgette Wallace	Resident of Roxbury	Oppose	<p>The encroachment of Northeastern University has been steady and deliberate. The impact on our neighborhood demographic and character has placed priority on one group at the expense of building community and place keeping for its current residents. This tower is not in the best interest of community preservation. Trying to work with Northeastern to be a good neighborhood and open its spaces and resources has been an exercise in futility. If it worked alongside the community to ensure that non traditional students could access its resources then the expansion could be justified. Expansion for the sake of only benefitting the university and its paying students is not worth the investment in a few over the many.</p>
1/2/2020	Madison Williams	Northeastern University	Oppose	<p>As a Northeastern student, I agree with City Councilor Kim Janey in her letter to Mr. Gerald Autler. Northeastern has not even done the bare minimum to support the Roxbury community.</p>

Public comments submitted via BPDA website

1/3/2020	Stephanie Geheran		Oppose	This is unconscionable given epidemic displacement in Boston and surrounding areas. There is a major need for subsidized housing, particularly in this location. Building this would be a major disservice to our community.
1/3/2020	Kieran Sheldon	Northeastern University	Oppose	As a Northeastern student, I expect the University to put far more effort and money into supporting its local community before it continues to encroach upon that community.
1/3/2020	Gerad Sockol	Student	Support	There is not an adequate level of housing at northeastern. This forces many students to have to live off campus! There were event students that had to live in a hotel or near BU. THIS IS UNACCEPTABLE!!!!!! All these liberal activists just like to complain about economic development. This housing would allow more students, students paying a lot of money on higher education, to live near their classes. This will also spur new business (as was seen on Mission Hill) and make neighborhoods safer and better communities for ALL that live there!
1/3/2020	Danielle Bettio		Oppose	I STRONGLY oppose the building of 840 Columbus Ave in Roxbury. As a student at Northeastern University, I recognize the toxic role Northeastern plays in the surrounding community. Northeastern has played a role in the displacement of the surrounding Boston communities, and continuously ignored voices requesting they build more affordable campus housing for students so that they don't contribute to gentrification around the University. These apartments will be much too expensive for students, a four bedroom apartment averaging on \$6,000 per month. These prices will not keep students from moving into/displacing working class communities like Roxbury. Going through with building this complex will only further solidify Northeastern's failure to be a strong community member.
1/3/2020	Julianna Urban		Oppose	I am a Northeastern undergrad currently living in American Campus Community's Lightview property. Based on my experience in the last four months of living here, I strongly oppose this development partnership. The overall quality of lightview is poor, with multiple heat and hot water issues, a supposed flood over winter break, next to zero sound and smell insulation both within apartments and between neighbors, and staff who don't know what they're doing. I had a better living experience in 10+ year old buildings on campus, and for less money. My expectations have been less than met for the amount of money I am spending, and I highly discourage Northeastern from partnering with ACC for housing. It is irresponsible to feign meeting city-imposed housing requirements through beds that are third-party managed. I think this project is well-designed and is a good replacement for the parking lot currently on that corner however ACC should not be involved.
1/4/2020	Devon Whitney		Oppose	I am very privileged to be able to attend Northeastern University, an institution at which I endeavor to learn skills and earn a degree which will help me to be of service to others in my life. I feel disheartened and ashamed that my education comes at such a cost to others, and that I am benefitting from an institution which continues to take from its neighbors while failing to give back in any meaningful way. I want to be proud of my roots when I venture into the world, and I hope that Northeastern will listen to the concerns of City Councilor Kim Janey and the residents of Roxbury.

