

Harvard Allston Task Force
Meeting Minutes
Monday, September 10, 2007
Honan-Allston Library
6:30 p.m.

I. Attendance

Harvard Allston Task Force

Mary Helen-Black
John Bruno
Cathi Campbell
John Cusack
Paul Berkeley
Brian Gibbons
Bruce Houghton
Rita DiGesse
Harry Mattison
Millie Hollum McLaughlin
Ray Mellone, Chair
Brent Whelan

Harvard University

Harris Band
Will Donham
Chris Gordon
Peggy Hayes
Mike McBride
Kevin McCluskey
Andy O'Brien
Alison Reinhardt
Kathy Spiegelman
Dennis Swinford

City of Boston

Gerald Autler, Boston Redevelopment Authority
Bill Conroy, Boston Transportation Department
Michael Glavin, Boston Redevelopment Authority
Vineet Gupta, Boston Transportation Department
Linda Kowalcky, Boston Redevelopment Authority
Kairos Shen, Boston Redevelopment Authority
Paul Holloway, Mayor's Office of Neighborhood Services

Elected Officials

Representative Michael Moran
Representative Kevin Honan

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Harvard Allston Task Force chair Ray Mellone began the meeting at 6:41 p.m. Ray said this was a Task Force meeting and the majority of the discussion would be amongst the Task Force members. He suggested the Task Force try to work through the process and stay focused on the agenda items, as the meeting needs to end by 8:30 p.m. He asked Harvard University representatives if they had any updates.

Andy O'Brien, Chief of Operations at the Harvard Business School, gave updates on renovations occurring at the Harvard Business School (HBS). Andy displayed a campus map that highlighted the buildings where projects are occurring. Most of the projects are occurring in the older more historic parts of the campus, including some of the residence halls. Projects include:

- Gallatin Hall- will be gutted and have a complete restoration, this is a long overdue restoration.
- Morris Hall- will have updated sprinklers and fire alarms installed.
- McCulloch- 15 new bedrooms added.
- Dean's House- renovated in part for 100th anniversary of HBS in 2008 and in part because renovations are needed.
- Baker Library- An historic bell that was 300 years old and cast in Russia was replaced recently by a new bell cast in Russia.

Ray turned the meeting over to Kairos Shen, Director of Planning of the Boston Redevelopment Authority (BRA), to provide an update since he last attended the Harvard Allston Task Force meeting on August 6, 2007.

Kairos Shen:

Before Kairos left for vacation at the end of August, he presented to the Task Force and community and at that time the BRA urban design staff was internally reviewing Harvard's proposed public realm improvements and preparing a drawing to show the BRA's version of proposed public realm improvements that Harvard should implement. Since that time the BRA has finished the drawing and shared it with the Harvard team.

Kairos displayed the drawing of the public realm improvements the BRA would like Harvard to implement with the proposed Allston Science Complex and presented the various aspects to the Task Force and the community. Projects were divided into two groups; Group One (dark Green on the displayed image) represents projects that should be completed simultaneously during the construction of the Allston Science Complex and finished by the time the building is occupied; Group Two (light green on the displayed image) represents projects that should start by the time the Allston Science Complex is completed. Projects in both groups should have major open space, as well as street improvements.

The green lines on diagram do not represent shape or design because these have not yet been designed fully. Many details have not yet been designed because determining the

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scope for them involves many groups, such as the community, Harvard, and the City. He wants there to be time for the BRA and Harvard to sit with neighbors to come up with the scope.

Group 1

Library Park: Make sure that there is a connection between North Harvard Street to the Science Complex and a way to connect from North Harvard Street to Seattle Street (south of the Science Complex). He stated that this was important because right now there is unattractive fencing and pavement on area and the BRA would like this improved all around to enhance the space.

