

April 19, 2019

Ms. Sally Mason Boemer
Senior Vice President for Finance
Massachusetts General Hospital
55 Fruit Street
Boston, MA 02114

Re: **Scoping Determination for the proposed Massachusetts General Hospital Institutional Master Plan and Proposed Clinical and Campus Services Buildings Projects**

Dear Ms. Mason Boemer:

Please find enclosed the Scoping Determination for the proposed Massachusetts General Hospital ("MGH") Institutional Master Plan and Proposed Clinical and Campus Services Buildings Projects. The Scoping Determination describes information required by the Boston Planning & Development Agency in response to the Institutional Master Plan Notification Form/Project Notification Form ("IMPNE/PNF"), which was submitted under Article 80D and Article 80B of the Boston Zoning Code on February 20, 2019 by MGH. 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". The signature is fluid and cursive, written in a professional style.

Edward Carmody
Project Assistant

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

**MASSACHUSETTS GENERAL HOSPITAL
INSTITUTIONAL MASTER PLAN / DRAFT PROJECT IMPACT REPORT
CLINICAL AND CAMPUS SERVICES BUILDINGS PROJECTS**

PREAMBLE

On February 20, 2019, Massachusetts General Hospital (“MGH”) submitted to the Boston Planning & Development Agency (“BPDA”) an Institutional Master Plan Notification Form/ Project Notification Form (“IMP/NF/PNF”) seeking approval of a new MGH Institutional Master Plan (“IMP”) and detailing the Clinical and Campus Services Buildings Projects totaling approximately 1,035,000 square feet and 81,000 square feet, respectively. The Clinical Building is proposed to be located on a site bounded by Cambridge Street, North Grove Street, Parkman Street, and Blossom Street, and flanking both sides of North Anderson Street, which is proposed to be realigned. The Campus Services Building is proposed to be located on a site north of Parkman Street at the intersection with Blossom Street (“Proposed Projects”).

The BPDA will review the proposed IMP 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, MGH is required to prepare and submit to the BPDA a proposed IMP 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 Projects included in the IMP to allow the BPDA to make a determination about the merits of the proposed IMP and Proposed Projects. **The proposed IMP and DPIR shall contain the information necessary to meet the specifications of Article 80 as well as any additional information requested below.**

Copies of the IMP/NF/PNF were made available to the public in both electric and hard copy format. A Task Force Meeting and Public Meeting were held on February 27, 2019 at which the Proposed Projects were presented, and a Scoping Session was held on March 13, 2019 with public agencies. The comment deadline for the IMP/NF/PNF was March 22, 2019.

Based on review of the IMPNF/PNF, related comments, as well as a Scoping Session and Public Meeting, the BPDA hereby issues its written Scoping Determination (“Scope”) pursuant to Section 80D and Section 80B of the Code. MGH 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, 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, and another setting forth the submission requirements for the DPIR. When appropriate, information requested in one section may be provided in the submission that responds to the other section.

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

- All development projects have construction impacts. As with any urban development there needs to be a balance of constructions related inconveniences with the daily activities that will continue to occur adjacent to the project site. A detailed approach to the construction management must be included in the DPIR.
- Throughout this initial phase of review, the Proponent has taken steps to meet with local residents, elected officials, abutters, and City and State agencies. These conversations must continue, ensuring that what is presented in the DPIR is beneficial to the adjacent neighborhoods and the City of Boston as a whole.
- The BPDA encourages the Proponent to continue to work closely with City agencies, including the Boston Transportation Department (“BTD”). In particular, collaboration with the Transportation Demand Management (TDM) program and coordinator is strongly encouraged to enhance MGH’s current transit, parking management, and other TDM measures.
- Particular attention should be paid to Cambridge Street as a vital and robust pedestrian corridor in all upcoming plans and designs. Several options should be considered to not only mitigate development impacts on the pedestrian experience along Cambridge Street, but also to enhance the quality of the public realm along this corridor. The BPDA encourages MGH to intentionally define a main entrance for

the hospital campus along Cambridge Street as a useful clarification for pedestrian wayfinding and institutional identity within the public realm.

- A comprehensive signage master plan should be undertaken as part of the IMP. This should include but not be limited to: building signage, wayfinding (vehicular and pedestrian), environmental signage, and any specific major signs. The master plan should provide locations, design, and material for all signs and may be both a survey of existing signage and a plan for the future.
- Further analysis is needed regarding how the Cambridge Street development site will align with Cambridge Street North District goals and Cambridge Street North Protection Area design guidelines, as outlined in Appendix 1.
- Moving forward, MGH's plans for the Clinical building and the IMP are strongly encouraged to include components for assisting in the advancement of larger area improvements. These include continuous City and public desire for Cambridge Street bicycle infrastructure improvements; the MBTA Red/Blue Connector project; and ongoing Charles Circle pedestrian as well as bicycle improvements at the interface with the MGH Red line station and the Longfellow Bridge.
- The full context of building heights and massing of the Clinical Building should be shown in relationship with nearby institutions, other larger office and residential developments north of Cambridge Street, as well as the historic district south of Cambridge Street
- Continued attention to loading, parking, and curbside management for the new Clinical building and effects on the pedestrian experience and public realm at various locations should be shown in the DPIR. One option to be explored in further detail is concentrating this activity on the proposed repurposed North Anderson Street.
- In advancing the Projects' design, and in considering the Cambridge Street public realm, MGH must pay attention to the City's Complete Streets Initiative, which requires green infrastructure and emphasizes design requirements that ensure a high quality pedestrian and cyclist streetscape.

- Considerable public concern has been raised regarding the carbon footprint of the proposed projects. The DPIR should include detailed analysis of the energy requirements of the Clinical and Campus Services Buildings and discussion of their alignment with the Mayor's stated goal of a carbon-neutral Boston by 2050.

SUBMISSION REQUIREMENTS

FOR THE

MGH IMP

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

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

The MGH IMP should be documented in a report of appropriate dimensions and in presentation materials which support the review and discussion of the IMP at public meetings. 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 MGH Task Force, community groups, and other interested parties in support of the public review process. The IMP should include a copy of this Scoping Determination. The IMP should include the following elements:

1. MISSION AND OBJECTIVES

- **Organizational Mission and Objectives.** Define MGH'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 MGH and shaping program objectives, employment numbers, number of beds, etc. Provide any updates to MGH'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 new IMP.

2. EXISTING PROPERTY AND USES

The IMP 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 MGH as of the date of submission of the IMP, with the following information for each property.

- Illustrative site plans showing the footprints of each building and structure, together with roads, sidewalks, parking, and other significant improvements.
- Land and building uses.
- Building gross square footage and, when appropriate, number of dormitory beds or parking spaces.
- Building height in stories and, approximately, in feet, including mechanical penthouses.
- Tenure (owned or leased by MGH).

3. PROPOSED FUTURE PROJECTS

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

- 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 MGH’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 MGH.
- **Factors Driving Facilities Needs.** Provide any update since filing the previous IMP of current facilities utilization rates and MGH’s ability to accommodate patient number growth with existing facilities, by type of facility.
- **Campus Vision and Identity.** Describe any updates to MGH’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. Discuss consistency with the Cambridge Street North Protection Area guidelines.
- **Public Realm.** Discuss any updates to the existing public realm conditions (i.e. parks, plazas, streetscapes) in the vicinity of MGH facilities, regardless of ownership. Discuss key urban design and public realm goals and objectives proposed by MGH 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 MGH’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 Project. In addition to the submissions detailed in this Scope, MGH 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 Project.

- **Existing Conditions.** Provide any updates to MGH’s existing transportation and parking characteristics, including data on mode share for employees, parking spaces owned and operated by MGH, 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 Projects 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 MGH jobs.

7. COMMUNITY BENEFITS PLAN

The IMP should describe any updates to MGH's Community Benefits Plan since the approval of the previous IMP and in relation to the Proposed Projects.

8. ENVIRONMENTAL SUSTAINABILITY

The City of Boston expects a high level of commitment to principles of sustainable development from all developers and institutions. MGH's Proposed Project provides exciting opportunities for innovation and excellence. MGH 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 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 Projects.

- **Existing Sustainability Measures.** Update if applicable MGH'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 MGH has adopted in the area of sustainability since the approval of the previous 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.** MGH's development should go beyond the minimum requirements related to stormwater runoff. In particular, the new developments proposed as part of this IMP Amendment 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.** MGH will be responsible for preparing and publishing in one or more newspapers of general circulation in the city of Boston a Public Notice of the submission of the IMP to the BPDA as required by Section 80A-2. This Notice shall be published within five (5) days after the receipt of the IMP by the BPDA. In accordance with Article 80, public comments on the IMP 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, MGH shall submit to the BPDA a copy of the published Notice together with the date of publication.

SUBMISSION REQUIREMENTS

FOR

MGH

CLINICAL AND CAMPUS SERVICES BUILDINGS PROJECTS

DRAFT PROJECT IMPACT REPORT

The Scope requests information required by the BPDA for its review of the Proposed Projects 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 MGH Institutional Master Plan pursuant to Article 80, Section 80D-10 of the Code.

The requirements below apply to the Draft Project Impact Reports (DPIRs) for the Proposed Projects.

Subsequent to the end of the forty-five (45) day public comment period on the DPIR, the BPDA will issue a Preliminary Adequacy Determination ("PAD") that indicates the additional steps necessary for MGH 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 Projects' impacts and, if appropriate, propose 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. 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 MGH 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 Projects
 - 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 Projects, all restrictive covenants and contractual restrictions affecting the Proponent's right or ability to accomplish the Proposed Projects, 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 Projects are 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 Projects 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 Projects' impact on the transportation network and proposes measures intended to mitigate, limit, or minimize any adverse impact reasonably attributable to the Proposed Projects. 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 Projects. Please reach out to the Boston Transportation Department to discuss attached comment letter.

- **Traffic Management Element.** MGH shall work with BTM to identify applicable items of study:
 - Identify the Proposed Projects' 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 Projects' 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 Projects' 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 Projects.
 - Review provisions for service and emergency vehicle access to the proposed dormitory building.

- **Parking Management Element.** MGH 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 Projects for tenant, commuter, and short- and long-term visitor parking; nontenant and other parking needs within the Impact Area; and evening and weekend parking needs
 - Include operational policies and strategies for the Proposed Projects 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 Projects. 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 Projects; 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 Projects by limiting the number of construction vehicle trips generated by the Proposed Projects, 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 Projects, 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 Projects and potential safety issues at pedestrian crossings. Propose improvements to facilitate pedestrian circulation to and around the Proposed Projects 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 Projects, the sidewalks and walkways within and adjacent to the Proposed Projects' 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 $1.5 \times \text{root mean square variation about the average}$. 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 MGH's other buildings and any relevant similarities or differences between those facilities and the Proposed Projects, 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 Projects are 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

MGH will be expected to undertake design review on the Proposed Projects 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.** MGH 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 Projects from locations to be determined through consultation with the BRA's Urban Design Department.
- **Relationship to Surrounding Context.** The DPIR should describe the design of the Proposed Projects 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 Projects presents 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.

The DPIR shall respond to the comments from the Boston Water and Sewer Commission, which are contained in Appendix 2 and incorporated herein by reference.

8. HISTORIC RESOURCES COMPONENT

The DPIR should summarize any historic resources that will be affected by the Proposed Projects, 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 Projects.

9. INFRASTRUCTURE SYSTEMS COMPONENT

The DPIR must include an infrastructure impact analysis.

The discussion of Proposed Projects' 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 Projects' 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 Projects 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 Projects on those systems.
 - Description of the Proposed Projects' impacts on the water quality of Boston Harbor or other water bodies that could be affected by the projects, 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 Projects' 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 Projects' 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 Projects. 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.** MGH 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 forty-five (45) 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, MGH 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, Project Assistant
FROM: BPDA Planning Department
DATE: March 22, 2019
SUBJECT: Massachusetts General Hospital
Institutional Master Plan Notification Form
Project Notification Form

SCOPING DETERMINATION

The Massachusetts General Hospital (MGH) filed their Institutional Master Plan Notification Form/Project Notification Form (IMP/NF/IMP) on February 20, 2019. The IMP/NF/IMP described two IMP projects: a 1,035,000 sf Clinical Building with clinical, beds, retail space and 1,100 below grade parking spaces and an 81,000 sf Campus Services Building comprising office, mechanical, and support space. While this scoping document primarily addresses the two proposed projects, note that review of the other proposed IMP projects is anticipated.

This memo combines comments from the Boston Planning and Development Agency Urban Design, Downtown and Neighborhood Planning, and Transportation and Infrastructure Planning Staff. It will address interrelated issues for these projects including height and massing, public realm, open space, environmental impacts, mobility connections and options, and other related issues. Following its incorporation into the Scoping Determination, we anticipate an on-going dialogue with MGH regarding responses to these questions and requested submissions.

Modern hospital design emphasizes very large floor plate that are unusual in a city setting. This plus the higher than typical automobile mode share generated by a hospital--more people arriving by car and being unfamiliar with the area--mean that careful exploration of each project's impact to the broader neighborhood/urban context needs to be explored with the goal of finding ways to mitigate and manage those impacts. As we have recommended in the Longwood Medical Area, vehicular and pedestrian wayfinding and institutional identity will need to be clarified and enhanced in the future as part of improving the quality of the district's public realm. This was also one of the recommendations that came out of the recently completed North Station Area Mobility Action Plan (NSAMAP) of which MGH was a critical participant with the City for that effort.

The Projects outlined in the IMP/NF/PNF are seeking either Article 80B or Article 80E approval, and they are discussed individually in detail in this memo. The following materials should be submitted as part of the Draft Project Impact Report (DPIR). Visual, rather than written, responses are expected. Provide detailed phasing diagrams to explain how the Article 80 projects will be constructed. These items are in addition to those described in the typical submission requirements outlined in the BPDA Development Review Guidelines (subject to BPDA Design Review Staff discussions).

COMMENTS

Clinical Building

Planning Overview

The 239 Cambridge Street Parcel is currently governed by Article 47A, Cambridge Street North District, with portions of the parcel located within the Cambridge Street North Protection Area and the Blossom Street Restricted Growth Area. The goals and objectives for the Cambridge Street North District include:

1. preserve and maintain the historic character of the area;
2. to create opportunities for an active pedestrian street life;
3. to provide for institutional growth through an open planning process and in a manner that is compatible with existing District uses;
4. to direct development in a way that promotes balanced growth for Boston; and
5. to provide for streetscape and landscape improvements which enhance the natural and built environment.

The Cambridge Street North Protection Area was established to protect the existing scale of buildings so as to minimize contrasts of scale with the smaller buildings on the south side of Cambridge Street, encourage greater visual definition of Cambridge Street, and preserve a scale of development compatible with the concentration of the historic buildings within the Protection Areas. It establishes a maximum building height of sixty-five feet and a maximum FAR of 4.0, or a maximum FAR of 5.0 if the Proponent includes any of the Ground Level Uses outlined in Article 47A Appendix A and is subject with Large Project Review. The Blossom Street Restricted Growth Area establishes a maximum building height of eighty feet and a maximum FAR of 6.0. Projects located within the Cambridge Street North District must also setback by not less than sixty-five feet from the Street Wall.

