

Harvard Allston Task Force
Meeting Minutes
Wednesday, January 24, 2007
Honan-Allston Library
6:00 p.m.

I. Attendance:

Harvard Allston Task Force

Paul Berkeley
Mary Helen Black
John Bruno
Cathy Campbell
John Cusack
Rita DiGesse
Brian Gibbons
Mike Hanlon
Millie Hollum McLaughlin
Bruce Houghton
Harry Mattison
Ray Mellone
Tim Norton
Brent Whelan

Harvard University

Harris Band
Nathalie Beauvais
Will Donham
Mirtha Garcia
Chris Gordon
Peggy Hayes
Dave Lewis
Lauren Marshall
Kevin McCluskey
Allison Nichols
Dan Rabinovitz
Alison Reinhardt
Kathy Spiegelman
Maile Takahashi

City of Boston

Gerald Autler, Boston Redevelopment Authority
Linda Kowalcky, Boston Redevelopment Authority
Tom Miller, BRA
Gerald Autler, BRA
Carlos Montañez, BRA
Mary Knasas, BRA
Katelyn Sullivan, BRA
Aldo Ghirin, Boston Parks and Recreation
Bill Conroy, Boston Transportation Department
Bryan Glascock, Boston Environment Department

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The meeting started at 6:00 p.m.

Gerald Autler, Boston Redevelopment Authority, introduced himself and started the meeting. He announced that translation services were available in Spanish and Cantonese and headphones were available. He said that advertisements for the meeting were placed in the Allston-Brighton Tab, Honan-Allston Library, Shaws and Charlesview and were translated into four different languages.

Gerald said that the goal for the meeting was to look at all the material on Harvard's plans for Allston and try to understand it, discuss it, form opinions and comment on it. Gerald said that written comments submitted to the BRA are an integral part of the review process and he encouraged community members to send him their written comments. He said that community members didn't need to worry about which of Harvard's filings they were providing comments on and instead could submit their comments and he would be responsible for sorting it all out and matching the comments with the appropriate filings.

Gerald said that the BRA would be setting up a web portal at <http://cityofboston.gov/bra/allstonbrighton/> to make it easier for people to find documents on Harvard's planning initiative. He said that the web site would be updated to include a link to the scoping determination for Harvard's science complex, the scoping determination for the IMP Amendment, and a schedule of all the meetings.

Gerald's goals for the meeting were:

- Provide a forum for residents to learn about key proposals without reading multiple large documents
- Clarify Harvard's proposals
- Get feedback from residents and help them formulate written comments

He also wanted to identify the issues that should be agenda items at future meetings. Gerald said that the meeting was part of the process to allow residents to ask questions and express their concerns. The meeting will be focused on Harvard's planning framework for its development in Allston and it isn't intended to be a discussion about community benefits or the proposed Charlesview relocation, those issues have been addressed at meetings in the past and will continue to be addressed at future meetings.

Gerald turned the meeting over to Ray Mellone, Allston resident and chairman of the Task Force. Ray shared his comments on the Institutional Master Plan Notification Form (IMPNF) that Harvard filed on January 11, 2007. Ray said that the document needs to be expanded to include more information. Ray said that there are no tangible projects within the document other than the planning framework. He said that he understood that Harvard has to first begin with a geographical layout for its programs but was concerned the document doesn't identify specific projects. He said the document lacks information about what will be built and needs more development. Because of this, he believes the scoping deadline for the document should be extended until Harvard has more specific information before any brick and mortar is in place. Ray thought that the document does have value because it starts to give the community insight into what Harvard is thinking but he also thinks there is a level of detail missing. There needs to be specific projects with details like height and impact, in order to scope the document. Harvard

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should revise the document or come up with a way to keep the community informed of their internal planning projects and report to the community how those projects are being managed. Therefore, Ray recommended that the IMPNF not be scoped in the next 30 days but after Harvard gives the community a way in which it will report its progress. Ray felt that there is still a lot of uncertainty within the proposed framework and there needs to be a discussion about the land Harvard acquired that is not in the plan and why Harvard purchased those properties. This information is needed to feel certain that there is a continuation of the partnership between the community and the Harvard planning group.