Barry's Corner: Create a "place" here- this would mean a re-organization of the parking lot and adjacent landscaped area for Harvard's buildings at 175 North Harvard Street and 219 Western Avenue. What this means is that we will have to work together to decide what uses are appropriate. What the BRA has in mind is a process to create more of an open space and less of a structure. As review of Harvard's master plan continues the BRA will work to create a permanent solution for this important corner.

Pocket Parks: Not just on Travis Street but also on Western Avenue near the Science Complex. These "parks" would be created on a series of parcels currently owned by Harvard. The BRA believes these currently underused spaces, when converted to open spaces on Western Avenue would be a community improvement.

Windom Street: Harvard has been working with the residents of Windom Street and improvements have been discussed for along the back of the residences. There have been conversations regarding truck routes and construction workers access to the science complex from a haul road behind this location and one idea is to have large barriers to act as buffers with extensive landscaping in front.

Stadium Way 1 (Portion of the proposed Stadium Way road from Western Avenue to the new proposed road "Rena Street Extension"): This road will allow cars to access the site from Western Avenue to the parking and service area for the Science Complex. Harvard should complete landscaping on both sides of this street.

"Rena Street Extension": From an urban design, planning perspective, connecting this new road to the existing Rena Street is a good idea but he respects the community members who don't want this connections. This idea discussed previously is to have a cul-de-sac on the new road so cars can't drive all the way through the existing Rena Street as a way to isolate the neighborhood from the impact of cars at the Science Complex. This should remain a conversation topic and continue discussion as Harvard's master plan develops, as the urban design staff sees benefits here for pedestrian paths, etc. However, without deciding on this, there still needs to be improvements on the pedestrian pathway from the library to the new Rena Street Extension and to the Science Complex.

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Stadium Path (North of Western Avenue behind the Charlesview Apartments): Provides a pedestrian and bicycle connection from Western Avenue to North Harvard Street. Important for students and residents as part of Science Complex. The BRA wants pedestrians to be able to cross Western Avenue safely. Whether that means a bridge or path or light we don't know.

Academic Way (West of the proposed Science Complex): Proposed as part of the project already. Envisioned as a nicely, heavily landscaped path next to Buildings III and IV of the Science Complex. It should connect to the Rena Street Extension. It is a good bicycle connection and it is very important that it connects to Library Park.

The circles on the diagram represent a series of intersections that will be affected by the development of the Science Complex and it's important to manage cars, pedestrians and bicycles at these points

Western Avenue: If the Science Complex is built the BRA needs to think about what potential Western Ave will then have. The BRA is asking Harvard for a complete design of Western Avenue and implementing any immediate improvements that could happen west of Barry's corner. He stated that the BRA's thinking is to include Western Avenue to Market Street, and they want the connection from river to river to have a consistent design. The details of this will have to be worked out with the properties owned and the City but it should encompass the whole of Western Avenue.

Group 2:

Rena Park (Adjacent to the library and Library Park): Should be designed. It is being viewed as an open space resource for the community. There is a lot of concern about the appropriate programming for the space as right now boisterous teenage activity already occurs there. The design will have to think about the implications if it is turned into an accessible open space and if it will create more of a nuisance, which is harder to patrol. The BRA would like Harvard and the community to think about how this could work. Kairos said the BRA would still like to see this portion (back of houses) to be implemented early and he emphasized the importance of the connection from Library Park to the Science Complex.

Stadium Street 2 (Portion of the proposed Stadium Way road from the proposed new Rena Street Extension to Cambridge Street): The building of this connection would allow cars to bypass Windom Street to connect to the Science Complex from Cambridge Street. The implications of this connection need to be studied more and continue to be discussed.

North Harvard Street: Improvements will allow for better connections between "Stadium Path" and the area along the Harvard Business School and stadium to improve and create a better connection to the river at the Larz Anderson bridge.

Business School Path: Already exists but not welcoming enough so people don't use it. It

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should be improved to encourage people to actually use it so people can connect from North Harvard Street, to Western Avenue to the Science Complex.