The Cambridge Street North Protection Area outlines specific design guidelines such as:

- a preference towards maintaining the existing streetwall and facade when a building contributes to the architectural significance of the CSNSPA;
- street walls that give greater visual definition to Cambridge Street;
- discouragement of large, undifferentiated panes of glass facing Cambridge Street;
- locating the principal building entrance toward Cambridge Street to focus pedestrian activity.
- enhancement of views towards buildings such as the Bulfinch Building;

- appropriate breaks in the Street Wall that reinforce the block scale and street grid of Beacon Hill

The remainder of the Clinical Building parcels are already located within the MGH IMP; however, the intent of the Cambridge Street North District zoning could apply to the remainder of the project. Meeting the spirit of this intent can aid in reinforcing Cambridge Street as an urban space with robust pedestrian activity and enhance visitors transition between Cambridge Street and the MGH campus through a new “campus entrance.” Site analysis and two- and/or three-dimensional diagrams should be provided that clearly illustrates which of the Cambridge Street North District goals and the Cambridge Street North Protection Area design guidelines listed above contribute to the Clinical Building.

Transportation

A thorough analysis of the multi-modal transportation network for existing and future conditions will be required. In addition to the standard approach to traffic analysis, an in-depth analysis of the transit network for existing and future build conditions will be needed. This includes a determination of transit capacities for MBTA bus lines, the Red and Blue lines and MGH shuttle services, with the assignment of estimated transit trips onto each of these services by time of day and the subsequent future projected ridership/loads. Further direction will be provided in consultation with the City and MBTA.

The City recognizes the need to provide bicycle accommodations on Cambridge Street and is currently working on concepts to re-design the street to determine the best approach to implement these improvements. This was also a priority recommendation in the previously mentioned NSAMAP. We expect MGH to help to advance this work and ensure that the design for the Clinical Building will complement this future condition.

The City also supports the completion of the Red/Blue Connector and the Clinical Building should anticipate this project and its most recent design approach. MGH’s support in advancing this project will also be an important commitment of the amended IMP.

The NSAMAP also recommends improvements to Charles Circle that include improved pedestrian access to the MGH Red line station and the continuation of bicycle accommodations from the Longfellow Bridge. Assistance with implementing these modest interventions would be a welcome component of the IMP.

MGH has historically committed to robust Transportation Demand Management (TDM) programs and services. Boston Transportation Department (BTD) has a new TDM coordinator that should be collaborated with to review and enhance MGH’s current TDM program to determine ways to enhance these efforts including additional transit subsidies/incentives, better parking management and other efforts to discourage drive alone behavior.

Urban Design

The proposed Clinical Building is a 1,020,000 sf, 12 story clinical building spanning over North Anderson Street. The building's location on the north-side of Cambridge Street locates it closer to a group of larger institutions, including Mass Eye and Ear and Shriners' Hospitals for Children Boston, along with larger residential and office developments. It is also just across the street from a historic neighborhood of 2-4 story red brick buildings.

Provide a thorough analysis of the context heights and massing to show the relationship of the proposed building. How does the Clinical Building fit into the context? Standard alternatives of no build, zoning compliant project (see the Planning section), and proposed project should be submitted for all views and environmental studies (wind, shadow, daylight).

This should include ground level (5'-0" above grade) distance views of the proposed massing and the as-of-right from:

- Cambridge and New Chardon Streets
- The Longfellow Bridge or Charles/MGH Station high level
- Charles/MGH Station at street level and the sidewalk view from the base of Cambridge Street, as far from the project site as is possible to still see it.
- View from the top of Anderson Street on Beacon Hill

Context should include projects that have been built, permitted or are currently in the development review process. Several birds-eye views should be provided depicting the "future" condition only for both the current proposal and alternatives.

Figure 3-20 shows a much fatter building than has been depicted in previous renderings. The multiple levels of overhangs are concerning. Understanding the demands of the modern hospital floor plan, all efforts should be made to make the building floor plates as small as possible and to read even smaller, if possible.

A basswood massing model, at 1"=40'-0" scale, should be provided for the BPDA physical city model.

The logic of massing the upper volume to read as two separate buildings is strong. More information on how this will work is needed, largely through more views of the proposal. Additional information on the multi-story bridging element that runs east-west at the middle of the building is needed. Scale, materiality, opacity and structure should be addressed. How can this be designed such that the building does not read as one large

mass. Is it possible to provide a stepback at Parkman Street to provide a visual and wind break. Provide any alternatives that were studied and/or an option showing greater height on one side of the building to break down the mass and reduce the need for the connector. In addition to the plans required in the Design Review Guidelines, provide diagrammed plans explaining how each floor of the building is intended to work with the rest of the campus.

Sections of the building at Cambridge, Fruit, and Blossom streets are needed. These should include both site sections that go through the building to at least across the adjacent street and up the face of any adjacent buildings and larger sections showing the scale of the building, adjacent sidewalk, and any proposed overhangs.

Elevations of Cambridge Street showing the project in the context of its neighbors for at least three blocks in each direction should be provided. As should elevations on Blossom Street for the same distance. For the proposed building and context diagram uses, relationship of the buildings to the sidewalk and any overhangs, including overhang dimensions (height of the overhangs, as well as the depth of the overhang beyond the ground level, particularly describing any pieces of the proposed building that will overhang sidewalks within the public rights-of-way). Provide more detailed information on the connector to the White building, including proposed structure, multiple sections, and plans showing how the building will connect at either end and how it might relate to a future massing on the site. Also provide the average height of the connector from street grade where it connects over a public or private street.

Clear descriptions and images of how the mechanical levels and penthouses will be handled as part of the architecture should also be included.

Access/Loading/Public Realm

The massing context shown in Figure 3-20 of the PNF depicts a connector between the proposed building masses that is low to the grade of North Anderson Street, and therefore, leaves little opportunity to make a visual connection to the campus green and original MGH Bulfinch Building and Ether Dome at the heart of the main campus from Cambridge Street.

Public streets impacted by the project include North Grove Street, North Anderson Street, Blossom Street, Parkman Street, and Cambridge Street. Due to the public classification of these streets, more information will be required regarding access and loading needs for the clinical building and how/where those will best be accommodated. This will need to take into consideration the proposed vehicular network, while preserving the pedestrian network on and through the main campus, and maintaining legible pedestrian connections to the neighborhoods and city context beyond the campus. Continuing to work with the BPDA, BTM, Public Works Department (PWD) and Public Improvement Commission (PIC) staff will be crucial to determining where to locate access to parking,

loading, and curbside management. How these issues relate to building access and safe/optimal pedestrian conditions and the quality of the public realm will be essential to the development of these projects.

One alternative approach needing further analysis is to concentrate access, loading and drop-off needs on the proposed repurposed North Anderson Street. As proposed by MGH, this public street's alignment would be shifted built over and under with slight shift in alignment. Continuing to work with BPDA, BTD, PWD and PIC staff on the future of this street and MGH's rights to it, as well as utility relocation/coordination will be necessary.

Access management from the surrounding public streets and impacts on congestion and pedestrian conditions will be important decisions. Minimizing impacts on Cambridge Street will be critical, and protecting this corridor as well as North Grove, Parkman, and Blossom Streets needs to be thoroughly analyzed and coordinated with the City.

As the clinical building massings are further developed, careful consideration should be made in creating an interesting edge along Parkman Street that would complete the edge of the campus green.

Streetscape

For Cambridge Street, the streetscape should be a consistent extension of the improvements employed further east along the street, including brick pavement in the furnishing zone, ample pedestrian clear width and street trees to bring a pedestrian scale to the street.

If possible, a "campus" front door for the hospital should be created on Cambridge Street, taking advantage of the nexus of the MGH-Paul S. Russell MD Museum, the public realm, and the Clinical Building to intentionally frame and define this main entrance to the Hospital.

For Blossom Street, the streetscape should be an extension of the aesthetic and materials that exist to the north on Blossom Street, including closed or minimized curb cuts that maintain the level of the sidewalk to indicate pedestrian priority, restored cross slopes for accessible access along the street, and street trees that bring scale to the pedestrian environment of the street.

All public streets should be designed to comply with Boston Complete Streets Guidelines.

North Anderson Park

It is generally acknowledged that the current North Anderson Park is not a successful open space. Although it is located along Cambridge Street, it is in an isolated campus location, surrounded by parking lots, fast moving street traffic, and little adjacent pedestrian

amenity to help activate it. As the clinical building is being considered, a public open space of similar size should be included in that thinking along Cambridge Street.

Campus Services Building

Urban Design

An 80,000 sf Campus Services Building is proposed at the corner of Blossom and Parkman Streets, replacing the existing single-story Service Center Building.

Provide the standard information for a project of this scale including plans, sections, and elevations.

While there is an existing wide curb cut on Blossom Street at this location, relocating this to Parkman Street should be studied and submitted. Removing such a wide disruption from Blossom Street will accommodate better pedestrian and bicycle connections. The sidewalk will need to be designed to Boston Complete Street standards, especially at the curb cut.

Materials

The following materials for the Proposed Project's schematic design must be submitted for the DPIR. Scale of materials will be variable depending on the intent of the drawing, but the Proponent should consult with BPDA to ensure that adequate context is captured. In addition to the items noted above, use this list as a starting point for the full complement of necessary drawings, illustrations, renderings, and 3D models/physical models needed to adequately represent the Master Plan.

Plans

1. Regional plans showing connections to the larger systems of open space amenities and transportation infrastructure including bike, pedestrian, T, and bus.
2. Site Plan Drawings including diagrams (land use, etc.), sections, elevations, and other 3D representation. Please include sufficient surrounding context (in consultation with the BPDA) demonstrating relationships of the proposed project to the neighborhood context.
3. Interior to the campus plans, elevations, and sections at an appropriate scale, but with enough detail to understand building footprint dimensions, landscape architecture, service and loading, building access and entrances, and all circulation. Any meaningful ground level programming should be clearly articulated to understand relationships between and among buildings and public realm.

4. More detailed building scale plans. Provide plans for all floors of the Clinical Building and Campus Services Building. Detailed drawings anticipated for any significant open space or public realm amenities, including, but not limited to, the North Anderson Park replacement.

Models

1. Digital 3D model including surrounding context and accurate topography. Model should include architecture, landscape architecture, other infrastructure (bridges, bus stops, etc.) at a level of detail that gives real-world impression. We encourage the full use of GIS tools to explore representation projects
2. Physical model at an appropriate scale to be used as a tool with BPDA and other public agencies, as well as community and other stakeholders. In addition to a site model, larger scale working models or studies should be provided.

APPENDIX 2
OTHER AGENCY AND PUBLIC COMMENTS

Boston Groundwater Trust

229 Berkeley St, Fourth Floor, Boston, MA 02116
617.859.8439
www.bostongroundwater.org

Board of Trustees

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Ed Flynn
Christopher Cook

Executive Director

Christian Simonelli

March 21st, 2019

Katelyn Sullivan, Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201-1007

Subject: Massachusetts General Hospital Clinical Building Project
Notification Form/ Institutional Master Plan Notification Form
Comments

Dear Ms. Sullivan:

Thank you for the opportunity to comment on the Massachusetts General Hospital Clinical Building Project Notification Form (PNF)/ Institutional Master Plan Notification Form (IMPNF) which is located in Beacon Hill. The Boston Groundwater Trust (BGwT) was established by the Boston City Council to monitor groundwater levels in sections of Boston where the integrity of building foundations is threatened by low groundwater levels and to make recommendations for solving the problem. Therefore my comments are limited to groundwater related issues.

While the project is not located in the Groundwater Conservation Overlay District (GCOD) established under Article 32 of the Zoning Code, it is only a short distance from the Lower Beacon Hill neighborhood, an area that is within the GCOD and where several existing buildings are supported on wood pilings. According to the PNF/IMPNF, the proposed Clinical Building structure will have six below grade stories including approximately 1,100 parking spaces, representing an increase of approximately 449 net new parking spaces. The document also states that the Clinical Building includes tunnels from the Clinical Building to the Campus Services Building and the existing Main Campus buildings. In addition the Campus Services Building will have two stories below grade.

Precautions must be taken in the design and construction of the below grade portions of both projects to make sure that neither will cause reductions in nearby groundwater levels. In addition to waterproofing the structure, tunnels, foundation walls, and elevator pits these precautions should assure that no path is created that will allow groundwater to drain from the upper trapped aquifer to a lower aquifer. Also under no circumstances should underdrains or sumps be part of the foundation design and construction.

The proponent should establish a groundwater level monitoring program prior to, during, and after construction. The purpose of the program is to establish, document, and maintain baseline groundwater water levels throughout the entire construction period.

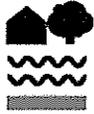
I look forward to continuing to work with the proponent and the Agency to assure that this project can have only positive impacts on area groundwater levels.

Very truly yours,

A handwritten signature in cursive script that reads "Christian S. Simonelli".

Christian Simonelli
Executive Director

CC: Kathleen Pederson, BPDA
Maura Zlody, EEOS



City of Boston
Environment



City of Boston
Mayor Martin J. Walsh

From: Christopher Cook, Chief of Environment, Energy, and Open Space (EEOS)
Brad Swing, Director of Energy Policy and Programs (EEOS)
To: Katelyn Sullivan, Senior Project Manager, Boston Planning & Development Agency
Re: Comment Letter for MGH Clinical Building Project PNF/IMPNF
Date: March 22, 2019

The Environment Department looks forward to staying updated on the conversation regarding a possible cogeneration plant at the site. A cogeneration plant that is designed with the capability to island from the electric grid could provide important greenhouse gas emission reduction and resilience benefits. As a medical institution, such a plant could help MGH stay better aligned with the Mayor's goal to achieve carbon neutrality by 2050, as well as equip itself to be resilient and continue providing medical services to patients during any major outage events.



CITY of BOSTON

Martin J. Walsh, Mayor

To: Katelyn Sullivan, BPDA
From: Zachary Wassmouth, PWD
Date: March 22, 2019
Subject: MGH Clinical Building PNF/IMPINF - Boston Public Works Department Comments

Included here are Boston Public Works Department comments for the MGH Clinical Building PNF/IMPINF.

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 Boston Public Works Department (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. Plans showing the extents of the proposed sidewalk improvements associated with this project must be submitted to the Public Works Department (PWD) Engineering Division for review and approval.

Specifically, the sidewalk scope associated with this project should include the installation of compliant pedestrian ramps at all four corners of the Blossom Street & Cambridge Street intersection to complement pedestrian traffic and accessibility to and from the project site.

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

Specific Scope Considerations:

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

- The City is currently developing plans for the sidewalk, roadway, and lighting improvements on Blossom Street. The developer shall be required to coordinate with these efforts and consideration should be given to contributing toward the construction of these improvements.



PUBLIC WORKS DEPARTMENT

Boston City Hall • 1 City Hall Sq Rm 714 • Boston MA 02201-2024
CHRIS OSCOOD • Chief of Streets, Transportation, and Sanitation
Phone (617) 635-2854 • Fax (617) 635-7499



- The developer should consider potential design improvements to the current layout of Cambridge Street in relation to this project to improve bicycle connections along the corridor and encourage direct bicycle connections to the MGH campus from the Cambridge Street corridor.