Gerald said that part of the scoping process was to identify the key issues and concerns that Harvard needs to study further. He asked the community to approach the discussion with an open mind and to identify specific issues that still need to be understood. Gerald introduced Chris Gordon, Chief Operating Officer, for the Allston Development Group at Harvard.

Chris thanked Ray for his comments and acknowledged that the IMPNF laid out a master plan framework and doesn't have the level of detail that he may have been looking for. Chris said that Harvard wanted to work with the community to start the discussions and to develop that level of detail through the discussions. Harvard agrees that there's a lot more work to be done and the framework being discussed at the meeting is just the beginning. Harvard has invited its consultants and planning team members to the meeting to listen to the community. Chris agrees that the plan is not done and that it is a starting point and a framework. He agreed to extend the comment period if that is what the community wants. Chris turned the meeting over to Kathy Spiegelman, Chief Planner for the Allston Development Group at Harvard, to provide an overview of the master plan.

Kathy said she understood the community's concerns and acknowledged that there is a lot more information that people want before the plan can start to become clear. She said the IMPNF is a starting point. Harvard's plans are different from other Boston institutions' development plans in that the land that Harvard is developing in Allston isn't already a campus. Harvard has the responsibility and the desire to think that its plan has a transforming effect that is welcomed. Kathy said that sometimes the discussion will be focused on a specific building proposal and sometimes the lens will be pulled back to look at the larger framework. The goal is to try and weave these things together. For several years Harvard has been working with an outside consultant to develop its Master Plan and the filing of the IMPNF and the supplemental Executive Summary represent the completion of the first phase of the planning framework. Kathy displayed Harvard's current landownership map and apologized that the map in the IMPNF filing was an old version. She said she knows this is a sensitive issue but Harvard didn't realize until after the IMPNF was bound and printed that an old version was mistakenly used. Kathy said that there are handouts of the ownership map available that replaces Figure 1-3 in the IMPNF. Kathy provided an overview of Harvard's past and proposed institutional master plan area and planning efforts to date including, the North Allston Neighborhood Strategic Plan (NANSP) that was finalized in the summer of 2005. Kathy said that future planning activities include the land Harvard owns that is west of Barry's corner and the CSX land that Harvard owns but does not have access to because of a perpetual easement controlled by CSX. Harvard's challenge is to try and plan for 20 years out. Kathy said that Harvard hears Ray and the community's feelings that while it was good that Harvard looked out long-term, the plan doesn't feel certain enough. Harvard hopes to try to meet this challenge and provide more information to the community over the next several months.

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Kathy said that there are brochure handouts available that provide an overview of the master plan and she asked for the community's comments as to whether this was a helpful document and something Harvard should continue to provide.

Kathy introduced David McGregor of Cooper Robertson and Partners, Harvard's consultant that helped develop the Master Plan, to provide an overview of the information that was in the IMPNF filing. Harvard's Master Plan has been driven by four broad themes: interdisciplinary teaching and research; building community and creating place; economic development; and sustainability. Harvard's Master Plan is divided into two phases- the first of which is 20 years and the second is 30 years. The Plan for Harvard in Allston is a strategic plan, providing a series of frameworks that are the foundation of the plan. These frameworks include: transportation, open space/public realm, infrastructure, and development.

Gerald thanked the audience for attending and apologized for the inadequacy of the venue for a large crowd and said that he would look into another venue that was convenient and could accommodate a larger crowd. Gerald thanked the elected officials in attendance at the meeting including City Councilor Jerry McDermott, City Councilor Michael Flaherty, Representative Mike Moran, Representative Kevin Honan, Senator Jarrett Barrios, Senator Steve Tolman, and staff from Representative Mike Capuano's office. Gerald assigned locations throughout the library for the four break-out groups for the first part of the meeting which included transportation, open space/public realm, infrastructure, and construction mitigation and asked audience members to attend one of the groups. Gerald said that after the break-out discussions a task force member would give a summary of each of the groups' discussions and then there would be break-out groups for the three project discussions: science complex, art center and infrastructure.