Longfellow Path: Begin the design process. This is a tricky challenge. Right now there is boundary between Smith Field and Harvard's athletic fields. Harvard and the City would have to working with the State Department of Conservation and Recreation (DCR) to provide a safe crossing for pedestrians to access the river paths and actually connect to the river so they have somewhere to go.

Bus shelters: Key component not to be forgotten (represented as blue triangles on the diagram) are the design and implementation of bus shelters for shuttle buses run by Harvard as well as local bus stops serving the community. These must be in compliance with the City's programs. Currently we are proposing at least 2 stops but we anticipate we will need more. The bus shelters will have to be incorporated into the design and concept for all of Western Avenue.

Kairos concluded that the diagram shows early public realm improvements as well as public realm improvements soon to follow. He said he was sensitive to the fact there needs to be a lot more discussions. As benefits to improve the community there should be more open spaces and connections. These are intended to be improvements so the public feels like there is new territory for them to enjoy and not more boundaries between the campus and the community. They key goal is to provide more public access and more open space as resources for the community and this is something the City, Harvard, and the Allston community all agree on.

Q- (John Bruno): Are any of the paths vehicle friendly?

Kairos Shen: They are designed for bikes and pedestrians. There are grey issues here. The BRA is working towards pedestrian and bike connections right now and they don't feel at this point it would be an improvement to add additional vehicle connections than are already proposed.

Q- (Brent Whelan): Can you expand on your thoughts as Barry's Corner as a "place" but also an open space?

Kairos Shen: From an urban design perspective, currently Barry's Corner is "no place at all", for example the plantings on the edge of Harvard's property at Barry's Corner are really to serve as a buffer between the parking lot and the pedestrian zone. As a start, the BRA would like the plantings to be turned into something else. The BRA is at work on preparing some ideas for this with Harvard. Imagine the space along City Hall Plaza. Currently the BRA has some of the same issues here because it is not a destination. What the BRA did at City Hall Plaza was to create the arcade. This is more of a place. There is support, seating, and a covered place for a farmer's market. The BRA thinks Barry's corner has the same potential, and they need to see exactly what dimensions are available to work with and what kinds of improvements can also take place on the other side of the street.

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Q- (Brent Whelan): Did you consider the North Allston Strategic Framework Plan (NASFP) in this? In the framework this space was thought of as an urban center full of structures and buildings.

Kairos Shen: Yes, the BRA is mindful of the potential of what Barry's Corner could become. The strategic framework proposes the idea that there would be a community and retail oriented focus at Barry Corner. My thought is that we would create something of a hybrid with open spaces and plazas more than with buildings. There are lots of different ideas about this corner but for now we want something of an improvement, not necessarily the permanent solution at this point. We aren't abandoning our ambitious ideas outlined in the NASFP, however we don't want the options to remain so open that we do nothing. As I said, there are many more landscape type ideas at this time as that seems an appropriate step as to not preclude something in the future. We do not have the community's and Harvard's feedback yet on this open landscape orientation.

Q- (Ray Mellone): How has Harvard responded so far?

Kairos Shen: Positively so far. Harvard is more focused on how to implement this type of thing. We have had a good dialogue so far and I think they will give you more detail how the design process will work with the rest of the project in their presentation tonight. By doing a complete design we do not hinder ourselves based on ownership only. What we want is a consistent look for Western Ave so Harvard can implement the design on property they own first but the rest will be implemented over time.

Q- (Paul Berkeley): In regards to Longfellow Path what were you envisioning, a traffic light and a bridge to cross over Soldiers Field Road? We always seem to get the industrial version, not the Martha Stewart version. It is just a steel frame? I don't even understand why anyone would even use this connection.