The developer shall work closely with PWD, the Boston Transportation Department (BTD), the Boston Planning and Development Agency (BPDA), and other agencies as required in regards to any improvements within the Public ROW associated with this project.

Driveway Curb Cuts:

Any proposed driveway curb cuts within the Public ROW will need to be reviewed and approved by the PIC.

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 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. Please note that as mentioned above in the site specific comments, the City is developing plans lighting improvements along Blossom Street and the developer should stay coordinated with any City proposed designs. 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.

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.



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CITY *of* BOSTON

Martin J. Walsh, Mayor

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

Boston City Hall • 1 City Hall Sq Rm 714 • Boston MA 02201-2024
CHRIS OSGOOD • Chief of Streets, Transportation, and Sanitation
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**Boston Water and
Sewer Commission**



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

March 21, 2019

Ms. Katelyn Sullivan
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: Mass General Hospital Clinical Building and Campus Services Building IMPNF

Dear Ms. Sullivan:

The Boston Water and Sewer Commission (Commission) has reviewed the Institutional Master Plan Notification Form (IMPNF) for the above referenced Project (Project). The Project is located in the Boston Proper neighborhood of the city. The location of the proposed Clinical Building is bounded by Parkman Street, Blossom Street, North Grove Street and Cambridge Street. The proposed Campus Services Building is bounded by Parkman Street to the south and Blossom Street to the east and Massachusetts General Hospital (MGH) properties to the north and west. The existing buildings and structures on the Project sites will be razed to allow for construction of the Project, and the current uses will be relocated.

The proposed Clinical Building will include approximately 1,035,000 square feet (sf) of Gross Floor Area in approximately 12 above grade stories. The Clinical Building will flank both sides of North Anderson Street, which is proposed to be realigned. The Proponent is also studying the abandonment of North Anderson Street. The top stories will be used as an approximately 456-bed clinical care facility. The lower levels of the proposed facility are anticipated to include additional surgical services, examination/treatment rooms, imaging modalities, along with cardio-echo and stress-testing services, ambulatory outpatient operational support, infusion centers, operating rooms, and interventional and catheterization labs, as well as administrative space and a café. Retail space, which may include restaurant or fitness use, is anticipated to be located on the ground level and may include an urgent care center. Green roofs are also proposed on the podium. The structure will have six below grade stories including approximately 1,100 parking spaces.

The Campus Services Building will be a seven-story (with two stories below grade) structure of approximately 81,000 sf of Gross Floor Area. The Campus Services Building will contain administrative space, mechanical space, and support services space.

Water, sewer, and storm drain service for the Project sites is provided by the Boston Water and Sewer Commission. According to the IMPNF the Project is expected to generate approximately 96,000 gallons per day (gpd) of sanitary sewage. As part of the Project, seven buildings will be demolished. There is approximately 101,000 sf of occupied space in those seven buildings. These occupied spaces are predominantly office spaces and generate approximately 7,600 gpd (at 75 gpd per 1,000 sf) of sanitary sewage. Therefore, the net new sanitary sewage generation is expected to be 88,400 gpd (96,000 gpd proposed less 7,600 gpd existing to be demolished).

Water demand for the Project is based upon an expected net new sewage generation rate of 88,400 gpd plus an additional 10 percent for consumption, system losses and other usage. The Project's estimated net new water demand is approximately 97,000 gpd.

For water service the Project sites are served on Cambridge Street by a 12-inch southern low pit cast iron water main which was rehabilitated in 1998; on North Grove Street by an 8-inch southern low ductile iron cement lined water main installed in 2008; on Parkman Street by a 12-inch southern low ductile iron cement lined main installed in 1981, and a 12-inch southern low ductile iron cement lined main installed in 1982; on Blossom Street by a 12-inch southern low ductile iron cement lined main installed in 1983; and on North Anderson Street by an 8-inch southern low ductile iron cement lined main installed in 2008.

For sewer service the Project sites are served on Cambridge Street by a 15-inch sanitary sewer; on North Grove Street by a 30 by 36-inch combined sewer; on Parkman Street by a 12-inch sewer and a 15-inch sewer; on Blossom Street by a 15-inch sewer (adjacent to the Campus Services Building site) and by a 16-inch combined sewer (adjacent to the Clinical Building site); and on North Anderson Street by an 18 by 24-inch sewer.

For drainage the Project sites are served on Cambridge Street by 12-inch drains; on North Grove Street by a 12-inch drain; on Parkman Street by a 33 by 33-inch drain and a 24-inch sewer; on Blossom Street by a 22-inch drain which increases to a 30-inch drain (adjacent to the Campus Services Building site) and a 16-inch combined sewer (adjacent to the Clinical Building site); and on North Anderson Street by an 18 by 18-inch drain. The drains from the Project Sites ultimately discharge to the Charles River.

The Commission has the following comments regarding the proposed Project:

General

1. The Proponent must submit a site plan and General Service Application to the Commission for the proposed Project. Prior to the initial phase of the site plan development, the Proponent should meet with the Commission's Design and Engineering Customer Services to review water main, sewer and storm drainage system availability and potential upgrades that could impact the Project's development.
2. The site plan must show the location of both public and private water mains, sewers and drains serving the Project sites, as well as the locations of existing and proposed service connections.
3. Any new or relocated water mains, sewers and storm drains must be designed and constructed at the Proponent's expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use Regulations, and Requirements for Site Plans.
4. The Proponent is advised that the Commission will not allow buildings to be constructed over any of its water lines. Also, any plans to build over Commission sewer or drain facilities are subject to review and approval by the Commission. The Project must be designed so that access, including vehicular access, to the Commission's water and sewer lines for the purpose of operation and maintenance is not inhibited.
5. With the site plan the Proponent must provide detailed estimates for water demand (including water required for landscape irrigation), wastewater generation, and stormwater runoff for the Project. The Proponent should provide separate estimates of peak and continuous maximum water demand for retail, irrigation and air-conditioning make-up water for the Project. Estimates should be based on full-site build-out of the Project.

6. It is the Proponent's responsibility to evaluate the capacity of the water and sewer system serving the Project sites to determine if the systems are adequate to meet future Project demands. With the site plan, the Proponent must include a detailed capacity analysis for the water and sewer systems serving the Project site, as well as an analysis of the impact the Project will have on the Commission's systems and the MWRA's systems overall. The analysis should identify specific measures that will be implemented to offset the impacts of the anticipated flows on the Commission and MWRA sewer systems.
7. Developers of projects involving disturbances of land of one acre or more are required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency. The Proponent is responsible for determining if such a permit is required and for obtaining the permit. If such a permit is required for the proposed Project, a copy of the Notice of Intent and any pollution prevention plan submitted to EPA pursuant to the permit must be provided to the Commission's Engineering Services Department prior to the commencement of construction.
8. A Total Maximum Daily Load (TMDL) for Nutrients has been established for the Lower Charles River Watershed by the Massachusetts Department of Environmental Protection (DEP). In order to achieve the reductions in phosphorus loadings required by the TMDL phosphorus concentrations in stormwater discharges to the lower Charles River from Boston must be reduced by 64%. To accomplish the necessary reductions in phosphorus the Commission requires developers of projects in the lower Charles River watershed to infiltrate stormwater discharging from impervious areas in accordance with DEP requirements. With the site plan the Proponent must submit a phosphorus reduction plan for the Project.
9. The design of the Project must comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into street designs. Green infrastructure includes greenscapes, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City's website at <http://bostoncompletestreets.org/>
10. Before the Proponent demolishes any existing structures the existing water, sewer and drain connections that won't be re-used must be cut and capped in accordance with Commission standards. The Proponent must complete a Termination Verification Approval Form for a Demolition Permit, available from the Commission.

Sewage/Drainage

11. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority (MWRA) and its member communities are implementing a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/ inflow ("I/I")) in the system. Pursuant to the policy new developments with design flow exceeding 15,000 gpd of wastewater are subject to the Department of Environmental Protection's regulation 314 CMR 12.00, section 12.04(2)(d). This regulation requires all new sewer connections with design flows exceeding 15,000 gpd to mitigate the impacts of the development by removing four gallons of infiltration and inflow (I/I) for each new gallon of wastewater flow added. The Commission will require the Proponent to develop an inflow reduction plan consistent with the regulation. The 4:1 reduction should be addressed at least 90 days prior to activation of water service, and will be based on the estimated sewage generation provided with the Project site plan.

12. Oil traps are required on drainage systems discharging from enclosed parking garages. Discharges from the oil traps must be directed to a building sewer and must not be mixed with roof or other surface runoff. The requirements for oil traps are provided in the Commission's Requirements for Site Plans.
13. Grease traps will be required in any food service facility in the new development in accordance with the Commission's Sewer Use Regulations. The proponent is advised to consult with the Commission before preparing plans for food service facilities.
14. Sanitary sewage must be kept separate from stormwater at all times and separate sanitary sewer and storm drain service connections must be provided. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer. The Commission requires that existing stormwater and sanitary sewer service connections, if any are to be re-used by the Project, be dye tested to confirm they are connected to the appropriate system.
15. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission and the MWRA. The discharge of any dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products for example, the Proponent will be required to obtain a Remediation General Permit from the EPA for the discharge.
16. The Proponent must fully investigate methods for infiltrating stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan must indicate how storm drainage from roof tops and other impervious surfaces will be managed. All projects at or above 100,000 square feet of floor area are required to retain, on site, a volume of runoff equal to 1.25 inches of rainfall times the impervious area. A feasibility assessment for infiltrating stormwater on-site must be submitted with the site plan for the Project.
17. The Massachusetts Department of Environmental Protection (MassDEP) has established Performance Standards for Stormwater Management. The Standards address stormwater quality, quantity and recharge. In addition to Commission standards, the proposed Project will be required to meet MassDEP's Stormwater Management Standards.
18. In conjunction with the site plan and General Service Application the Proponent will be required to submit a Stormwater Pollution Prevention Plan. The plan must:
 - Specifically identify how the Project will comply with the Department of Environmental Protection's Performance Standards for Stormwater Management both during construction and after construction is complete.
 - Identify specific best management measures for controlling erosion and preventing the discharge of sediment, contaminated stormwater or construction debris to the Commission's drainage system when construction is underway.
 - Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control or treatment structures to be utilized during construction.

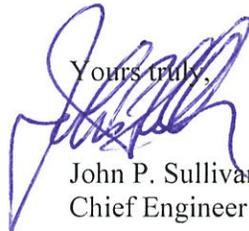
19. The Commission requests that the Proponent install a permanent casting stating: "Don't Dump: Drains to Charles River" next to any new catch basin installed as part of the Project. The Proponent may contact the Commission's Operations Division for information regarding the purchase of the castings.
20. The Commission encourages the Proponent to explore additional opportunities for protecting stormwater quality by minimizing sanding and the use of deicing chemicals, pesticides and fertilizers.

Water

21. The Proponent is required to obtain a Hydrant Permit for use of any hydrant during construction of the Project. The water used from the hydrant must be metered. The Proponent should contact the Commission's Operations Department for information on obtaining a Hydrant Permit.
22. The Commission utilizes a Fixed Radio Meter Reading System to obtain water meter readings. Where a new water meter is needed, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, the Proponent should contact the Commission's Meter Installation Department.
23. The Proponent should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular the Proponent should consider indoor and outdoor landscaping which requires minimal use of water to maintain. If the Proponent plans to install in-ground sprinkler systems, the Commission recommends that timers, soil moisture indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should also be considered.

Thank you for the opportunity to comment on this Project.

Yours truly,



John P. Sullivan, P.E.
Chief Engineer and Operations Officer

JPS/as

cc: Sally Mason Boemer, Mass General Hospital
Katherine Ronan, Mass. Water Resources Authority
Maura Zlody, Boston Environment Department
Mike Nelson, Boston Water and Sewer Commission
Phil Larocque, Boston Water and Sewer Commission

MGH Clinical Campus Services Building Comments

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
3/13/2019	Linda	Jordan-Dow	Longtime resident of Beacon Hill	Support	Currently MGH owns a large building at 12 Garden Street on Beacon Hill which houses its wood shop, painting shop, and metal shop. This tax exempt building is 3 stories and basement with 23,045 sf. It is within the residential district. The MGH plans include the construction of a Campus Services Support Building. This is a logical time to urge the MGH to move the existing operations now at 12 Garden Street to the new Campus Services Building and re-purpose the Garden Street building for residential use.
3/22/2019	Jay	Walsh	Downtown North Association	Support	The staff from Mass General presented their IMP and the Cambridge Street project to the Downtown North Board on Wednesday March 20. The board was generally supportive of the plan that was presented. There were concerns related to traffic and the parking plan as it related to displacement of existing parking. The team clarified that the parking portion of the project would be phased and not result in any significant loss of existing parking. There were also concerns related to sustainability and rising water levels. Those concerns were adequately addressed. Overall we feel very fortunate that we have institutions like Mass General Hospital in our city and have immediate access to the one of the best healthcare and research facilities in the world.

TO: Katelyn Sullivan, Senior Project Manager, BPDA

FROM: Joseph A McDonald

SUBJECT: MGH 2019 IMP Project

1. I have several vital questions about future global warming that I wish you to pose to MGH in the Scoping Determination for their recent 2019 proposal. This is purely a personal assessment and does not carry the support of any organization to which I belong. It is based on much experience with global climate: three years' experience as a meteorologist at the European Weather Central, two years as an advisor to the Philippine government on Pacific typhoons, study in Oceanography at the Naval Post-Graduate School, and four years as a Chief Meteorologist at the Global Weather Central.
2. My only objections are to the Parking Garage planned to reach 62 feet below current river level. I consider the measures taken in regard to the two medical towers are adequate for the expected problems caused over the next 50 years by global warming. I applaud the placing of all mechanicals at least 80 feet above current river level.
3. Since every present large or industrialized country still continues to expand its creation of CO₂, and since the USA shows no will to take any difficult steps to reduce its output, I think we must all assume that global warming will proceed as currently. The main impact for the MGH site will not be on temperature or wind speed or even Ocean flooding, but on Charles River flooding.
4. Over the next 30 years, as Boston changes from a temperate weather pattern of frequent, fast moving rain shields associated with frontal passing, to a tropical weather pattern of less frequent, but more extensive (i.e. covering the whole Charles River basin) and much more intense rainfall shields associated with tropical storms, the expected flooding of the Charles River will drastically increase in frequency and magnitude.
5. On page 3-48, "the building will provide a stormwater management system that will detain up to 1.25 inch of rainfall". This is one-twenty-fourth of the rainfall experienced by Houston hospitals during Tropical Storm Harvey in 2017. Such preparations are most inadequate.
6. During Harvey in 2017, the rain shield covered all of the river basin, causing all underground structures to be inundated, as well as the ground floors in 50% of the city. The overwhelming majority of the financial loss was from river overflow. Boston will face similar heavy rainfall over an extended area of the Charles River Basin within ten years. The problems caused to New York City by

Sandy in 2018 of extensive flooding of underground structures is also predictive. Our experience with the Ted Williams tunnel construction shows that no structure built of slurry walls can be waterproof.