Public comments submitted via BPDA website

1/5/2020	Addison Pedro	Northeastern University	Oppose	<p>My name is Addison Pedro and I am a 3rd year student at Northeastern University. After multiple frustrating and at points dangerous situations with Northeastern University campus housing, I felt I had no place to go besides Lightview, as commuting from off-campus locations was not an option for me. It is incredibly apparent the impact that Lightview and the Interdisciplinary Science and Engineering Complex have had on the surrounding community. I rarely see any Roxbury residents walking around the area, a clear difference from when I began studying here in 2017. Continuing to develop further into Roxbury does not foster a diverse or welcoming community, as we are pushing longtime members of the local community away from their homes and moving in (often wealthy) students. As to my earlier point about being frustrated and unsafe in the current campus housing options, Northeastern needs to invest in repairing their current housing options before expanding into Roxbury and pushing out residents and businesses. I had to be moved out of my campus housing halfway through a semester due to asbestos and mold issues. I have had an incredibly difficult time with communicating with residential life offices. The focus absolutely must be on either renovating or rebuilding the older buildings on campus and making them safe and acceptable for students to live in rather than building a band-aid building that harms the Boston community. Thank you for taking the time to read my concerns. I hope that this new building is reconsidered due to the massive impact it has on residents who have essentially no say in the process, as well as the more deserving recipients of this investment.</p>
1/5/2020	Tara Maggiulli	Student at NEU	Oppose	<p>I am a third year student at Northeastern University, and I have lived in the school's IV dorm building in Roxbury for two years. My university has a nasty habit of subverting the interests of the Roxbury community and its residents with the development and construction of works such as IV, ISEC, the William E. Carter playground, and the already existing Columbus Ave dorm buildings. The construction of the 840 Columbus Ave dorm building will be an ugly addition to the list of construction projects that Northeastern developed by leasing land to third party developers, pulling the wool over the eyes of local developers and engaging in sneaky, under-handed practices that leave Roxbury's residents in the dark. I work in Roxbury, engaging with low-income families with young children specifically, and I've had the opportunity to speak first-hand with frustrated life-long Roxbury residents about Northeastern's predatory behavior. One woman has told me directly (and I quote her word for word) "I'm sick of that Northeastern shit, thinking they own all of Boston! Everywhere I go I see that damn "N" logo." Northeastern claims to be a champion of community organization and engaging in positive, productive discourse with its neighbors, but quite frankly, the only thing Northeastern has done to "foster connection" between Northeastern's main campus and the neighboring community of Roxbury is throw up a rusty bridge. My opinion of the institution has also rusted over, and I can now soundly say I'm ashamed to be a Northeastern student. Money-hungry, clout-chasing, unbridled Northeastern University needs to be fettered so Roxbury development can be controlled by its own residents.</p>

Public comments submitted via BPDA website

1/10/2020	Vanessa Snow	NU for the Common Good	Oppose	<p>January 9, 2020 To: Gerald Autler, John Tobin Cc: Kim Janey, Boston City Council President, District 7; NU for the Common Good is a coalition of faculty, students, community leaders, and other groups who have a stake in working together to make Northeastern a more socially responsible institution, especially in regards to faculty and graduate worker rights, community benefits, and affordable housing. We are submitting this letter as a coalition, along with over 200 individuals and allied community organizations, to express our opposition and concern regarding the proposed change to Northeastern's Institutional Master Plan, specifically the development of a student residence building at 840 Columbus Avenue. We understand that the intention of building more student housing is to have fewer students competing with working families in the off-campus housing market. We were alarmed to find out that the residences would be built by a for-profit developer, with 4-bedroom apartments renting for over \$6,000 per month. For students, the cost of higher education is becoming increasingly more expensive. Nationally, student loan debt has surpassed credit card debt. Recent graduates are struggling to pay back these loans, and it is predatory for a non-profit institution to encourage students to live in a for-profit development, knowing first-hand that students are taking out loans to cover the rising cost living in Boston. Luxury student housing may attract more affluent students who are currently living in the Back Bay or South End, but it will not deter students looking for more affordable housing in the working class communities of Roxbury that surround Northeastern who have been severely impacted by gentrification and displacement due to the rising costs of rent that students, supported by multiple incomes, are able to pay. Members of our coalition have attended the last two Community Task Force meetings and we share the concerns of many community members. We agree that an Impact and Needs Assessment needs to be conducted prior to any changes to the IMP. We also would like to have a more transparent process in terms of Community Benefits and the Task Force's Economic Development Plan, to include the University paying the city its PILOT contributions in full, and to allow Northeastern graduate workers and full-time non-tenure track faculty to have free and fair union elections. Our coalition has collected 290 signatures of Boston residents, Northeastern students living in student & off campus housing, alumni, faculty, and workers, and community organizations that have also signed on to this comment, and we able to provide at your request. Sincerely, NU for the Common Good</p>
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APPENDIX 3
SAMPLE PUBLIC NOTICE

SAMPLE

PUBLIC NOTICE

The Boston Planning & Development Agency (BPDA), acting pursuant to Article 80 of the Boston Zoning Code, hereby gives notice that a Draft Project Impact Report (DPIR) for Large Project Review has been received from

(Name of Applicant)

for _____

(Brief Description of Project)

proposed at _____.

(Location of Project)

The DPIR may be reviewed or obtained at the Office of the Secretary of the BPDA Boston City Hall, Room 910, between 9:00 A.M. and 5:00 P.M., Monday through Friday, except legal holidays. Public comments on the DPIR, including the comments of public agencies, should be transmitted to Edward Carmody, Institutional Planner & Project Manager, Boston Planning & Development Agency, Boston City Hall, Boston, MA 02201, within sixty (60) days of this notice or by _____. Approvals are requested of the BPDA pursuant to Article 80 for _____.

The BPDA in the Preliminary Adequacy Determination regarding the DPIR may waive further review requirements pursuant to Section 80B-5.4(c)(iv), if after reviewing public comments, the BPDA finds that the _____ adequately describes the Proposed Project's impacts.

BOSTON REDEVELOPMENT AUTHORITY

Teresa Polhemus, Executive Director/Secretary