Kairos Shen: I think this would serve as pedestrian connection at multiple levels. There is no question that there is concern about bringing people to a place that is not really a place. We want to make sure that we are providing another way to get to the river beyond what we have today. It is a different experience to walk along the river and not share it with cars. We think it would be great. We are open to suggestions on this and we are looking for the community's participation on this as you can tell us where the proper connections should be. We want to study what it would mean for the traffic on Soldiers Field Road to have another light. It would be something to consider improving it for pedestrians. We are asking for Harvard to think about this as well.

Q (John Cusack): Can you expand on the Seattle Street connection?

Kairos Shen: What we are asking to be a part of the early improvement is a pedestrian path from Seattle Street to Western Avenue to Academic Way on the west of the Science Complex. It may be as wide as a street. Right now our experience is to make the public ways used by connecting them to streets.

Q (Millie Holum McLaughlin): Longfellow Path is pretty desolate. There isn't much happening there. I am curious why this would be considered as a public realm improvement.

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Kairos Shen: The way it is now there isn't a path and there are restrictions to accessing that area. We would like an accessible pathway that you don't have to ask for permission to use. Our goal here, as with the improvements to the Business School Path, is to create the feeling that this is public space and to set the tone early in Harvard's development. This should feel like how it feels at Harvard Yard, people act like they own that space. We want people to feel like they are welcome to walk through. Some ideas to help achieve this are to include lighting, seating, clear signage, as well as inviting and durable materials. The Harborwalk has a 12 foot minimum of width for pathways along the water so 2 bicycles and 2 pedestrians can fit comfortably. This will have to be coordinated with the schedule for the Science Complex.

Q (Millie Hollum McLaughlin): Why is Rena Park a secondary project? Is it because of the length of time needed to design it?

Kairos Shen: Right now there is a structure there. There have been discussions on what will develop on the south side of the Science Complex along the new Rena Street Extension. Harvard has proposed building graduate student housing in this location. There are different design implications for Rena Park depending on whether the residences would be built on the north or south side. Basically we need more time to think about what to do with this space. At this time we know better about the other area around Library Park and how we could improve it sooner and for Rena Park we want to save enough time to figure this out. As a planner it is easy for me to say great, let's put a park here but I know we need to include people in this decision because it is virtually their back yards and the point is to improve the overall area. We just want to make sure we do it right and that it is an improvement and not a negative process.

Q (Brent Whelan): Are you assuming that the CSX property will be unavailable for the development of Stadium Street 2?

Kairos Shen: As part of our planning, we are assuming that the CSX property will be available. Depending on whether that property becomes part of Harvard, then we could proceed. There are differing opinions on incorporating this roadway into the plan and more study needs to occur about the traffic impacts. In general we think it would be an improvement and relieve pressure on other neighborhood streets.

Kathy Spiegelman, Harvard University, gave a presentation on Harvard's proposed public realm improvements as part of their community benefits package. At a previous meeting Harvard presented its proposal for educational community benefits. There are also three additional categories of community benefits that Harvard is proposing; economic development, housing and construction mitigation.

Public Realm improvements include interim improvements, places, and connections. Interim improvements include early actions underway that can be modified or enhanced over time.

Interim Improvements

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- 1) Buildings Improvements- includes painting and finding tenants. Harvard's search for tenants hasn't happened as quickly as it had hoped. 9 Travis has been rented to Finale Bakery.
- 2) Landscapes-
 - a. Plantings- Example, additional birch trees in front of the Brighton Mills Shopping Center.
 - b. Fencing- In some cases the fence has been removed where possible and in some places it has been replaced such as at 267 Western Avenue.
- 3) Sidewalks-
 - a. 7,500 linear feet, about 25 city blocks of sidewalk improvements or replacements.
 - b. About half of this Harvard agreed to do with the BRA one year ago.
 - c. The other half is additional sidewalk improvements that Harvard has agreed to do.
 - d. Some of the sidewalks are in need of total replacement, other is simple repair. All of this work has been approved by Boston Transportation Department (BTD).
 - e. The sidewalk improvements began today and signage has been put in place to notify the community. Updates are also available on Harvard's construction mitigation web site at www.allstonconstruction.harvard.edu