7. Massive pumping ability is not the solution if all the surrounding areas are also flooded. MGH will have the additional problem that after The Charles River returns to normal, it will have a massive volume of water, mixed with gasoline, motor oil and the debris of the underground pharmacy. Whither can this volume be safely pumped?
8. Therefore I ask the BPDA in its scoping document to pose these questions to the MGH: (1) How will the MGH respond to massive flooding from the Charles River cause by rainfall similar to that of Harvey in Houston in 2017? (2) When the underground garage is flooded, how does MGH propose to dispose of this volume of heavily polluted water.? (3) Why does MGH believe it more cost effective to build an underground garage, rather than an upward extension to its existing garage, which should have an untroubled lifetime of at least 50 years without these problems?
9. I urge the MGH to adopt either of two alternate solutions: (1) Build additional floors to their above surface garage, or (2) Build the underground garage beneath Beacon Hill (entry at Cambridge Street level and spiraling upward) where none of the problems that I have listed apply.



JOSEPH ANDREW McDONALD

8 Whittier Place, Unit 11-J, Boston MA 02114



Fwd: MGH Buildings on Cambridge Street

1 message

Katelyn Sullivan <katelyn.sullivan@boston.gov>
To: Edward Carmody <edward.carmody@boston.gov>

Thu, Mar 28, 2019 at 11:00 AM

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

From: **Rachel Thornton**
Date: Thu, Mar 21, 2019 at 11:47 AM
Subject: MGH Buildings on Cambridge Street
To: <katelyn.sullivan@boston.gov>
Cc: <john.dalzell@boston.gov>

Dear Ms. Sullivan,

As a resident of Jamaica Plain and a member of Mother's Out Front, I am writing to comment on the MGH Institutional Master Plan Notification Form and Project Notification Form about the two large new proposed projects, the Clinical Building and the Campus Services Building.

I understand the MGH's stated need for the two new buildings proposed and appreciate its leadership in providing the highest quality healthcare to the community. I am writing to urge that the MGH's leadership in health and well-being is reflected in their proposed new buildings.

Buildings contribute two-thirds of Boston's greenhouse gas emissions that fuel climate change - a growing and serious health concern. It disproportionately affects those with greater vulnerability to disease and chronic health conditions. Energy efficient buildings powered by clean renewable energy support improved public health by creating better air quality. As a leader in healthcare, MGH should meet the recommendations of the recently released Carbon Free Boston report stating that all new buildings should be net-zero or net-positive carbon by meeting the highest standards of energy efficiency and through electrification thus expediting the transition off fossil fuels to renewable sources of energy. The MGH's current submission does not reflect these goals.

We know that these goals have been achieved in other projects, such as the Boston Medical Center. We are confident that the MGH and its architectural team are capable of responding to and achieving these goals and urge the Boston Planning and Development Agency to hold MGH to these standards.

Thank you for the opportunity to comment.

Rachel Thornton
11 Ballard Street, Apt. 2
Boston, MA 02130

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Fwd: MGH's proposed Buildings

1 message

Katelyn Sullivan <katelyn.sullivan@boston.gov>
To: Edward Carmody <edward.carmody@boston.gov>

Thu, Mar 28, 2019 at 11:01 AM

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

From: **Emily Arnold**
Date: Thu, Mar 21, 2019 at 9:06 AM
Subject: MGH's proposed Buildings
To: <katelyn.sullivan@boston.gov>
Cc: <john.dalzell@boston.gov>, Ania Camargo

Dear Ms. Sullivan,

As a resident of Jamaica Plain, and a mother to a 4 year old child named Wylie. I am gravely concerned about what the future holds for Wylie and all children if climate change is not addressed boldly and swiftly. It is my great hope that MGH's proposed Clinical Building and Campus Services Building will be part of the move towards a sustainable future.

I understand the MGH's stated need for the two new buildings proposed and appreciate its leadership in providing the highest quality healthcare to the community. I am writing to urge that the MGH's leadership in health and well-being is reflected in their proposed new buildings.

Buildings contribute two-thirds of Boston's greenhouse gas emissions that fuel climate change - a growing and serious health concern. It disproportionately affects those with greater vulnerability to disease and chronic health conditions. Energy efficient buildings powered by clean renewable energy support improved public health by creating better air quality in the short term, and serve to help protect against climate change's many negative health impacts in the long term. As a leader in healthcare, MGH should meet the recommendations of the recently released Carbon Free Boston report stating that all new buildings should be net-zero or net-positive carbon by meeting the highest standards of energy efficiency and through electrification thus expediting the transition off fossil fuels to renewable sources of energy. The MGH's current submission does not reflect these goals.

We know that these goals have been achieved in other projects, such as the Boston Medical Center. We are confident that the MGH and its architectural team are capable of responding to and achieving these goals and urge the Boston Planning and Development Agency to hold MGH to these standards.

Thank you for the opportunity to comment.

Emily Arnold
[115 Williams Street Apt 3 Jamaica Plain, MA 02130](#)

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Fwd: MGH project comment letter

1 message

Katelyn Sullivan <katelyn.sullivan@boston.gov>
To: Edward Carmody <edward.carmody@boston.gov>

Thu, Mar 28, 2019 at 11:00 AM

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

From: **Rickie Harvey**
Date: Thu, Mar 21, 2019 at 11:32 AM
Subject: MGH project comment letter
To: Katelyn Sullivan <katelyn.sullivan@boston.gov>
Cc: John Dalzell <john.dalzell@boston.gov>

Dear Ms. Sullivan:

On behalf of the [Boston Clean Energy Coalition](#) (BCEC), I am writing in regard to the Massachusetts General Hospital Project Institutional Master Plan Notification Form (PNF) dated February 20, 2019, titled "2019 IMP Projects." I am writing in particular about the two large new proposed projects, the Clinical Building and the Campus Services Building.

While MGH is to be commended for currently fully sourcing their electricity from 100 percent renewables and stating that they will continue to do so, it is disappointing that the Owner does not at this time indicate consideration of any on-site renewables, clean energy, or storage. We would like to see this change. MGH should be setting an example and considering all possible options for renewable energy sourcing, not putting this off until sometime down the road. The Owner acknowledges that they will have to do better to meet the 2050 goals, but why wait? Retrofitting later to meet these goals will cost more than incorporating them now. We suggest that MGH set a higher standard today so there is less ground to make up tomorrow.

At the very least, because the PNF acknowledges that in the future the proposed buildings will need to be "electrified" to support carbon neutrality, as part of their application MGH should explain how they intend to accomplish this and what they are doing today to enable that future accommodation. MGH should be looking at all-electric building loads and whether they can be built without use of any new natural gas. If the Owner is unable to build all-electric initially, at minimum transition to all-electric should be completed by 2030.

Additionally, as an enlightened owner, MGH would understand the value of using less energy. Thus, it is surprising to see that their proposed building envelope values and window systems leave a great deal of room for improvement. The insulation R-values and window performance U-values and solar heat gain coefficient (SHGC) listed need to be improved upon. Recognizing that hospital buildings require a great deal of energy because of the work that they do and their 24/7 operations, increasing R-values for insulation and improving window performance as part of an overall high-performance envelope would significantly reduce the building's contribution to heating/cooling loads. The Owner's architect, NBBJ, knows how to do this. What can BPDA do to require such improvements as a condition of approval? At minimum, the proposed projects should have high-performance envelopes that exceed the next iteration of the Stretch Code.

The PNF estimates the EUI for the clinical building at 334. We would ask that MGH justify why their site EUI for this building is more than 40% higher than the national median EUI for hospitals (which is 234.3 in August 2018 per Energy Star's Portfolio Manager Technical Reference). Is there any reason why MGH should not aspire to be a leader in building performance and propose buildings with an EUI much lower than the national average as opposed to well over it?

We also ask that the proposed MGH buildings be constructed to be net-zero carbon (NZC). As we know from the recently released [Carbon Free Boston report](#), all buildings in Boston must be NZC in order to meet the mayor's goal of the city's being carbon neutral by 2050. If the MGH buildings are not constructed to be NZC now, they will need to be retrofitted at much greater cost in the future to meet this requirement. Boston Medical Center has set the standard for a net-zero-carbon hospital complex. MGH should be able to do at least [what BMC is doing](#).

Finally, it seems counterintuitive and misguided to allow Eversource the power to reject the construction of a significant (10–16 megawatts) co-generation plant (see pp. 2–14 in the PNF). What can the BPDA do so that Eversource does not dictate who can build institutional-scale co-generation plants in our city?

In conclusion, we would like to note that the PNF goes to great lengths to paint a picture of what a good citizen MGH is and how much MGH contributes to the economy, to local communities, etc. So our question is: As a good neighbor and an institution committed to the health of its citizens, shouldn't MGH also be a leader in making a healthier environment **now** so that we all have hope for a better climate future?

Thank you for following through on and conveying our comments and suggestions to the Owner. We look forward to following this project proposal as it moves through the BPDA process.

Rickie Harvey, on behalf of the Boston Clean Energy Coalition

158 Wachusett St., Unit 3
Boston, MA 02130

BCEC members

- 350 Mass—Boston Node
- Back Bay Green
- Boston Climate Action Network
- Clean Water Action
- Environment Massachusetts
- Home Energy Efficiency Team
- Massachusetts Climate Action Network
- Mothers Out Front, Boston
- Resist the Pipeline
- Sierra Club of Massachusetts
- Toxics Action Center
- West Roxbury Saves Energy

BCEC allies

- Charles River Watershed Association
- Gas Leaks Allies (Boston)
- Greater Boston Physicians for Social Responsibility
- Massachusetts Environmental Justice Alliance
- Massachusetts Power Forward
- The Metropolitan Area Planning Council
- Passive House Massachusetts
- The US Green Building Council—Massachusetts chapter



Katelyn Sullivan
Senior Project Manager
 617.918.4425 (o)



Edward Carmody <edward.carmody@boston.gov>

Fwd: Comments on the MGH proposed new buildings

1 message

Katelyn Sullivan <katelyn.sullivan@boston.gov>
To: Edward Carmody <edward.carmody@boston.gov>

Thu, Mar 28, 2019 at 11:00 AM

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

From: Mbrady1983
Date: Thu, Mar 21, 2019 at 12:24 PM
Subject: Comments on the MGH proposed new buildings
To: <katelyn.sullivan@boston.gov>, <john.dalzell@boston.gov>

Dear Ms. Sullivan,

Re: Comment on the MGH Institutional Master Plan Notification Form and Project Notification Form about the two large new proposed projects, the Clinical Building and the Campus Services Building.

Our family has lived in Boston for over 30 years, and with pride we lead visitors past our well-respected medical facilities throughout our city. MGH has set the standard internationally for what it means to provide the highest level of care.

“Highest level of care” has evolved in meaning over the past centuries, and today it means being a neighbor that reduces the health care risks we are creating by inadvertently abusing our planet.

I expect that they will continue to meet the “highest level of care” standard and follow the lead of Boston Medical Center and other large sites by building to the standards set by the Boston Clean Energy report among others recently published at the national and international levels.

As a member of Mothers Out Front I stood on the state house steps to cheer on the new leaders, the 1.5 million students who walked out of school on Friday March 15th to participate in the School Strike 4 Climate. Our youth were striking to ask our leaders to recognize the urgency of climate change. They, even at their young ages, understand that we must take swift and bold action to ensure a habitable planet for their generation and generations to come.

MGH is one of the leaders they were directing their 1.5 million voices towards, and I'm proud to stand with them.

As you know from your own background, and from the many other comments submitted, buildings contribute two-thirds of Boston's greenhouse gas emissions that fuel climate change - a growing and serious health concern. It disproportionately affects those with greater vulnerability to disease and chronic health conditions including many of our neighbors in Boston. Energy efficient buildings powered by clean renewable energy support improved public health by creating better air quality.

As a leader in healthcare, MGH should meet the recommendations of the recently released Carbon Free Boston report stating that all new buildings should be net-zero or net-positive carbon by meeting the highest standards of energy efficiency and through electrification thus expediting the transition off fossil fuels to renewable sources of energy.



Edward Carmody <edward.carmody@boston.gov>

Fwd: Mass General IMP

1 message

Katelyn Sullivan <katelyn.sullivan@boston.gov>
To: Edward Carmody <edward.carmody@boston.gov>

Thu, Mar 28, 2019 at 11:00 AM

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

From: Jill Hatton
Date: Thu, Mar 21, 2019 at 1:46 PM
Subject: Mass General IMP
To: <katelyn.sullivan@boston.gov>

Hi Katelyn,

Realizing it is very early in the Mass General IMP review process I had one quick point that hopefully can be raised with MGH.

During the construction of the Yawkey Building MGH had extremely bright and extensive construction lighting in place that was left on 24/7.

We live on Irving Street - several blocks away from Yawkey - and found the brightness excessive and disruptive. When the project near Garden and Anderson commences the brightness could be even more of an issue to many Beacon Hill residents.

While I realize there are safety and code issues that require lighting of a construction site, the lighting was very bright and invasive while trying to sleep. It also is likely very costly.

If you can request MGH look into some type of light shield or less bright lights that would be less intrusive to the neighborhood while still meeting the city code requirements it would be greatly appreciated.

Thank you!
Jill Hatton
38 Irving Street
Beacon Hill

<https://www.globeatnight.org/light-pollution.php>

Sent from my iPhone

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**Katelyn Sullivan**
Senior Project Manager
617.918.4425 (o)**Boston Planning & Development Agency (BPDA)**
One City Hall Square | Boston, MA 02201
bostonplans.org



Edward Carmody <edward.carmody@boston.gov>

Fwd: Mothers Out Front Comment letter on MGH IMP/PNF

1 message

Katelyn Sullivan <katelyn.sullivan@boston.gov>
To: Edward Carmody <edward.carmody@boston.gov>

Thu, Mar 28, 2019 at 11:00 AM

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

From: **Ania Camargo**

Date: Thu, Mar 21, 2019 at 1:48 PM

Subject: Mothers Out Front Comment letter on MGH IMP/PNF

To: <katelyn.sullivan@boston.gov>

Cc: John Dalzell <john.dalzell@boston.gov>, Josh Zakim <josh.zakim@boston.gov>, Livingstone, Jay - Rep. (HOU) <Jay.Livingstone@mahouse.gov>, Patricia Tully <patricia.tully@bhcivic.org>, Michlewitz, Aaron M. Rep - (HOU) <Aaron.M.Michlewitz@mahouse.gov>, <ED.FLYNN@boston.gov>

Dear Ms. Sullivan,

Attached please find the Mothers Out Front comment letter on the Massachusetts General Hospital Institutional Master Plan Notification Form and Project Notification Form.