At this point in the meeting, audience members and task force members attended the different break-out sessions. The break-out sessions and their corresponding facilitators included:

Transportation

Gerald Autler- Boston Redevelopment Authority
Bill Conroy, Boston Transportation Department
Harris Band- Allston Development Group
Will Donham- Allston Development Group
Alison Reinhardt- Allston Development Group
Chris Conklin - VHB Representative

Open Space/Public Realm

Kathy Spiegelman- Allston Development Group
Nathalie Beauvais- Allston Development Group
David McGregor- Cooper, Robertson and Partners (Master Plan Consultant for Harvard)
Mirtha Garcia- Allston Development Group
Aldo Ghirin, Boston Parks and Recreation

Construction Mitigation

Ken Johnson- Allston Development Group
Kevin McCluskey- Allston Development Group
Peggy Hayes- Allston Development Group

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Allison Nichols- Allston Development Group
Dave Lewis- Allston Development Group
Bryan Glascock- Boston Environment Department

Infrastructure

Mike McBride- Allston Development Group
Maile Takahashi- Allston Development Group
Linda Kowalcky - Boston Redevelopment Authority

The notes from each of the break-out sessions has been transcribed and included at the end of the meeting minutes.

At 8:00 p.m. Gerald called the audience members back together and asked a Task Force member to provide a summary for each of the break-out groups.

Transportation- Reported out by Task Force member Mary-Helen Black

There needs to be clarity on the new road being proposed that is currently called “Stadium Way”. Issues such as the timing of the road’s development, phasing, alignment, entrances and access to the road need to be clarified.

There is concern regarding the overall traffic impact Harvard’s development will have. Community members questioned the current traffic studies Harvard is using and Harvard’s recommendations and goals. It seems as if the traffic impacts are understated and not realistic, such as the 50% auto mode share goal.

Harvard said its transportation framework is based on a hierarchy that first places emphasis on pedestrians, bicyclists and transit solutions and then cars.

Improvements should be made to public transportation including increasing the frequency of buses. The plan should consider a sub-way line from Harvard Square that connects to the Green Line. Harvard should identify both short-term and long-term transportation solutions. There should be dedicated bike paths and bike lanes that can be used by both the Harvard population and the community.

Harvard needs to clarify how trucks will access the sites; this includes both construction trucks and trucks that currently use the roads in Allston.

There are concerns regarding parking on residential streets. Residential parking stickers for North Allston residents should be implemented. Harvard should clarify whether residents will be able to have access to Harvard’s parking garages. Harvard should also create better access to Zip Cars.

Harvard needs to create and improve key pedestrian connections including the pedestrian route proposed on the Weeks Bridge.

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Community members expressed concern that an increase in commuters and cars would bring more trash on the neighborhood streets.

Open Space- Reported out by Task Force Member Harry Mattison

Currently there are not a lot of open spaces in the neighborhood. Community members expressed concern about access to the Charles River and said that the river is often used for regional events. It's hard to take advantage of the open space at the river because of the physical barriers. Smith Field is also not a great open space option and is often not available.

The Harvard Business School campus has a very private feel. The new campus development should be open and welcoming.

If Soldiers Field Road is covered over, will the green space be Harvard's front yard or a shared community space?

There were many questions regarding Rena Park, including what kinds of uses made sense for that open space. Will it be for kids, will there be skateboarding, etc.? If this is the major open space in the plan and is located between the campus and the community, what should the uses be? The rough time table for the development of the park is 3-4 years.

There was concern about the accessibility of the other green spaces that will be created surrounding Harvard buildings. Will it reinforce the same feelings about access to open space at the Harvard Business School on North Harvard Street? Harvard needs to create a sense of openness.

There was also concern about current open spaces going away.

Infrastructure- Reported out by Task Force Member Brent Whelan

There was concern regarding the new roadways. How far is "Stadium Way" from Windom Street? What kinds of mitigation measures will be taken? What is the timing of the project and the direct impacts of the project? Harvard needs to provide specifics in response to the science complex scoping document.