Places

- a. Science center courtyard- Very open areas where people can come through and into it (not just Harvard people).
- b. Library Park (included in the Harvard Allston Science Complex Draft Project Impact Report (DPIR)): Approximately the same size as Hooker Park. Harvard is confident it can plan and build this in the same time frame as the Science Complex.
 - i. \$ 3 million dollar budget.
 - ii. 43,000 Square Feet.
 - iii. Will always be kept open space.
 - iv. Originally was a concrete factory, now a green field, envisioned as a public open park.
- c. Barry's Corner improvements- tenants and landscaping.
 - i. At previous Task Force meetings community members have asked if Harvard has purchased the former Citgo station and at this point Harvard can now confirm it owns the Citgo site. Harvard has the opportunity now to look for tenants for the buildings and there are precedents for repurposing former gas stations for alternative uses.
 - ii. Harvard is negotiating a tenant lease for 210 North Harvard Street.

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- iii. 175 North Harvard Street- Harvard has proposed this building as the location for the community educational portal.

Connections

- a. Between campus and neighborhood- This includes Library Park to the Science Complex and Academic Way- A pathway from Seattle Street to Western Avenue.
- b. Campus connections- This includes a pathway from Western Avenue to North Harvard Street, behind Charlesview.
- c. Charles River connections- This includes both improvements to North Harvard Street and Longfellow Walk. Harvard has talked to the BRA about how to make it inviting for people and feel like there is a destination there and not just end at Soldiers Field Road.
- d. Western Avenue improvements.

Public Realm improvements that Harvard has incorporated that were not mentioned in DPIR include improvements to Barry's Corner and Longfellow Walk. One thing that was mentioned in the DPIR that is no longer in the plan was a pocket park located at the site of 108/110 Western Avenue. This site is now going to be used for the truck queuing area for construction to keep the queuing off of Western Avenue.

The public realm improvements coincide with the vision in the North Alston Strategic Framework Plan:

- Creating open space
- Develop Allston's "main street"
- Improve connections to the river
- Achieve Permeability

Q (Ray Mellone): Are Rena and Library park separate parks?

Kathy Spiegelman: Yes, but they are adjacent to each other and the thought is that Rena Park should be developed in conjunction with the graduate student housing. It is important to design these two pieces together and we are also working with the Charles River Watershed Association (CRWA) about the idea of daylighting a stream in this area. At this point, we can't commit to having these issues resolved for Rena Park by the time the Science Complex is open in 2011.

Q (John Bruno): On the even numbered side of Western Ave it doesn't appear that any sidewalk repair will happen. Is this assuming that these sidewalks are in good condition?

Kathy Spiegelman: In front of Brighton Mills it is in good shape. On the other side we are going to do the whole thing even where we don't own the land. We have worked with the City on this.

Q (John Bruno): How are the sidewalks from Litchfield Street to the bus station? Could Harvard look into repairing this area because that is the area most widely used by pedestrians?

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A- Audience member (Tim McHale): It is heaving asphalt.
Kathy Spiegelman- We can look into it.

Q (Brent Whelan): How long will we have separate, private shuttles for Harvard that the people of Allston can't use?

A- (Kathy Spiegelman): At this time we have not made any progress on this since I last updated you. I don't think we'll be able to resolve this before the approval of the Science Complex but we will continue to work on coming up with a solution. We have not been able to answer the question of how many people will use it, how many riders it will take from the MBTA. Also, security of who gets on the shuttle, etc. Right now we can't account for all of the unknowns. However, although the answer is no now, it isn't a no forever. I am actively pursuing resolution to this.

A- (Cathi Campbell): Allston community members who want to use the service could register to use it at the Allston Brighton Resource Center. Then we could deal with the security issue as we would know who was using the service. But I see the MBTA issue as a non-issue so I hope that we can pursue this.