Best,

Ania Camargo

On behalf of Mothers Out Front Boston

--



Katelyn Sullivan

Senior Project Manager

617.918.4425 (o)

Boston Planning & Development Agency (BPDA)

One City Hall Square | Boston, MA 02201

bostonplans.org



MGH comment letter to BPDA from MOF 3_21_19.docx

27K

March 21, 2019

Boston Planning and Development Agency
Attn: Katelyn Sullivan
One City Hall Square, Ninth Floor
Boston, MA 02201

Re: MGH Institutional Master Plan Notification Form and Project Notification Form dated February 20, 2019

Dear Ms. Sullivan,

We are writing to you as residents of Beacon Hill and Boston and as members of Mothers Out Front, a national grass roots organization of mothers and other caregivers taking action to change the current course on climate change. We appreciate this opportunity to comment on the Massachusetts General Hospital (MGH) Institutional Master Plan Notification Form and Project Notification Form dated February 20, 2019, submitted by Epsilon Associates, Inc., with NBBJ Leggat McCall Properties, Goulston & Storrs, and VHB.

We will focus in this comment letter on the many improvements the Applicant should be required to make in order to participate in Mayor Walsh's goal of achieving carbon neutrality by 2050.

Although we welcome the purpose for the two new buildings, it is a large development project that will take many years to complete and will have massive impacts on local residents. As such, in addition to our comments below, we fully support the comments from the Beacon Hill Civic Association particularly around traffic, safety and access for pedestrians and bicyclists, and design and streetscape.

Context

The Green Ribbon Commission just released a **Carbon Free Boston** report with recommendations for how Boston can meet Mayor Walsh's goal of being Carbon Neutral by 2050. Because two-thirds of Boston's GHG emissions come from buildings, they are essential in achieving the mayor's goal. The report recommends that: "new buildings be designed to achieve net-zero/net-positive performance by prioritizing passive building strategies, well-insulated and air tight envelopes, and orientation and massing, while at the same time employing smaller high efficiency heating, cooling, and lighting systems". The proposed MGH buildings, which comprise over a million square feet, do not meet this standard and there is currently no plan in place for how they will achieve carbon neutrality.

In comparison, Boston Medical Center, also a level 1 trauma center, is on track to be a carbon neutral by 2020 and instead of adding space consolidated its footprint by 400,000 square feet

while supporting a patient volume growth of 20 percent. BMC generates much of its own electricity and heat thanks to a two-megawatt combined heat and power plant installation.

We know what has to be done, and Boston Medical Center has shown it can be done. We respectfully submit the following recommendations for this project:

Carbon Neutrality

In order for us to meet the mayor's goal, the standard for every new building has to be that it be carbon neutral/positive in perpetuity. In addition, how this balance is achieved is equally important – priority should be given to actions that reduce the-energy use and the thermal load of the buildings.

- **Energy efficiency:** This includes heat pumps and efficient lighting, smart thermostats, energy efficient equipment and appliances.
- **High performance envelope:** From the Climate Resiliency Report Summary submitted by MGH there is room for improvement in the proposed insulation R-values, window performance u-values, and the solar gain heat coefficient.
- **On-site renewables and storage -** MGH will be required to meet the State's new Energy Code which asks that 40% of the roof be set aside for future PV, these should be included from the beginning of the project.
- **Other creative energy reduction strategies** such as a green roof. **Green roofs** regulate buildings' internal temperature and reduce building heating and cooling costs. BMC has a fresh [vegetable rooftop farm](#) with 2300 planters that provides food for their patients and benefits their whole community.

In order to meet carbon neutrality, MGH will likely need to buy **offsets**. The offsets should be from new projects, of recent vintage, and ideally from MA or New England.

Carbon Free Electrification

The Carbon Free Boston report identifies clean and efficient electrification of building energy services as a key element in the transition away from fossil fuels. MGH already purchases 100% carbon free electricity so their source of electricity is clean, but they are proposing to use natural gas, a potent greenhouse gas (GHG), for the two buildings and thus emit 2,900 annual tons of GHGs. In the Climate Resiliency Report Summary, they state their goal over time will be to shift loads from natural gas to electricity. No new building in the city should be building new natural gas infrastructure to heat their buildings specially when the building will be coming on line in 2026. MGH should assess what the energy loads would be for an all-electric building from the very beginning and propose options for how to meet those energy needs without fossil fuels.

Co-Generation Power Plant

We understand that clinical buildings are not typical and have high energy needs. Every effort should be made to reduce the energy load (as per above), electrify, and the remainder should be powered by geothermal or an onsite co-generation power plant that will also be important for resiliency should a catastrophic event happen in Boston.

The PNF suggests that Eversource has said MGH can't have a power plant. What can be done so that Eversource does not dictate who can build an institutional-scale co-generation plant in the city of Boston? BMC generates much of its own electricity and heat thanks to a two-megawatt combined heat and power plant which saved BMC approximately \$1.5 million in heat and energy costs annually.

LEED Status

To show true leadership in our communities, MGH should commit to being LEED Platinum for version 4.1 instead of version 4.0

Conclusion

These recommendations are in the interest of all Boston residents and very much in line with the mission and values of MGH. As per the Carbon Free Boston report:

“In addition to the GHG benefit, energy-efficient buildings powered by clean fuels and electricity do far more than reduce emissions. Improving energy efficiency in buildings creates conditions that support improved health and well-being for occupants. The reduction in use of heating oil and natural gas reduce local air pollution that translates to improved public health. Energy-efficient buildings also have better thermal quality and less mold caused by dampness. Positive health outcomes from better air quality and thermal comfort are consistently strongest among vulnerable groups, including children, the elderly, and those with pre-existing illnesses.” *Exactly the people MGH aims to serve in their new building.*

We look forward to seeing the BPDA scoping determination and hope that you will include these recommendations. Thank you for the opportunity to provide these comments.

Sincerely,

Ania Camargo
28 Temple Street
Boston, MA

On behalf of **Mothers Out Front Boston**

West End Place
150 Staniford Street, #900
Boston, MA 02114
March 19, 2019

Katelyn Sullivan, Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: Comments to MGH IMP and Cambridge Street Project

Dear Katelyn,

I'm writing as a long-term member of the MGH Institutional Master Plan Task Force, and as a resident of the West End. Since the original approval of the IMP, Mass General has increased its footprint, not only in the West End but also has expanded to the Charlestown Navy Yard.

During the initial phase of growth in the original IMP, MGH made it clear that they would eventually be replacing the Parkman Street garage with a clinical building, so this project is of no surprise. However, my concerns as a resident of the neighborhood and a frequent user of the MGH facilities are:

- Traffic impact
 - How will this project affect traffic in the area for the next six years during construction?
 - Traffic on Cambridge Street is horrendous, and it carries down to Lowell Square (the intersection of Staniford, Merrimac, Causeway Streets and Lomasney Way) because drivers are not able to take a right turn from Staniford Street onto Cambridge Street. This is most evident in the afternoon. I imagine the same holds true for traffic coming off Storrow Drive onto Cambridge Street.
 - Will people be driving around the community looking for places to park?
 - If hospital visitors are not able to park in the current garages, there needs to be alternatives parking options in nearby garages so that we don't have drivers taking up the few street parking spaces in the area.
- Pedestrian safety
 - Will walking along Cambridge Street, Parkman Street or North Anderson Street be safe during demolition and construction?
- Noise and vibrations
 - Will the noise and vibrations of demolition and construction have a negative impact on residents of the West End and Beacon Hill communities, as well as hospital patients?
 - I am currently living with a demolition /construction project next door to me and I know that the noise and vibrations from demolition is very disrupting.
- Work hours and site limits
 - Work hours should be limited during the week so that no work takes place prior to 7AM and no later than 6PM.
 - Weekend work should be very limited, and neighbors notified at least three days in advance if weekend work needs to be done.
 - Staging should not take place on our currently crowded local streets.

MGH IMP Cambridge Street Project
Jane ForreSTALL
March 22, 2019

Page 2

- Flooding
 - As is evident from the photo on the cover of the presentation given by the MGH team, the White Building was originally at the edge of the Charles River. With the concerns about flood areas within the City, will flooding be an issue to the new building, including the below-grade parking garage.

I have lived in the West End at West End Place for almost 21 years and rely heavily on MGH and its faculty and facilities. I know that the care and safety of patients is a priority and I believe this project will be an asset to MGH and the community, including the community beyond Boston.

Regards,

Jane ForreSTALL

cc: Councilor Josh Zakim
Rep. Jay Livingstone
Maria Lanza, Dept. of Neighborhood Services
Jay Walsh, Downtown North Assoc.
WEP Managing Board



Fwd:

2 messages

Katelyn Sullivan <katelyn.sullivan@boston.gov>
To: Edward Carmody <edward.carmody@boston.gov>

Thu, Mar 28, 2019 at 10:58 AM

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

From: **janeybwilson**
Date: Fri, Mar 22, 2019 at 9:56 PM
Subject: Re:
To: west end museum , James Campano <james.campano@westendmuseum.org>, Kathleen Ryan , Greg Galer, Boston Preservation Alliance , Joseph Andrew McDonald <jamcdonald@boston.gov>, josh.zakim@boston.gov, Livingstone, Jay - Rep. (HOU) <Jay.Livingstone@mahouse.gov>, <katelyn.sullivan@boston.gov>, <Joseph.Boncore@masenate.gov>, <A.E.George@boston.gov>, <Michael.F.Flaherty@boston.gov>, <Michelle.Wu@boston.gov>, <Zoe.Swarzenski@boston.gov>, <dkelleher@epsilonassociates.com>, <GMelhuish@epsilonassociates.com>, <patricia.tully@bhcivic.org>, <dhanitchak@partners.org>, <NHANEY@partners.org>, Maria Lanza <maria.lanza@boston.gov>, Duane Lucia

Brilliant. Thank you. Jane Breschard Wilson

Sent from my Sprint Samsung Galaxy S6 6.

----- Original message -----

From: west end museum
Date: 3/22/19 4:06 PM (GMT-05:00)
To: James Campano <james.campano@westendmuseum.org>, Jane Breschard Wilson , Kathleen Ryan , "Greg Galer, Boston Preservation Alliance" , Joseph Andrew McDonald <jamcdonald@boston.gov>, josh.zakim@boston.gov, "Livingstone, Jay - Rep. (HOU)" <Jay.Livingstone@mahouse.gov>, katelyn.sullivan@boston.gov, Joseph.Boncore@masenate.gov, A.E.George@boston.gov, Michael.F.Flaherty@boston.gov, Michelle.Wu@boston.gov, Zoe.Swarzenski@boston.gov,

Maria Lanza <maria.lanza@boston.gov>, Duane Lucia
Subject:

March 21, 2019

Boston Planning and Development Agency (BPDA)
Attention: Katelyn Sullivan, Senior Project Manager
One City Hall Plaza
Boston, MA 02201

RE: Massachusetts General Hospital Clinical and Campus Services Building

The West End Museum, Inc. is a neighborhood museum located at 150 Staniford Street, Suite 7 in Boston, Massachusetts in a 4000 square foot space on the ground floor of West End Place.

The primary purpose of the West End Museum is to operate and maintain a neighborhood museum dedicated to the collection, preservation and interpretation of the history and culture of the West End of Boston. The Museum acknowledges its role as an educational institution and a trustee of significant material culture.

The West End Museum fulfills its mission by providing exhibits to the public on a regular basis, by providing access to its collections for research, by providing a resource to the West End Neighborhood for historical and cultural interests. It involves the public in its mission through outreach programming, neighborhood events, and educational programming in the school systems, thereby increasing and sustaining the public's appreciation of an important American urban neighborhood from the seventeenth century to the present time.

The Directors of the West End Museum oppose any development project by Massachusetts General Hospital which proposes to demolish buildings which survived the 1950s urban renewal that leveled much of the West End. The West End House and The Winchell Elementary School on Blossom Street are historically and culturally significant, and hold fond memories for former and current West End residents and their families, many of whom are alums of these historic buildings:

The Winchell Elementary School (MHC No. BOS.4159), located at [24 Blossom Street](#), was built as a public elementary school in 1884–1885. Arthur H. Vinal, Boston's city architect from 1884–1888, was responsible for the Romanesque Revival design. The brick building with brownstone trim originally consisted of two stories on a raised basement with a pitched roof; a third story with a flat roof was added in 1907. Dominant decorative features include raised brick panels between the first and second-story fenestration and recessed arched entries. The school closed in 1960, and the building was purchased by Massachusetts General Hospital in 1963 for use as a school of nursing. Since 1985 it has housed various other hospital functions. Winchell Elementary School is one of roughly a dozen buildings to survive the 1950s urban renewal that leveled much of the West End, and was determined eligible for National Register listing by the MHC in 2005.

The West End House (MHC No. BOS.4158) is located at [16-18 Blossom Street](#). It consists of a three-story, five-bay by two-bay, Colonial Revival style brick building constructed in 1929 as a settlement house. The West End House organization was founded in 1907 and served the Jewish immigrant community during the first half of the twentieth century. The archives of the West End House are housed at the West End Museum and continue to grow through the efforts of its alumnae association. The building was briefly used as an Italian youth center until 1965, when the Massachusetts General Hospital purchased it and converted it into an office. The West End House organization moved out of the building and relocated in Brighton. The windows in the building have been replaced, but it retains its original siting in the West End neighborhood, massing, and architectural characteristics including the classically detailed recessed entrance. The West End House building is potentially eligible for National Register listing at the local level under Criteria

A and C for its association with the twentieth-century immigrant community in Boston and as a modest example of a Colonial Revival style community center.

A third tenement building on North Anderson Street also serves as a reminder of the social injustice created as a result of urban renewal; one which continues today, as former residents and families suffer 'loss of place'. The demolition of these buildings will continue to erode an entire period of Boston history. These buildings serve as reminders of a diverse multi ethnic immigrant community, which lived in the North Anderson tenement, was educated at the Winchell School and cultured toward excellence at the West End House.

Respectfully submitted,

Duane Lucia
President
The West End Museum, Incorporated

cc:

Jim Campano – President, OWEHC and Publisher, West Ender Newspaper
Jane Breschard Wilson – President, West End Civic Association
Kathleen Ryan - West End Council (Hawthorne Place)
Patricia Tully – Beacon Hill Civic Association
Brian Golden, Director, Boston Planning and Development Agency (BPDA)
Katelyn Sullivan – Senior Project Manager Boston Planning and Development Agency (BPDA)
Josh Zakim – Boston City Council
Michael Flaherty – Boston City Council
Michelle Wu – Boston City Council
Annissa Essaibi George – Boston City Council
Zoe Swarzenski – Deputy Chief of Staff, Councilor Zakim
Jay Livingstone – Massachusetts House of Representatives, 8th Suffolk District
Joseph A. Boncore - Massachusetts State Senate, 1st Suffolk and Middlesex District
David J. Hanitchak - Partners
Nicholas B. Haney - Partners
Douglas Kelleher – Epsilon Associates
Geoffrey Melhuish – Epsilon Associates
Greg Galer - Boston Preservation Alliance
Joseph MacDonald - West End Museum
Maria Lanza - Mayors Office

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Duane Lucia
Executive Director

West End Museum

<http://thewestendmuseum.org/>

The West End Museum is a neighborhood museum dedicated to the collection, preservation and interpretation of the history and culture of the West End of Boston. The Museum acknowledges its role as an educational institution and a trustee of significant material culture.