Questions were raised regarding the power sources? Where will the power for the new development come from? Who is paying for the utility expansion changes? There are currently power problems with the existing grid. What are the existing standards for sustainability measures?

Community members want more information about Harvard's acquisitions west of North Harvard Street. How far does Harvard intend to develop and acquire land in the neighborhood and beyond?

What effect will the development have on the buildings and street lighting?

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What is the relationship between Harvard and city financing? Who will maintain the public infrastructure?

Creating river access by covering over Soldiers Field Road should be done closer to the neighborhood and near the Brighton Mills Shopping Center.

The extension of Rena Street is a serious problem. Harvard needs to clarify the timing, access and phasing of this project.

What are the parking options for the proposed graduate student houses? There is concern about parking on residential streets.

Questions were raised about Harvard's acquisitions at the Arsenal. The acquisitions make Harvard's land holdings almost become contiguous. Is there a larger plan to connect to Watertown?

Concerns were raised regarding flooding, the management of the floods and the wet lands. Suggestions were made to restore the pattern of water flow to eliminate further disruption.

Concerns were raised regarding public safety. With more students in the area will it become a higher-priority area for public safety? The science center could attract protests because of the uses proposed for the buildings. What are Harvard's plans to manage the public safety?

Construction Mitigation- Reported out by Task Force member John Cusack

The construction mitigation group used the current proposed projects (science complex, art center and infrastructure) as examples to form their questions and concerns.

What are the logistics for access into and out of the sites? Is "Stadium Way" closely tied to the expansion plans? Is it a temporary road? Could the alignment be moved further east?

Questions were raised about curb cuts during construction.

Community members expressed concern about additional air pollution as a result of the construction and development. There is already a great deal of air pollution coming from the Mass. Pike and Cambridge Street.

What will the hours of operation for construction be?

What measures will be taken for dust control?

At what point do construction mitigation measures need to be in place to manage air and noise pollution?

What will be done about rodent control?

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Will Harvard provide parking for the construction workers? This issue should be settled before construction begins. An example should be set with the first three projects.

What is being done to handle the concerns of the abutters of the proposed art center? A community member who lives on Mead Street expressed concern about the art center and said she didn't have any information on the project.

What can the city do about construction work on Saturdays?

There are concerns about an increase in asthma problems and noise pollution. There are a lot of children in the neighborhood.

Harvard said that it is pursuing LEED certification for the new development on the entire campus. These sustainable measures can start within the construction process.

Construction mitigation measures and a plan need to be in place.

The City of Boston is very supportive of green development.

There should be a good faith effort by the city to place limits on the construction.

Harvard should establish a 24 hour hotline so that community members can reach someone in case of anything unanticipated or emergencies. Harvard should let people know on a short-term basis what the upcoming construction schedule is. The communication lines between Harvard, the city and the community should remain open.

Concerns were raised about upticks in asthma related problems and problems related to asbestos in the buildings that are being demolished.

The construction mitigation measures taken with the first projects should be a model to follow. Harvard should be transparent and clear and communication needs to be tied in with the city and the community. There should be a symbiotic relationship.

What will be done about abatement?

What will the buildings be behind Windom Street be? Is Windom Street going to be cut off? Can it at least be cut off until "Stadium Way" is built? What about Oxford Street?

Community members should go to the City of Boston's environmental department web site at www.environment@cityofboston.gov. This site provides information about what is required for construction projects now.

The effects of the construction on bicyclists and walkers should be considered throughout the process.

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Gerald decided to make a modification to the agenda. In order to not short-change the discussion on the projects, Gerald suggested using the next Task Force meeting on February 12th to talk about the proposed projects with an emphasis of the discussion on the Art Center Project Notification Form. Gerald said that Harvard agreed to extend the comment period for the Art Center PNF to March 2, 2007. He said he would also look into having the meeting at a larger venue. Gerald encouraged community members to send their written comments to him and said they didn't have to worry about which document their comments corresponded with. He said that in order to include peoples comments on the art center in the scoping determination, he would need these by March 2, 2007. He also said though that it is a fluid process and people are still going to be heard if they don't send him their comments by March 2nd.