Vineet Gupta, Boston Transportation Department, suggested that this is what MASCO does for residents of the Fenway area.

Kathy Spiegelman: I am sorry to say I don't have the answer yet but I will work towards it.

Harry Mattison asked Kairos Shen to give his thoughts on Harvard's presentation.

Kairos Shen: There are details in terms of the specifics of implementation that this presentation did not cover. We will continue to work with Harvard to figure out specific details. In general there were elements the BRA put on the table that weren't in the DPIR and I'm pleased to see that Harvard included them. I think we're moving in the right direction. I will need more time to reflect and look at the details. There was one important component to Kathy's presentation that she did not emphasize that is the extent of movement on Western Avenue. Beyond the repairs of the sidewalks, the next iteration is engaging in a design of the entire Western Avenue which is a pretty significant component.

In terms of project approvals and my past experience, the amount of public realm off-site improvements is extraordinary and actually quite extensive. There is a strong belief on the City side to improve this area. From what I have initially seen in Kathy's presentation I truly feel this is a very positive step in the right direction.

Q- (Harry Mattison): How will we know the full scope of these projects? It's not clear how we will stay involved as this processed is worked out.

Kairos Shen: The next step will be to determine the actual scope with this Task Force and Harvard to determine those details. If we are comfortable with the direction of the project

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we can advise the BRA Board of this as it goes up for approval. There are specific elements we have to include and we will add to the list of design review elements the public realm elements that have been added from your feedback.

Q- (Ray Mellone): We want to be updated on this regularly.

Kairos Shen- Yes, you can't just be a receiving Task Force. The City and Harvard need you to provide feedback. Subcommittees could be created with community members and the Task Force.

Q- (Ray Mellone): Will we be notified of the critical points when we need to look at this?

Kairos Shen: Yes.

John Cusack- Now that Harvard owns both sides of the corner at Travis and Bertram Streets, it even more important that the community and the Task Force be involved in these stages to contribute to the thinking in the early stages.

Q (John Cusack)- Would the new streets around the Science Complex become public streets?

Kairos Shen: If they are public streets, the City has rights and we hold these streets on behalf of the citizens. I think you are referencing Rena Street and the possibility of connecting it to the new "Rena Street Extension". A public right of way keeps the highest amount of control. I have more faith working with the Boston Transportation Department to manage the streets versus private entities. I respect the genuine concerns of the residents. There is concern with people using this street who will use it as a cut through vs. the people who live there. One of the things the community needs to decide is having the appropriate number of public streets to service the residents' needs in the appropriate way.

Ray Mellone acknowledged Representative Mike Moran who asked to provide some comments.

Representative Mike Moran brought copies of a proposal he feels should be given to Harvard and endorsed by the Boston Redevelopment Authority for approval of the Science Complex. Note: The proposal is included following the meeting minutes.

Representative Mike Moran:

- His hope is that this proposal starts a better dialogue between the parties that isn't happening now.
- Because the old master plan has elapsed and there isn't a new master plan for this building, this is intended to be a start of a dialogue for a mini master plan for this building.
- This is a compilation of things that have come to me through these meetings as well as concerns brought to me during the process. I am trying to have the Task Force work on a resolution to attach to this project.
- If there is nothing to add, that is fine but you should know that we can change it. I am worried about this process moving forward and these issues never

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being resolved so I want this to happen before this project moves to the second stage.

John Cusack asked that more copies be left at the Library if they run out of copies.

Ray Mellone asked Gerald Autler to comment on the BRA's thoughts on the adequacy of the DPIR and the significant issues the BRA is considering as the review of the DPIR for the Harvard Allston Science Complex comes to completion.