The West End Museum fulfills its mission by providing exhibits to the public on a regular basis, by providing access to its collections for research, by providing a resource to the West End Neighborhood for historical and cultural interests. It involves the public in its mission through outreach programming, neighborhood events, and educational programming in the school systems, thereby increasing and sustaining the public's appreciation of an important American urban neighborhood from the seventeenth century to the present time.

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Katelyn Sullivan
Senior Project Manager
617.918.4425 (o)

Boston Planning & Development Agency (BPDA)
One City Hall Square | Boston, MA 02201
bostonplans.org

Katelyn Sullivan <katelyn.sullivan@boston.gov>
To: Edward Carmody <edward.carmody@boston.gov>

Thu, Mar 28, 2019 at 10:59 AM

[Quoted text hidden]



Edward Carmody <edward.carmody@boston.gov>

Fwd: MGH letter (Tim Pingree)

1 message

Katelyn Sullivan <katelyn.sullivan@boston.gov>
To: Edward Carmody <edward.carmody@boston.gov>

Thu, Mar 28, 2019 at 10:59 AM

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

From: **Timothy Pingree**
Date: Fri, Mar 22, 2019 at 12:43 PM
Subject: MGH letter (Tim Pingree)
To: Katelyn Sullivan <katelyn.sullivan@boston.gov>

Hi Katelyn,

Please find attached my personal letter as a Beacon Hill resident regarding the MGH project.

Please let me know if you need it in any different format.

Thank you,
Tim

--



Katelyn Sullivan
Senior Project Manager
617.918.4425 (o)

Boston Planning & Development Agency (BPDA)
One City Hall Square | Boston, MA 02201
bostonplans.org

tpingree_MGH_comments_2019.3.20.pdf
930K

March 20, 2019

Ms. Katelyn Sullivan, Senior Project Manager
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201

Re: Proposed Mass General Expansion

Dear Katelyn:

I am honored to be able to serve on the IMP Task Force and I look forward to further participation in the process. As a member of the BHCA Board of Directors, I have also had the chance to provide feedback through the comments compiled in our organization's letter, which I support. However, I did want to personally provide some initial feedback as an architect and life-long Beacon Hill resident.

I wanted to start by saying that I have great respect for MGH as an institution, and not just because of the care they continue to provide or because my father practiced there for over 40 years. Growing up as a student of urban design and architecture I have been impressed with the ways that MGH has developed its campus within a challenging physical, historical and political context. I would also like to commend MGH for its recent selection of architects, from Perkins and Will at the Yawkey Building to Leers Weinzapfel at the museum and of course NBBJ at the Lunder Building. I am excited to see Mr. Seiniewicz and his team continue to develop what appears to be an impressive concept.

My comments and feedback will focus primarily on the urban and architectural aspects of the project not included in the BHCA letter, recognizing of course how early we are in the process. I have included two images with this letter for reference, which I've labeled "early" and "current." Obviously there will be countless variations and studies of schemes and approaches throughout the course of the project, so both this "early" image and "current" image are just points in time. I still find them to be helpful benchmarks to establish feedback for the project:

- The early aerial shows a large green space replacing the Fruit Street garage behind the MGH Museum. I think it's worth understanding MGH's long-term intent with the Fruit Street Garage as we look at the total project parking metrics and the overall site approach.
- Compared to the "early" image, the "current" image shows an entirely different approach to the facades of the two buildings (both in terms of the front, lower portion as well as the two "towers"). You can see here that there's already a history in their design process of exploring what looks like a masonry facade along Cambridge Street for the lower massing. Design by consensus is an awful idea and leads to watered-down results, but I do think we can all agree that certain projects demand a thoughtfulness and care from a material and facade standpoint. I hope that beyond just fighting for quality types of materials we can advocate for a quality exploration for how those materials are applied. In terms of unique masonry applications, for example, and limited just to our area, we can see a couple notable examples from Mecanoo/Sasaki's Bolling Building to the granite screen by Toshiko Mori/Maya Lin at Novartis across the river. I mention these only because they go beyond the material itself to the process of how it is worked, fabricated and installed.

- It is noteworthy that in this older aerial image the two facades on either side of N. Anderson are decidedly different in material/color whereas currently they have been shown as kind of the same. I think we should be encouraging a very careful, thoughtful and creative approach to those lower facades that does this remarkable location justice. I personally think that it was a good instinct by the team initially to break down this massive frontage into smaller parts that work together as a composition. I think they have perhaps moved on a bit from that, and Mr. Seiniewicz called their approach to the two buildings as being "siblings but not twins" in the presentation. They obviously want to present themselves as an institution, but I'm concerned about this massive "superblock" as it supposedly attempts to relate to the edge of our granular, physically diverse, historic neighborhood. I hope they share that concern and I trust they appreciate the unique character of the urban fabric that they are designing a project to engage with.
- Even while MGH pursues their project goals for a modern hospital facility I hope they are asking, "how do we consider and celebrate this urban context?" We want to do everything to prevent another project like the one right down the street at 175 Cambridge Street in front of Whole Foods which is all too common these days. I'm referring to the sterile, unvaried retail below a few stories of glass curtainwall, spandrel glass, aluminum paneling, and white precast concrete. To be clear, nothing that has been presented so far suggests such an approach, but it is a relevant (if unfortunate) nearby precedent.
- To build on the relationship metaphor, if we consider the two "towers" and the two low-rise portions as 4 pieces, I personally would encourage exploring them not as two siblings collectively but as 4 cousins instead. Others might not share my viewpoint here, and surely the more cohesive and "same" these pieces are the easier it is to pull off in many regards. But one of the things that makes Beacon Hill so special, both in terms of its residential areas and its commercial ones, is its density combined with physical diversity: small, human-scale frontages that we can relate to and that are clearly cherished by so many. It's not just the beautiful, historic detailing and materiality of the buildings themselves, but it's also the varied scale, size, composition and rhythm of the frontages. Even those buildings or storefronts that some might consider ugly ducklings (perhaps before historic district designation) contribute to a vibrancy and charm that we struggle to recreate in modern times. A huge part of the problem is the size of the plots of land in these large projects. But knowing that, how can the designers address it and break the project down architecturally to reference or respect a quality that so many people cherish in this area?
- Even in the retail itself, I hope to see a thorough exploration of what is needed and what is missing. Will they be planning for restaurants? Will all tenant spaces be the same size or will there be variation? Will every frontage along the ground floor have the same, blank glass character or will there be any diversity of frontages themselves? Do we have a chance of possibly avoiding a stretch populated by banks/nail salons or other dull retail?

I look forward to further discussions and appreciate the efforts put forth thus far.

Sincerely,

Tim Pingree



BOSTON PRESERVATION ALLIANCE

March 22, 2019

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Michael LeBlanc AIA

David Nagahiro AIA

Regan Shields Ives AIA

Anthony Ursillo CFA

Peter Vanderwarker

Executive Director

Gregory J. Galer, Ph.D.

The Otis House
141 Cambridge Street
Boston, MA 02114
617.367.2458

bostonpreservation.org

Katelyn Sullivan
Boston Planning and Development Agency
Boston City Hall
Boston, MA 02201
Re: MGH Clinical and Campus Services Building

Dear Ms. Sullivan,

The Boston Preservation Alliance is Boston's primary, non-profit advocacy organization that protects and promotes the use of historic buildings and landscapes in all of the city's neighborhoods. With 40 Organizational Members, 125 Corporate Members, and a reach of 35,000 friends and supporters we represent a diverse constituency advocating for the thoughtful evolution of the city and celebration of its unique character. We appreciate the opportunity to offer comments on projects that impact the historic character of the city.

The Alliance has attended a public meeting and met with the project team to understand and discuss the proposed new facility at MGH. We fully support the hospital's goals to provide the best patient care possible and recognize that periodic expansion of their facilities is a necessary element of supporting patients through enhanced capacity and services as well as responding to climate-change realities. We understand MGH's space limitations and the logic of building on these two blocks of Cambridge Street.

That being said, it is important also to recognize that not only is MGH one of the largest stakeholders in the West End, the hospital also owns some of the neighborhood's last remaining remnants of pre-Urban Renewal historic fabric. Hundreds of homes, businesses, and community gathering places were razed starting in the late 1950s and these three are among the few buildings that survive. While we recognize that patient care is the focus of MGH's mission, as a powerful player in the West End, the hospital has a responsibility to the community which extends beyond patient care- a responsibility that includes sensitivity to the emotional scars that remain in the West End from the utter destruction of Urban Renewal. While the hospital isn't responsible for these efforts, it should make all efforts to help heal the damage of those losses, and as stewards of these few vestiges of the West End it has a responsibility to find a way to integrate these buildings into its proposal. After the widespread destruction of the neighborhood, demolition of all three buildings on this site is wholly unacceptable.

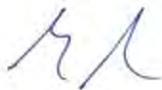
While today most people recognize that the characterization of the West End as blighted and unsalvageable was incorrect and was devastating to countless families,

we must not reinforce that wrong by failing to protect what little that survives. The buildings in question, 16 Blossom Street, 24 Blossom Street, and 25 North Anderson Street, stand testament to important parts of the story of the lost West End. A school, settlement house, and one of the last remaining tenements each can play an important role in telling such an essential Boston story that was nearly wiped out. Learning from the Lower East Side Tenement Museum in New York City we understand the power of structures such as these to tell the quintessential American story. By embracing the challenge of preserving these buildings and the history of the West End, the hospital would reinforce its commitment to its West End neighbors.

The Alliance feels that there are options that must be explored that both preserve these important buildings and accomplish the goals of the hospital. We have asked the project team to carefully study alternatives to demolition- specifically, moving the historic buildings to face Cambridge Street and constructing the new campus behind. Given their preliminary plans which already respect the height guidelines along Cambridge Street, the historic buildings seem like a logical way to meet that goal and respect the character of the streetscape and the adjacent Beacon Hill Historic District. Moving buildings was once common and in some cities is still accomplished far more often than here in Boston; it is not an unreasonable solution. We look forward to reviewing these studies.

We strongly urge the BPDA to require the proponent to find an alternate path than the one proposed. As a community, we must value and preserve our history, especially those of our immigrant and underserved neighborhoods, so that we can learn from past mistakes like the razing of the West End. These buildings are a tangible reminder of the neighborhood's complex history and the West End deserves their preservation.

Thank you,



Greg Galer
Executive Director

CC:

Representative Jay Livingstone, Massachusetts State House

Brona Simon, Massachusetts Historical Commission

Josh Zakim, Boston City Council

Annissa Essaibi George, Boston City Council

Michael Flaherty, Boston City Council

Althea Garrison, Boston City Council

Michelle Wu, Boston City Council

CCs cont'd:

Rosanne Foley, Boston Landmarks Commission

Lynn Smiledge, Boston Landmarks Commission

David Hanitchak, MGH

Nicholas Haney, MGH

Doug Kelleher, Epsilon Associates

Geoffrey Melhuish, Epsilon Associates

Tom Sieniewicz, NBBJ

Duane Lucia, West End Museum

Patricia Tully, Beacon Hill Civic Association

Jane Wilson, West End Civic Association



*Neighbors
Helping
Neighbors*

74 Joy Street

Boston

MA 02114

www.bhcivic.org

March 22, 2019

Katelyn Sullivan
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, Massachusetts 02201

Re: Massachusetts General Hospital Institutional Master Plan/Project Notification Form – Scoping Determination

Dear Ms. Sullivan:

Since 1922, the Beacon Hill Civic Association (“BHCA”) has strived to preserve and enhance the quality of residential life on Beacon Hill. In this regard, we very much appreciate the opportunity to provide comments to the Boston Planning & Development Agency on the Institutional Master Plan and Project Notification Form (“IMP/PNF”) for Massachusetts General Hospital (“MGH”) dated February 20, 2019, concerning MGH’s proposal to construct several new large buildings along Cambridge Street and adjacent streets in the West End, immediately across Cambridge Street from Beacon Hill (the “Project”).

The scoping determination comments of the BHCA set forth below reflect a consensus of the many comments we have received directly from residents and other members of our community concerning the proposed Project. In addition, on March 12, 2019, the BHCA sponsored a community forum attended by approximately 60 local neighborhood residents. Representatives of MGH presented a high-level summary of the proposed Project, answered questions from the audience, and responded to the many comments made by the neighbors that attended the meeting. The BHCA’s letter also contains many of the comments raised at the March 12th community meeting.

There is a high level of concern among residents about the impact on the neighborhood of this very large proposed Project. We look forward to MGH exploring new alternatives that consider inventive solutions to address many of the issues raised at the community meeting and set forth in this letter. We believe

Board of Directors 2018-2019

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that MGH should consider new innovative approaches to the issues raised below, particularly those around traffic, pedestrian and bicyclist safety, and access, rather than just suggest incremental changes.

Traffic: The traffic issues in the area are acute and of great concern, and additional traffic caused by increased parking spaces as part of the Project will have a highly disproportionate effect on already-severe congestion. The situation calls for far-reaching, transformative approaches to traffic management. In addition, the IMP/PNF should include the following:

- The scope of the traffic studies should look at all affected areas, including, without limitation: Storrow Drive and its ramps; the Longfellow Bridge; Leverett Circle; Charles Circle, North Station; Beacon Hill; and all areas adjacent to the campus.
- Evaluation of placement of left turn locations on Cambridge Street into the MGH campus.
- The location of garage entrances and their effect on traffic patterns.
- Drop-off and pick-up locations away from Cambridge Street for visitors traveling by automobile (including ride-sharing services).
- The removal or relocation of loading docks that affect traffic.
- Evaluation of further incentives to shift auto traffic to bicycle or public transit.
- Maximization of alternative routes into the MGH campus other than via Cambridge Street.
- Evaluation of shuttle routes and timing, their impact on all types of traffic, and potential alternative routes other than via Cambridge Street.
- Safety and Access for Pedestrians and Bicyclists: The area is currently often unsafe and unfriendly for pedestrians and bicyclists. The IMP/PNF should include the following:
- The pedestrian pathways and sidewalks along the entire north side of Cambridge Street near the MGH Campus have a number of issues, and should be evaluated in depth and redesigned where possible or, where not currently possible, identified for future changes.
- Identification of specific areas with hazards to pedestrians and bicyclists and consider targeted interventions. Two such areas are Charles Circle and its MBTA station and the North Grove Street intersection.
- It seems likely that the traffic patterns of Cambridge Street will, in the near term, be revised to allow for bike lanes. The IMP/PNF and related studies should consider the effects of this change.

Design and Streetscape: The scale of the Project will have significant effects on how visitors and residents experience the surrounding areas. The IMP/PNF should evaluate several issues, including:

- Tenanting the building with uses that will generate activity into the evening hours would enhance the Cambridge Street neighborhood and the safety of the area for pedestrians and others. The IMP/PNF should present a more detailed plan for achieving this result.
- Rather than proposing a superblock for the street front along Cambridge Street, the IMP/PNF should explore ideas and alternatives that provide a street front more appropriate to this area and to Boston.
- The IMP/PNF should present detailed information on how the proposed projects relate to and integrate with the buildings, and neighborhood along the south side of Cambridge Street, and the visual impact of the buildings to neighbors and visitors.