An audience member said she was an abutter to the art center project and asked for more information before the next meeting. Gerald said that a number of people in the neighborhood have extra copies of the art center Project Notification Form and to see him if you need a copy.

An audience member expressed concern that the community has given a lot of feedback and comments but Harvard still needs to provide specific and clear answers.

Gerald agreed and said that a lot of the questions would be answered in the Draft Project Impact Reports (DPIR) that Harvard will be submitting in the next several months on each of the projects. He agreed that the community member's request to have a more streamlined, digestible process to answer the community's questions was valid.

Chris Gordon said that Harvard is well aware that with all of the filings in the last few months it has given a lot of information to the community to take in. He said that he's happy to have people from the community call his office or send emails. He also said that Harvard has a display room in Holyoke Center in Cambridge that has information about the project. Chris said that he will give the community all the answers that he can.

Brent Whelan expressed concern that information about Stadium Way wasn't even touched on in the science complex Project Notification Form and Harvard is hoping to get permission to start building in the next few months. Will there be another chance for the community to make comments on Stadium Way? Will there be a scoping document? How is Harvard going to be able to provide answers, give time for the community to review the answers and ask more questions, and then get more answers by spring when construction is scheduled to start?

Gerald said that the construction of Stadium Way doesn't fall under the traditional scoping process. The Boston Transportation Department needs to evaluate how the proposed roadways work at any phase. Chris Gordon said that he envisions that Harvard will continue to work with the city and the community on this issue. He said that there isn't a design for the roadway yet and Harvard just hired an engineering firm. He said the road will need to be tied to the approval process. Kathy Spiegelman said that the IMP Amendment includes the roadway plan and therefore will be connected to that approval process. City officials have to approve the roadway.

An audience member asked when Harvard plans to respond to the scoping determination for the science complex and when Harvard would file the Draft Project Impact Report (DPIR) for the

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science complex. Kathy said Harvard didn't know an exact date when this would happen but said Harvard has to file it before any next steps could happen.

An audience member asked for clarification about who they could contact at Harvard with questions about the development. Gerald asked that written comments be sent to him. Harry Mattison encouraged community members to send written comments to the BRA so they are included in the public record and so the whole neighborhood is informed rather than having one-off conversations with Harvard.

An audience member said that the earlier discussion on community benefits hasn't been completed and suggested doing a workshop session like the one held tonight in the next couple of months.

A reporter with the Allston Brighton-Tab said that the North Allston Neighborhood Strategic Plan (NANSP) included a commuter rail stop and asked why it wasn't in Harvard's plans. Gerald said that the NANSP was a broad vision and said that comments on a commuter rail station were raised tonight and it will continue to be an ongoing discussion. He said it wasn't just about Harvard's plan and was also a city and state issue. He said he would be bringing the city and state transportation agencies together to have meeting focused on transportation with the Task Force.

An audience member asked if something important is raised by the neighbors and the BRA includes it in the scoping determination, is Harvard obligated to respond in the DPIR? Gerald said Harvard is not obligated but it is likely that they would. The community can also ask Harvard to respond in other forms, such as through the Task Force meetings.

An audience member expressed concerned that the recently filed Institutional Master Plan Notification Form (IMPNF) was a weak document. He said that the cover letter included with the Institutional Master Plan (IMP) Amendment filing made clear the IMP Amendment would not get approved until a large plan was filed and satisfied the requirements. The IMPNF doesn't satisfy the community and doesn't incorporate the community's feeling. He suggested that since it doesn't represent the community's thinking then why should the community even respond by the deadline. He said Harvard needed to go further. Gerald said that the IMPNF is not meant to be a complete Master Plan.

An audience member expressed concern that Harvard was vague in its answers and the community needed more information before construction started in the next few months. He suggested the neighborhood should pool its resources and hire legal council. He said he didn't want to see the development have a negative impact on the neighborhood and didn't feel like the community was getting the answers that it needs.