Gerald Autler had the following comments:

- Today is the deadline for comment on the DPIR. The point of having a deadline is so we can move forward and knowing that we have received the input and can proceed. Of course if you still want to send your comments we will consider them and read them.
- Right now at the BRA we are reviewing your comments and listening to other City agencies.
- It is fair to say that some of the issues are ahead of where projects typically are in the review process.
 - i. Design of the building.
 - ii. Construction mitigation- We have had a lot of discussion on construction mitigation and this is often not done until later in the process so I would hope that while some might feel that not every thing has been covered, we do have a good construction management plan that addresses what we have talked about.
- We know that community benefits are an area we need to improve on. It is clear we need to continue these discussions. We want to see how the neighborhood will physically improve. Community benefits end up in the cooperation agreement but we want people to feel comfortable with the benefit package being offered by Harvard before we go to the BRA Board
- So far most of the city agencies have not expressed major concerns.
- Neighborhood people who have expressed concern, we will look at their concerns closely.
- We scoped the Institutional Master Plan Amendment as broadly as possible (about a year ago). We did this so we could later clearly determine how well Harvard had done laying out a broader framework. Now we are looking back at the Amendment to see if all of the questions, or the spirit of the questions, have been answered. We are expecting a response from Harvard on all of the outstanding comments and questions raised at the Task Force meetings over the summer. We hope to receive this soon so we all feel comfortable with the overall planning framework.

Ray Mellone:

- Biggest problem all along is looking at this from both a micro and macro viewpoint and it is hard to combine them.
- The community's master plan is as much of a vision as Harvard's Master Plan and neither has specifics that can be scoped.
- It has taken us over a year for the review of the Science Complex in terms of analyzing the quality of life impacts, etc. and I think that it is a heroic job for all of us.

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- So to understand how we're going to bring up the review of every master plan element is very hard and way beyond me. How could we possibly handle all of that information?
- Kairos Shen has been a great advocate and explained that it's not the end of the planning process but just the beginning and time to start implementing the community's master plan with the campus vision.
- It is a good time for us to consider if this is a valid process and whether or not we have made the mission possible. Have we addressed the issue of keeping the quality of life up?
- I'm more optimistic about our progress than I was six months ago or even one month ago.
- The community benefits package hasn't been resolved yet and I know some people feel that it should be resolved before the BRA proceeds but I have to tell you that I disagree because it won't change our ability to work with Harvard, Kairos and the City to communicate and address these issues.

Bruce Houghton: It is encouraging to see what the city has done. I don't want to go too lightly over what Representative Moran presented as I feel it is important as it summarizes neighborhood issues and the concerns of a lot of the Task Force members. I think it would be nice for the Task Force to move forward and ask Harvard to consider Representative Moran's proposal very seriously.

Brent Whelan: There should be a fuller version of education benefits as part of the community benefits package. Myself and members of the community are disappointed by the education portal proposal- it is a second hand building slated to be demolished and the proposal is under budgeted and understaffed. There is a strong desire for a serious education partnership. We would like to see a community school or an education center. I really hope that the Task Force as a whole will push for Harvard to commit to a large scale and comprehensive educational benefit.

An audience member tried to interject but Ray Mellone asked that at this time the discussion be restricted to Task Force members.

Harry Mattison said that at this time they are not ready as a Task Force to submit their comments to the BRA and suggested that the Task Force should ask Harvard for a one week extension to the comment period deadline.

Ray Mellone suggested that at next week's meeting they decide whether the Task Force has enough information or not. He said he would like some time to read Representative Moran's proposal since this is the first he has seen of it. Ray said the Task Force deserves a chance to talk amongst themselves to debate about what they think is right.

Brent Whelan asked that Gerald add this to the agenda for next week.

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Gerald Autler said that the City and Harvard have been working with the Task Force over the last year and they should be assured that the City will rely heavily on the Task Force's comments even if they are submitted after today.

John Cusack thanked Representative Moran for his involvement and reminded people to vote tomorrow.

The meeting ended at 8:36 p.m.

DRAFT