Parking Scope: The analysis of employee parking and the employee parking freeze should include the areas around Blossom Street, Martha Road, Lomasney Way and Staniford Street. Otherwise, additional traffic may be generated by employee parking demand that is merely displaced to nearby areas.

Public Transit: While the MBTA's proposed Red-Blue Connector ("Connector") may still be some years away, the large scope of the Project along the Connector route on Cambridge Street suggests additional effort should be made to consider how these projects could be coordinated with the Connector. Examples might include construction location and techniques, and utility services and connections.

Coordination with Nearby Institutions: MGH should coordinate its planning and IMP process with nearby institutions and with its Partners affiliates, particularly Massachusetts Eye & Ear. Mass Eye & Ear has itself proposed a large project, which should be discussed and coordinated with the revised MGH IMP.

Lighting: The lighting of the Project buildings along Cambridge Street, including the amount and number of windows along the facade of the buildings, have the potential to create a significant visual impact at night for the neighborhood, including significant additional light pollution on Cambridge Street. The lighting and visual impacts of the Project buildings night should be further evaluated with respect to the effect of such lighting on the neighborhood.

Co-generation: More information should be presented regarding the scope, timeline and process for the potential cogeneration plant in the Project's proposed Campus Services Building. In particular, to what extent does approval for the IMP represent approval for the co-generation plant; and what other review processes would be expected?

Energy Use: The IMP/PNF should further explore the several issues that have been raised by neighbors during the March 12th community meeting regarding sustainability and energy use and commit to alternative approaches, such as:

- How these projects might meet or support Mayor Walsh's goal of carbon neutrality, including achieving Platinum (4.1) LEED certification.
- The use of carbon-free electricity (rather than natural gas) for energy for the Project.
- The potential role of a cogeneration facility.

For further discussion of this issue, please refer to the letter from Ania Camargo on behalf of Mothers Out Front, dated March 22, 2019, being submitted to the BPDA as part of this scoping determination process.

Homeless Population: The construction of the proposed Project may displace or affect a significant population of homeless individuals. The effect on their well-being needs further evaluation and management and this should be a separate and articulated section of the IMP/PNF.

Garden Street Facility: Many residents have asked that MGH consider relocating the maintenance facility currently located at 12-16 Garden Street within the Beacon Hill Historic District as part of the Project. It seems likely that the Project will provide the best opportunity to effect that change, particularly since the Project's proposed Campus Services Building will contain many of those services currently being done out of the MGH's Garden Street Facility. The IMP/PNF should evaluate this relocation in connection with the current update of the IMP and the Project's proposed Campus Services Building.

Katelyn Sullivan

March 22, 2019

Page 4

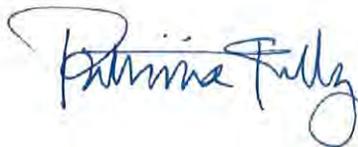
Historic Buildings: There is concern about the existing structures on the site of the Project. We look forward to participating in the further review of these buildings. The impact of the new buildings on the views of the historic Bulfinch Building from the south should also be evaluated.

Parks and Open Spaces: The IMP/PNF should provide additional information on parks and other open or green spaces, including North Anderson Park, both within the immediate area of the Project as part of longer term plans.

Construction Management Plan: We also look forward to reviewing the detailed construction management plan to better understand short term and medium term effects on auto traffic, pedestrians and cyclists, as well as other construction-related impacts.

Thank you for your consideration of these comments from concerning the MGH IMP/PNF - Scoping Determination.

Very truly yours,

A handwritten signature in blue ink that reads "Patricia Tully". The signature is written in a cursive style with a large, looping initial "P".

Patricia Tully
Executive Director

cc: Senator Joseph Boncore
Senator Sal DiDemenico
Representative Jay Livingstone
Representative Aaron Michlewitz
Councilor Josh Zakim
Councilor Edward Flynn
Councilor Michael Flaherty
Councilor Michelle Wu
Councilor Annissa Essaibi-George
Councilor Althea Garrison
Sally Mason Boemer, Senior Vice President of Administration and Finance, MGH
Ben Starr, MGH Task Force
Rachel Thurlow, MGH Task Force
Tim Pingree, MGH Task Force
Bruce Kiernan, MGH Task Force



Edward Carmody <edward.carmody@boston.gov>

Fwd: Proposed MGH Expansion

1 message

Katelyn Sullivan <katelyn.sullivan@boston.gov>
To: Edward Carmody <edward.carmody@boston.gov>

Thu, Mar 28, 2019 at 10:58 AM

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

From: **Walter Baranowski**
Date: Fri, Mar 22, 2019 at 7:24 PM
Subject: Proposed MGH Expansion
To: Katelyn Sullivan <katelyn.sullivan@boston.gov>

Dear Ms. Sullivan,

FOUR TIMES MY LIFE HAS BEEN SAVED BY THE EXCELLENT CARE GIVEN TO ME BY THE DOCTORS AND STAFF OF MGH. Other doctors and at other facilities had previously failed to diagnose my problems and properly treat me! As a 35-yr resident of Beacon Hill and member of BHCA for these years, I have a strong conviction that MGH's planned development / expansion along Cambridge Street is vital for MGH to continued their excellence in providing the region and the world with the highest quality medical care possible. Yes, there may well be inconvenience to vehicular and pedestrian travel in the area both during and after construction. Yes, the area is already congested, but MGH's expansion is worth it! Please put aside any provincial concerns that the size of the development and consequences to congestion are not worth backing the planned expansion of this essential world-class facility.

Sincerely,

Walter P. Baranowski
[34 Myrtle St](#)
[Boston, MA 02114](#)

--

**boston planning &
development agency**

Katelyn Sullivan
Senior Project Manager
617.918.4425 (o)

Boston Planning & Development Agency (BPDA)
One City Hall Square | Boston, MA 02201



Edward Carmody <edward.carmody@boston.gov>

Fwd: Massachusetts General Hospital IMP Projects Comment Letter

1 message

Katelyn Sullivan <katelyn.sullivan@boston.gov>
To: Edward Carmody <edward.carmody@boston.gov>

Thu, Mar 28, 2019 at 10:58 AM

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

From: **David Lyons**
Date: Fri, Mar 22, 2019 at 9:23 PM
Subject: Massachusetts General Hospital IMP Projects Comment Letter
To: <Katelyn.Sullivan@boston.gov>
Cc: david lyons · Kevin · Kevin McNamara

Thank you for the opportunity to comment on the Massachusetts General Hospital IMP Projects document (<http://www.bostonplans.org/getattachment/3ae93a8c-9273-4d3c-b7e9-69633d45c5c2>) and presentation on behalf of the west end neighborhood. I have organized my response into 3 sections:

1. Feedback on the plan as a whole not related to a specific project
2. Feedback on the proposed Clinical and Campus Services Buildings
3. Errors or clarifications that need to be addressed

Feedback on the plan as a whole not related to a specific project**Sidewalk level access through the MGH Campus**

The IMP should address sidewalk level access through the MGH Campus. West End residents frequently need to transit the campus to reach the Red Line efficiently. The indoor routes work well but may be inconvenient during off hours or on a beautiful day. Providing a direct friendly street level path would be helpful. The current street level paths between Yawkey, the fruit street garage and the MGH museum are unclear and unwelcoming.

Improvements to pedestrian wayfinding

Improvements to pedestrian wayfinding signage is badly needed. Signage with a campus map including transit hub locations such as the red line and north station would be helpful. You might also consider including local hotel locations. All maps should not show any routes through Hawthorne Place Condominium property.

Blossom street

The IMP should address improving Blossom street in conjunction with improvements already planned by the City. The street is badly in need of reconstruction and when reconstructed several areas should be the focus of improvements:

1. Installing consistent acorn style lights on both sides of the street.
2. Adjusting lane and sidewalk widths to make the street more pedestrian and cyclist friendly.

3. Providing crosswalk bump outs at all crosswalk locations similar to what MGH so wisely did for the crossing to the 185 Cambridge street building.
4. Providing a location for a Blue Bikes rental kiosk.

Rooftop utilities

To the extent possible all future rooftop utilities should be located as far as possible away from residential neighbors. All utilities should be surrounded by screening to improve their visual appearance and lessen noise.

Feedback on the Campus Services Buildings

Campus Services Building

In keeping with the concept of rooftop utilities being located away from residencies the chillers noted in figure 2-2 (page 2-9) should be moved to the back half of the Campus Services Building away from Blossom street and should be screened from view.

Feedback on the proposed Clinical Building

Substance Use Disorder Bridge Clinic to the Cox building

The relocation of the Substance Use Disorder Bridge Clinic to the Cox building is noted on page 2-6 with a mention that it may be accessible from 'the street'. The West End would be opposed to any direct entrance to such a facility from Blossom street, Substance abuse is a problem we should embrace treating and dealing with as we would any other ailment through the main hospital entrance.

Activating Blossom street in other ways such as providing street entrances to and window displays for the the blood donor center and MHG Retail shop would be welcomed.

Parking / Car trips

It is clear from public comments that the traffic situation on Cambridge street is currently unacceptable. This development will only make that situation worse even if the net new parking spaces are zero. The project must incorporate a means of getting additional vehicles to Mass General Hospital without adding traffic on neighborhood streets. The most ideal route to this would seem to be making fruit street two way throughout its length. Perhaps the northeast sidewalk could be moved into the connector building providing space for a two way road.

Sidewalk overhangs

The new Clinical Building should be designed to minimize public sidewalk overhangs, Such spaces become caverns and are not pedestrian friendly.

North Anderson Street

North Anderson street is little used at present. Closing it would be acceptable if it facilitated garage entrances on Cambridge and Parkman street and avoided the creation of a garage entrance on Blossom street. It would also hopefully allow for larger sidewalks on the streets surrounding the building.

Ruth Sleeper Hall

As one of the few cultural legacies from the old west end, the community would support efforts to preserve this building or its facade

Construction Mitigation

Significant effort must be paid to maintaining the flow of traffic on Blossom and Cambridge streets through the project.

Errors or clarifications that need to be addressed

Figure 1-3 (page 1-20) shows building #60 as 100% leased to MGH. These spaces are part of a parking structure containing 675 spaces. The shading should be closer to 10% rather than the current 100%

Table 2-2 (page 2-7) lists the project as adding 449 net new parking spaces. In public comments MGH has stated there will be 330 new parking spaces (The Boston Guardian 3/1/2019 MGH Expansion Plans Concerning Residents), A correction needs to be made either to the public record or the 2019 IMP Projects document.

Figure 3-15 (Page 3-29) and Table 3-3 (page 3-31) noting the 50 spaces Mass General has on the Hawthorne Place Parking deck should have a footnote that the spaces use is restricted for the benefit of to Hawthorne Professional Sites leased by MGH and Hawthorne Place Condominium owners.

Very truly yours,
On Behave of the
Hawthorne Place Condominium Trust Community

David S. Lyons
Kevin J. McNamara

--



**boston planning &
development agency**

Katelyn Sullivan

Senior Project Manager
617.918.4425 (o)

Boston Planning & Development Agency (BPDA)

One City Hall Square | Boston, MA 02201

bostonplans.org

March 19, 2019

Ms. Katelyn Sullivan, Senior Project Manager
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201

Re: Proposed Mass General Expansion

Dear Katelyn:

I appreciate the opportunity to participate in the above referenced process as a new member of the IMP Task Force. While I concur with the letter submitted from the BHCA, an organization for whom I am a member of the Board of Directors, I am writing my own to further encourage the applicant to seek solutions to the current Cambridge Street multi-modal traffic mess which seems likely only to worsen with the proposed expansion. This proposed Mass General expansion must be viewed as the impetus to re-imagine this gateway to Boston where Storrow Drive, the Longfellow Bridge, Government Center and the Red Line all meet on the subject property's doorstep.

As the Chair of the BHCA's Traffic and Parking committee I have moderated many discussions among community residents and commuters (including hospital employees) who fear both biking and walking on this key artery connecting downtown Boston to Cambridge and to Storrow Drive. The impact of this congestion does not always manifest with cyclists or pedestrians injured roadside (although this occurs far too frequently). There are more subtle safety implications we have witnessed over the past decade. Streets within Beacon Hill, with little infrastructure to handle an increase in car traffic, are struggling with drivers utilizing mapping applications routing them off congested Cambridge Street south onto Bowdoin or Hancock or Garden Street to then negotiate their way to Beacon Street or Storrow Drive. Similarly, pedestrians and cyclists are forced to lengthen their routes in an effort to avoid Cambridge Street.

With an increase in the number of beds as well as in the number of parking spaces proposed, no reasonable person can doubt the negative impact of further car trips to and from Mass General creating risk for residents, tourists, commuters and the hospital's patients, guests and employees. I am confident, however, that the vast resources available for this proposed expansion will encourage a dynamic approach to solve the current congested dangerous mess and we will all be the better for it.

Sincerely,

Ben Starr



Katelyn Sullivan <katelyn.sullivan@boston.gov>

MGH Institutional Master Plan Notification Form and Project Notification Form

Nan Borod

Tue, Mar 19, 2019 at 6:03 PM

To: Katelyn.sullivan@boston.gov

Cc: john.datzell@boston.gov, Patricia Tully

Dear Ms. Sullivan,

As a resident of Temple Street, Beacon Hill Neighborhood, I am writing to comment on the MGH Institutional Master Plan Notification Form and Project Notification Form regarding the two new proposed building projects, The Clinical Building and the Campus Services Building.

I am a supporter of MGH and respect its stated need to enlarge its campus. However, I am very concerned about the absence of design in the proposal that would address the greenhouse gas emissions from the buildings in a meaningful way. Because buildings contribute two-thirds of Boston's greenhouse gas emissions that fuel climate change, new building design is a significant factor in achieving the goal of a Carbon Free Boston. I would expect MGH to achieve net-zero or net-positive in its new buildings in keeping with its mission of outstanding healthcare. The Boston Medical Center is the most relevant example of an institution that has achieved a carbon neutral campus. As a renowned healthcare institution MGH now has the opportunity to become a leader in comprehensive healthcare by actively contributing to clean air for its patients and neighbors while addressing the detrimental health effects of environmental destruction and climate change.

The Carbon Free Boston report states that all new buildings should be net-zero or net-positive carbon by meeting the highest standards of energy efficiency and through electrification, thus expediting the transition from fossil fuels to renewable sources of energy. The MGH's current proposal does not reflect these goals. I am hopeful this great institution will demand that its architectural team achieve these goals through redesign of the proposal. I also urge the Boston Planning and Development Agency to hold MGH to these standards.

Thank you for the opportunity to comment.

Nan Borod
20 Temple Street
Boston, MA 02114



Katelyn Sullivan <katelyn.sullivan@boston.gov>

Comment Regarding MGH Project Notification Form dated 2/20/19

Sefira Bell-Masterson

Tue, Mar 19, 2019 at 8:29 AM

To: katelyn.sullivan@boston.gov

Cc: john.dalzell@boston.gov,

Dear Ms. Sullivan,

As a resident of Boston, I am writing to comment on the MGH Institutional Master Plan Notification Form and Project Notification Form about the two large new proposed projects, the Clinical Building and the Campus Services Building.