Gerald said that under the Article 80 process a construction mitigation plan needs to be in place before construction begins. Construction cannot begin until the BRA issues approval.

Gerald ended the meeting at 9:00 p.m.

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Transportation Working Group

- Community transportation benefits needed such as a MBTA T-Stop.
- Can Stadium Way go through the CSX land?
- Concern about additional traffic due to development and existing congestion- need additional capacity and wider streets.
- Hopedale extension- is it a pedestrian connection?
- What is the phasing of Stadium Way?
- How will Harvard achieve a 50% mode share for cars? This seems low. Harvard's studies need more work.
- Close North Harvard Street to cars during peak hours.
- Expand MBTA services.
- Will Stadium Way be a construction route?
- Better intersections and turning lanes.
- Buses block the roads.
- Students crossing the road- slow down traffic, safety concerns. Can't emulate BU crossing at Western Avenue.
- Not enough parking for employees- inconsistent with studies.
- 66/86 bus usage- to and from, West- South. Why state that the 66 bus is irrelevant?
- 50% auto mode share too high. Transit should be less than 50%.
- Guideline- every green light should allow 10.7 cars to get through.
- Is the Stadium Way entrance at Cambridge Street? Options are being studied. Right now there is a bottleneck. Timing of Stadium Way?
- Residential Parking- Permit for N. Allston residents, access to Harvard garages?
- On street parking regulations? No parking on Western Avenue.
- Concern with traffic to science complex.
- Concern with traffic impacts of covering over Soldiers Field Road.
- When Rena Street is build, how will trucks leave Hopedale?
- Allston pedestrians
- Concern about truck access within the neighborhood.
- Concern about trash along pedestrian routes and who will clean it.
- Concern about the impact in North Brighton (WGBH, New Balance).
- Public transportation improvements needed.
- Boston employees- transit needs.
- Transit line- Harvard Square to the Green Line
- Bike routes- Bike accommodation for everyone, segregated pedestrian and bike paths, parked cars, improved pavement.
- More Zipcars.
- On-road bike lanes. Distinguish between bike paths and bike lanes.
- Need bike paths on Western Avenue and Storrow Drive connection.
- Construction traffic restrictions.
- Goal is to allow residents to use Harvard shuttles.
- Need commitments from Harvard University- not just goals.
- Commuter rail stop needed.
- Concern about the Charlesview parking impacts at the proposed relocation site.
- Traffic impacts along Western Avenue- busses, double parking, trucks, pedestrians.
- Commuter rail stop near Allston neighborhood.
- Through traffic to Soldiers Field Road not on Western Avenue.

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- Use of Harvard shuttles- clarity needed.
- HBS Roads- prior closures to SFR- need access to SFR.
- NANSF- River connections- truck routes.
- Clarity on Stadium Way- timing, phasing, alignment, entrances.
- Overall traffic impact- current studies, mitigation insufficient.
- Mode share goals- consistency with transportation hierarchy.
- Public transportation improvements- station/line, bus, commuter rail, short-term vs. long-term improvements.
- Bike accommodation- Campus and community access. Short-term and long-term priorities.
- Key pedestrian connections- river access, river crossing at Weeks Bridge.

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Open Space Working Group

- Will the campus be open to the public and not privatized?
- What measures will be taken to make it feel like part of a neighborhood?
- Rena Park- open space and graduate student housing in close proximity. What will the uses be?
- Public gathering spaces? Question whether retail spaces are facilities for public accommodation.
- Why doesn't housing and Rena Park take a different approach? Plan should be better laid out to ensure public open space.
- Hopedale Street- open space connection into South Yard for pedestrian access only; dead-end to remain to avoid Harvard traffic.
- Can Harvard take land by eminent domain?
- What are the sizes of the proposed spaces and what type of recreation is in mind for each?
 - Spaces are public but not programmed yet; Community and City to decide.
- Concern with doubling resident population of N. Allston with new Harvard residents and the resulting parking impacts.
- Comment re: Charlesview- crucial component to Harvard's plan.
- The open space on existing vacant Harvard-owned property is fenced off and off limits to residents; the community needs connections to Charles River.
- Charlesview acquisition referred to as a coup to the neighborhood.
- Existing open space at HBS- "private" feel, residents kicked out
- Recommendation to add open space at or near proposed art museum or relocate Charlesview to Verizon site and create open space at Barry's Corner at the current Charlesview site.
- Neighborhood children currently being kicked out of McNamara open space behind the library; what's the guarantee future open space will be public?
- Neighborhood children can't use Smith Field because of volume of organized team sports activities. Need passive recreation for children.
- "Sink" Soldiers Field Road up to Western Avenue in order to allow residents to have Charles River open space closer.
- Where does BWSC's sewer pipe end? Thru Smith Field and across Soldiers Field Road? Interest in studying sewer location.
- Remove fence between Smith Field and stadium now- not in the distant future.
- Remove existing fences.
- Concern with adding open space but simultaneously removing open space.
- In the plan a long time ago Soldiers Field Road was originally intended for open space, not housing
- Will Harvard maintain the open spaces? What about security?
- Operation hours of proposed retail to general public?
- Timeline for construction of Rena Park? 3-4 years?
- Next improved open space would be the courtyard of Science Complex.
- Will Science complex open space be truly public? What is the size of space? – It's 1.25 acres.
- Concern with predictability of future development proposals e.g. former museum location.

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- Capitalize on how the community will truly benefit from access to the proposed Charles River open space by depressing Soldiers Field Road.
- Depress the road by Smith Field- Harvard must petition to City and State officials to do so.
- More green space in the community and not walled-in areas within Harvard's campus.
- Ability to have online virtual public space to document community feedback- "interactive" component a must
- Visit AllstonBrighton2006
- NANSP- Focus on open space improvements and Master Plan west of North Harvard Street along Western Avenue.
- Use open space to build community and give incentive for a two-way flow along open space trails to and from the River to Barry's corner
- Is the public allowed to enter the Cafés at the art museum and science complex on the ground floor?
- Can residents see winter garden in science complex?
- Concern re: giving Harvard access to River
- Will Harvard use River space for graduation ceremonies? It's public land- need to petition State and City officials

Infrastructure Working Group

Street Infrastructure

- Alignment of Stadium Way
- Mitigation
- Timing of new streets with buildings
- Bike lanes- competing with pedestrians and cars
- Signage- problems with one-way streets

Power

- Where will it come from?
- New power plant vs. existing grid
- Existing problems with NStar

Sustainability

- What is Harvard's real commitment?
- Rainwater strategies
- Community
- City requirements for sustainability?
- Consideration with utility corridor- when accepting bids, contracts
- Waste removal/recycling- who is responsible?

Acquisitions

- Vacated property/maintenance (commercial and residential)

Lighting- Concerns for the neighbors/abutters

- On buildings
- On streets

Costs

- Harvard, City utilities, etc.
- Who is paying? And for What?
- Maintenance

River access from community not just Harvard University

- Herter Park- existing footbridge (Everett Street)
- Western part of Western Avenue

Arsenal in Watertown

- Related infrastructure connections

Rena Street

- Size, width, parking?
- Access? Cars v. pedestrians and bikes
- Traffic already bottlenecks at the end of Lincoln Street
- Lack of safety- concerns for bicyclists and pedestrians

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Parking

- On residential streets?
- Access to new Rena Park?
- Graduate student housing- resulting parking problems and enforcement

Stadium Way

- Harvard needs to have clear information before beginning science project
- Mass Pike accessibility
- Science building traffic on neighborhood streets
- What about future (2nd plus) science buildings? Can this road support it?

Water/Hydrology

- Flooding problems
- Request to restore stream flows

Future Buildings

- What are the sizes of future buildings?

Public Safety

- What will be added- police, fire, EMS, etc.
- Building safety
- New populations
- Oversight re: science complex

Eliminate the toll booth on the pike?