As a leader in healthcare, MGH should meet the recommendations of the recently released Carbon Free Boston report stating that all new buildings should be net-zero or net-positive carbon by meeting the highest standards of energy efficiency and through electrification thus expediting the transition off fossil fuels to renewable sources of energy. MGH's current submission does not reflect these goals.

We know that these goals have been achieved in other projects, such as Boston Medical Center's campus redesign. I am confident that if an institution as resource constrained as BMC can balance budget and health and environmental concerns, that MGH and its architectural team are capable of responding to and achieving these goals as well. Therefore, I urge the Boston Planning and Development Agency to hold MGH to these standards.

Buildings contribute two-thirds of Boston's greenhouse gas emissions that fuel climate change - a growing and serious health concern. It disproportionately affects those with greater vulnerability to disease and chronic health conditions. Energy efficient buildings powered by clean renewable energy support improved public health by creating better air quality. I hope that you will use what power you have over approval of these projects to encourage MGH to look to the future of the residents of Boston when designing these projects.

Thank you for the opportunity to comment.

Sefira Jessica Bell-Masterson
203 Chestnut Ave, Jamaica Plain MA 02130



Katelyn Sullivan <katelyn.sullivan@boston.gov>

MGH Buildings Proposal

Brittany Baldwin

Mon, Mar 18, 2019 at 9:59 PM

To: katelyn.sullivan@boston.gov

Cc: john.dalzell@boston.gov, Ania Camargo

Dear Ms. Sullivan,

As a resident of Roslindale, I am writing to comment on the MGH Institutional Master Plan Notification Form and Project Notification Form about the two large new proposed projects, the Clinical Building and the Campus Services Building.

I understand the MGH's stated need for the two new buildings proposed and appreciate its leadership in providing the highest quality healthcare to the community. I am writing to urge that the MGH's leadership in health and well-being is reflected in their proposed new buildings.

Buildings contribute two-thirds of Boston's greenhouse gas emissions that fuel climate change - a growing and serious health concern. It disproportionately affects those with greater vulnerability to disease and chronic health conditions. Energy efficient buildings powered by clean renewable energy support improved public health by creating better air quality. As a leader in healthcare, MGH should meet the recommendations of the recently released Carbon Free Boston report stating that all new buildings should be net-zero or net-positive carbon by meeting the highest standards of energy efficiency and through electrification thus expediting the transition off fossil fuels to renewable sources of energy. The MGH's current submission does not reflect these goals.

We know that these goals have been achieved in other projects, such as the Boston Medical Center. We are confident that the MGH and its architectural team are capable of responding to and achieving these goals and urge the Boston Planning and Development Agency to hold MGH to these standards.

Thank you for the opportunity to comment.

Brittany Baldwin

124 Brown Ave, Roslindale MA 02131



Katelyn Sullivan <katelyn.sullivan@boston.gov>

Clinical Building and the Campus Services Building

Jaelyn Secter

Mon, Mar 18, 2019 at 9:42 PM

To: katelyn.sullivan@boston.gov

Cc: ohn.dalzell@boston.gov, Ania Camargo

Dear Ms. Sullivan,

I am a member of Mothers Out Front and I am raising my two young children in Jamaica Plain, Boston. Last week, my son Benjamin age 6, was one of the 1.5 million students who walked out of school on Friday March 15th to participate in the School Strike 4 Climate. Our youth were striking to ask our leaders to recognize the urgency of climate change. Even at age 6, Benjamin and his classmates understand that we must take swift and bold action to ensure a habitable planet for their generation and generations to come. We are proud Bostonians and we care deeply for our community. It is with this in mind that I am writing to you to comment on the MGH Institutional Master Plan Notification Form and Project Notification Form about the two large new proposed projects, the Clinical Building and the Campus Services Building.

I understand the MGH's stated need for the two new buildings proposed and appreciate its leadership in providing the highest quality healthcare to the community. I am writing to urge that the MGH's leadership in health and well-being is reflected in their proposed new buildings.

Buildings contribute two-thirds of Boston's greenhouse gas emissions that fuel climate change - a growing and serious health concern. It disproportionately affects those with greater vulnerability to disease and chronic health conditions. Energy efficient buildings powered by clean renewable energy support improved public health by creating better air quality. As a leader in healthcare, MGH should meet the recommendations of the recently released Carbon Free Boston report stating that all new buildings should be net-zero or net-positive carbon by meeting the highest standards of energy efficiency and through electrification thus expediting the transition off fossil fuels to renewable sources of energy. The MGH's current submission does not reflect these goals.

We know that these goals have been achieved in other projects, such as the Boston Medical Center. We are confident that the MGH and its architectural team are capable of responding to and achieving these goals and urge the Boston Planning and Development Agency to hold MGH to these standards.

Thank you for the opportunity to comment.

Sincerely,

Jaelyn Secter

[11 Grovenor Rd. #4](#)

Jamaica Plain, MA

02130





Katelyn Sullivan <katelyn.sullivan@boston.gov>

MGH Institutional Master Plan Notification Form and Project Notification Form

Susan Weiler

Mon, Mar 18, 2019 at 12:27 PM

To: "katelyn.sullivan@boston.gov" <katelyn.sullivan@boston.gov>

Cc: "john.dalzell@boston.gov" <john.dalzell@boston.gov>,

Dear Ms. Sullivan,

As a resident of Beacon Hill, I am writing to comment on the MGH Institutional Master Plan Notification Form and Project Notification Form about the two large new proposed projects, the Clinical Building and the Campus Services Building.

I understand the MGH's stated need for the two new buildings proposed and appreciate its leadership in providing the highest quality healthcare to the community. I am writing to urge that the MGH's leadership in health and well-being is reflected in their proposed new buildings.

I am also writing you to express my concerns regarding the traffic implications on Cambridge Street, which is already extremely congested due to existing MGH buildings. Even before construction begins, Cambridge Street is too often in grid lock, and unsafe for pedestrians and bicyclists alike. I hope you will consider creating safe bike lanes, separated from pedestrians, to insure safety for the community as well as your employees and patients. Simply creating additional parking is not sufficient.

As a leader in healthcare, MGH should meet the recommendations of the recently released Carbon Free Boston report stating that all new buildings should be net-zero or net-positive carbon by meeting the highest standards of energy efficiency and through electrification thus expediting the transition off fossil fuels to renewable sources of energy. The MGH's current submission does not reflect these goals. Energy efficient buildings powered by clean renewable energy support improved public health by creating better air quality.

I know that these goals have been achieved in other projects, such as the Boston Medical Center. I am confident that the MGH and its architectural team are capable of responding to and achieving these goals and urge the Boston Planning and Development Agency to hold MGH to these standards.

Thank you for the opportunity to comment.

Susan Weiler

11 Hancock St. #1; Boston, MA 02114



Katelyn Sullivan <katelyn.sullivan@boston.gov>

MGH Institutional Master Plan Notification Form and Project Notification Form

Andee Krasner

Mon, Mar 18, 2019 at 10:46 AM

To: katelyn.sullivan@boston.gov

Cc: john.dalzell@boston.gov

Dear Ms. Sullivan,

As a resident of Jamaica Plain, I am writing to comment on the MGH Institutional Master Plan Notification Form and Project Notification Form about the two large new proposed projects, the Clinical Building and the Campus Services Building.

I understand the MGH's stated need for the two new buildings proposed and appreciate its leadership in providing the highest quality healthcare to the community. I am writing to urge that the MGH's leadership in health and well-being is reflected in their proposed new buildings.

Buildings contribute two-thirds of Boston's greenhouse gas emissions that fuel climate change - a growing and serious health concern. It disproportionately affects those with greater vulnerability to disease and chronic health conditions. Energy efficient buildings powered by clean renewable energy support improved public health by creating better air quality. As a leader in healthcare, MGH should meet the recommendations of the recently released Carbon Free Boston report stating that all new buildings should be net-zero or net-positive carbon by meeting the highest standards of energy efficiency and through electrification thus expediting the transition off fossil fuels to renewable sources of energy. The MGH's current submission does not reflect these goals.

We know that these goals have been achieved in other projects, such as the Boston Medical Center. We are confident that the MGH and its architectural team are capable of responding to and achieving these goals and urge the Boston Planning and Development Agency to hold MGH to these standards.

Thank you for the opportunity to comment.

Sincerely,

Andee Krasner

43 Sheridan Street

Jamaica Plain, MA 02130



Katelyn Sullivan <katelyn.sullivan@boston.gov>

Massachusetts General Hospital 2019 IMP Projects

linda jordan-dow

Wed, Mar 13, 2019 at 4:46 PM

To: "Katelyn.Sullivan@Boston.gov" <Katelyn.Sullivan@boston.gov>

Dear Ms. Sullivan:

Currently MGH owns a large building at 12 Garden Street on Beacon Hill which houses its wood shop, painting shop, and metal shop. This tax exempt building is 3 stories and basement with 23,045 sf. It is within the residential district.

The MGH plans include the construction of a Campus Services Support Building. This is a logical time to urge the MGH to move the existing operations now at 12 Garden Street to the new Campus Services Building and re-purpose the Garden Street building for residential use.

Thank you.

Sincerely

Linda Jordan-Dow

Linda Jordan-Dow [15 Lindall Place Boston, MA 02114](#) Tel:
Mail:

Cell:

E-



JOSH ZAKIM
BOSTON CITY COUNCILOR
DISTRICT 8

Katelyn Sullivan
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Dear Ms. Sullivan,

I write today regarding the campus expansion project proposed by Massachusetts General Hospital ("MGH"). I appreciate MGH's need to upgrade facilities and continue providing patients with the best care possible and I look forward to working on this project, as a community.

MGH is located in-between the Beacon Hill and the West End neighborhoods where there is heavy traffic throughout the day, particularly along Cambridge Street. This is an issue of congestion as well as safety for pedestrians, cyclists, and drivers. As we review this proposed expansion the city has a unique opportunity to work on the traffic management around the MGH campus. I hope that the BPDA will work with MGH, the Boston Transportation Department, neighborhood residents, and other stakeholders to find ways to improve the traffic management situation in this area.

Thank you for your consideration and I look forward to further discussions about this proposal. Please do not hesitate to contact me with any questions.

Sincerely,



Josh Zakim



Katelyn Sullivan <katelyn.sullivan@boston.gov>

12 Garden Street, Beacon Hill

judy avery

Fri, Mar 8, 2019 at 1:43 PM

To: Katelyn.Sullivan@boston.gov

MGH has been using this building for many years for various shops. It is time for these uses to cross Cambridge Street and be housed in other MGH buildings so 12 Garden Street may return to residential use.

Please be informed that as an owner-occupant for 40 years on West Cedar Street I have long hoped to see some of the many expansions of MGH used for return of residential use in the Historic District.

Judith Avery

owner-occupant 93 W. Cedar Street, Boston



Katelyn Sullivan <katelyn.sullivan@boston.gov>

MGH Clinical & Services Buildings Projects

Carol Lundquist

Wed, Mar 20, 2019 at 10:41 AM

To: katelyn.sullivan@boston.gov

Cc: john.dalzell@boston.gov, Patricia Tully

You will receive a lot of emails on this subject so I'll make mine short:

Make traffic your number 1 concern.

I've walked up Cambridge Street, from the Circle to Staniford, multiple times a week for the last 18 years and I can tell you, from empirical observation, that those blocks are often a parking lot. Traffic there used to be bad on Friday afternoons, maybe other afternoons. Now, it's continuous.

Extending the Blue Line from Bowdoin to the Circle would be an obvious and intelligent solution to some of that traffic. Now is the time to insist on that extension as part of the traffic solution. There are other things that the hospital could do to reduce its contribution to that traffic. MGH should present you with specific representations and timelines.

Thank you.

Carol Ann Lundquist
145 Pinckney Street #703
Boston, Massachusetts 02114



West End Civic Association

Committed to protect and enhance the quality of life in the West End

2019

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From: The West End Civic Association

03/20/2019

To: Katelyn Sullivan, Senior Project Manager
Boston Planning and Development Agency

Subject: MGH 2019 IMP Proposal

The West End Civic Association (WECA) is committed to the enhancement and protection of the quality of life in the West End neighborhood. The West End neighborhood is bounded by Cambridge Street, North Washington Street, New Sudbury Street and the Charles River. Massachusetts General Hospital (MGH) is by far the largest single entity in the neighborhood. As such, MGH has the biggest impact on the daily lives of West End residents. In concept, the WECA does not oppose MGH's proposed expansion along Cambridge Street. However, there are several 'issues' that are major concerns:

The WECA is **gravely concerned about traffic**, particularly vehicular traffic on and around Cambridge Street, both during the construction period and afterwards. To mitigate vehicular congestion, the WECA has the following suggestions.

- Restrict access to North Grove Street for emergency vehicles only.
- Add signage on Cambridge Street to direct non-emergency vehicles to Blossom and Parkman Streets.
- Add a traffic light at the intersection of Blossom Street and Charles Street to alleviate the backup onto Blossom Street when vehicles try and merge into the faster moving traffic on Charles Street.
- Create FTE positions for 'traffic control/flow maintenance'. These employees could/would be positioned at strategic positions during the busiest periods of the day to assist drivers entering/exiting the MGH campus.

Moreover, the WECA would propose that the above suggestions could be implemented prior to the commencement of construction.



West End Civic Association

Committed to protect and enhance the quality of life in the West End

Page two

There are three **historically significant buildings** in the construction zone that are slated for demolition. The WECA would like to see two of them, the West End House and the Ruth Sleeper Hall, be integrated into the proposed new towers.

- The **West End House** is a three-story brick building built in 1929 as a community center for the West End neighborhood. It played a pivotal role in the lives of generations of inner-city young men with its recreation and study programs.
- The **Ruth Sleeper Hall**, originally called the **Winchell School**, was built in 1885 as an elementary school in the Boston Public School System for the West End neighborhood. In 1963, it was purchased by MGH, renamed Ruth Sleeper Hall and used for the nurse training course. Destroying this building would also obliterate the memory of Ruth Sleeper, a world leader in the development of nursing education and a former Director of MGH's School of Nursing and Nursing Service from 1946 to 1966.
- Furthermore, the Beacon Hill and West End neighborhoods could benefit if either of these saved buildings was converted into a school or a community center for neighborhood children.

The WECA urges MGH to become familiar with and follow the lead of Boston Medical Center (BMC) in their role of generating much of their own electricity and heat through a natural gas-fired combined heat and power plant (CHP) to further enhance their standing as a resilient and green hospital. Boston Medical Center's CHP facility saves them roughly \$1.5 million in heat and energy costs. It also allows them to operate its inpatient units if the electrical grid goes down as long as it has a supply of natural gas.

Lastly, The WECA would strongly urge MGH to continue to provide discounted overnight parking at the current rate.

Respectfully submitted,

Jane Breschard Wilson, President

CC: Jay Livingtone, Massachusetts State Representative
Josh Zakim, Boston City Councilor
WECA Board of Trustees
WECA Zoning & Planning Committee

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 Michael Rooney, Project Assistant, Boston Planning & Development Agency, Boston City Hall, Boston, MA 02201, within seventy five (75) 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