Merge infrastructure decisions with other topics

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Construction Mitigation Working Group

(Focus on Science Complex, Arts Center, and Stadium Way)

- Traffic
- Where will material assembly be located? If Stadium Way is used to move materials-temporary alignment to the east.
- What is the construction logistics plan?
- When does work begin on Stadium Way? Does it begin to accommodate new construction?
- Are all construction materials/trucks going on Stadium Way?
- What are the access plans?- Define the travel of vehicles.
- Site locations of projects?
- Name of Stadium Way? There is already a Stadium Way.
- Is Harvard aware its bringing trucks into residents' backyards?
- Is it possible to move Stadium Way as far east as possible?
- When will Stadium Way (new name) be constructed?
- Concern- Additional pollution on top of existing pollution caused by the Mass Pike and Cambridge Street.
- Concern- Hours of operation, weekend work?
- Dust control on site.
- 24 Hour Street Sweeper (Bond fined at 1 Western)
- Air pollution
- Visual debris on street
- Idling equipment
- Diesel Fumes
- Odor control
- Pile driving
- Transferring soil off site (clouds of dust) and contractor's debris
- Covered trucks for transfers
- Parking (construction workers) spaces
- Harvard should provide construction worker parking
- Mice control
- Air pollution
- Noise
- Where is wheel-washing?
- Abutters to the Art Center
 - 36 unit building looking at the back
 - Working people- morning, evenings, weekends
 - Quiet street right now
 - Concern for work starting at 6 a.m. on Saturdays
 - "No Saturday" work
- Don't necessarily want to slow down the process- land is sitting, waiting for something to happen.
- Parents with small children concerned about air and noise pollution.
- Alternative building ideas- using green building materials and processes.
- Alternative energy- pride it's happening in our neighborhood- worth "putting up with".

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- LEED certification- evaluation is done during construction- standards for how demo and construction are done.
- Concern- construction on Saturdays
- What is in place for communication on mitigation? 2-3 people?
- Who is the day to day contact? Kevin McCluskey? Need to be able to speak with someone 24/7.
- Control of construction worker use of on-street parking? Early morning parking?
- Get out ahead of issues
- Storms- flow of water
- Mayor is strong on doing things in a green way
- Construction noise- construction hours 7 a.m.-6 p.m. Monday-Friday
- Need to apply to the building department to work Saturday hours
- Early arrivals- limited/not allowed
- Pile driving- hours limited
- Run 2 shifts- Permit need?
- Will there be a public discussion before weekend permits or 2-shift permits granted? One wk. permits renewable- also revocable
- Rodent control- there's an existing population in this neighborhood
- Vibration linked to rodent control.
- Noise
- "When Harvard took Sears building down, didn't see one rodent"
- Traffic management- proactive/complaint-driven, after the fact
- Rodents- needs an aggressive strategy as possible
- Who do residents call?
- MWRA has placards, sandwich boards- names, cell phone numbers, 24/7 access
- Ubiquitously posted
- Health Center concern- Uptick of asthma and respiratory diseases (air monitoring)
- 2 asthma complaints/week- now up to 5
- Report asthma incidents back to Harvard and the city
- Exchange of information needed
- Address health concerns as needed
- Notify public health officials
- Correlate health statistics
- Demolition of buildings with toxic stuff?
- Prepare community on key days
- The more knowledge and information shared lowers anxiety levels
- Public notice- email and broadcast notices possible?
- Email notices
- Web notices
- Swap in updated "menu" of information physically at construction sites
- Transparency is critical
- Tell the neighbors
- Pepsi distribution facility- do we know what is in there? Asbestos found?
- Environment, Health and Safety Abatement Contractor
- Future of buildings behind Windom?
- Can we cut off Windom Street before construction begins (Safety of children- at least 6 children under the age of 10 on Windom Street)

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- Block the street off for good now- Harvard will do it eventually
- Concern about trucks
- Change to one-way?
- Send questions to environment@cityofboston.gov
- Harvard has an amazing opportunity to lead internationally and nationally on environment
- Consider impact of construction on walkers and bicyclists