

HARVARD
PLANNING & PROJECT MANAGEMENT



M E M O R A N D U M

Date: December 15, 2014
To: Gerald Autler and David Grissino, Boston Redevelopment Authority
From: Elizabeth Sisam, Associate Vice President for Planning
Copy: Kevin Casey, Associate Vice President for Public Affairs & Communications
Pat Brophy, Associate Director – Community Affairs
Re: Greenway Planning - 2014

As committed to in the Institutional Master Plan (IMP) Cooperation Agreement, Harvard University has explored and will continue to explore strategies to implement elements of the proposed Greenway in at least an interim condition. In 2014, the University advanced planning for the Greenway through conceptual design work for the first segment (Rena Park) - continually considering the segment's role in the totality of the greenway and evolving context. This memorandum summarizes the status of planning activities that will influence the full extent of the Greenway. As these activities advance, so too will strategies for Greenway implementation.

Harvard's Allston IMP presented a *Long-Term Vision* as context for the University's *Ten-Year Plan*. The Greenway was included in the *Long-Term Vision* to provide a functional, active landscape backbone to the Science and Enterprise district, shaping the streets, buildings frontages and opportunities for varied landscape spaces. As a civic landscape, the Greenway will provide a connective tissue –a continuous park-like setting that joins residential neighborhoods, parks, public facilities, and campus spaces with the regional recreation, pedestrian and bicycle circuits along the Charles River. The Greenway can support below-grade infrastructure and will allow sufficient wet/dry above-grade capacity for stormwater conveyance, storage and treatment for the long-term build-out.

The ultimate timeline for implementation of various segments is influenced by a number a factors including site control, construction of streets and infrastructure, and the completion of adjacent projects which will improve the safety and security of the area. A majority of the land identified in the *Long-Term Vision* for the Greenway will remain inaccessible due to remediation of Allston Landing North for a number of years by CSX (required before transfer to Harvard), the lease agreement with Genzyme, and construction of facilities for the School of Engineering and Applied Sciences (see Figures 1 and 2).

As land becomes accessible, and development moves forward, north-south streets will frame the individual segments of the linear park (see Figures 3 and 4) creating associated opportunities for Greenway implementation. While an east-west connection between the Honan Allston Library and the Charles River is the goal of the final build, improved connectivity between the neighborhood, Western Avenue, and the Harvard University campus could happen with earlier development milestones outlined here (see Figure 5 and Table 1).

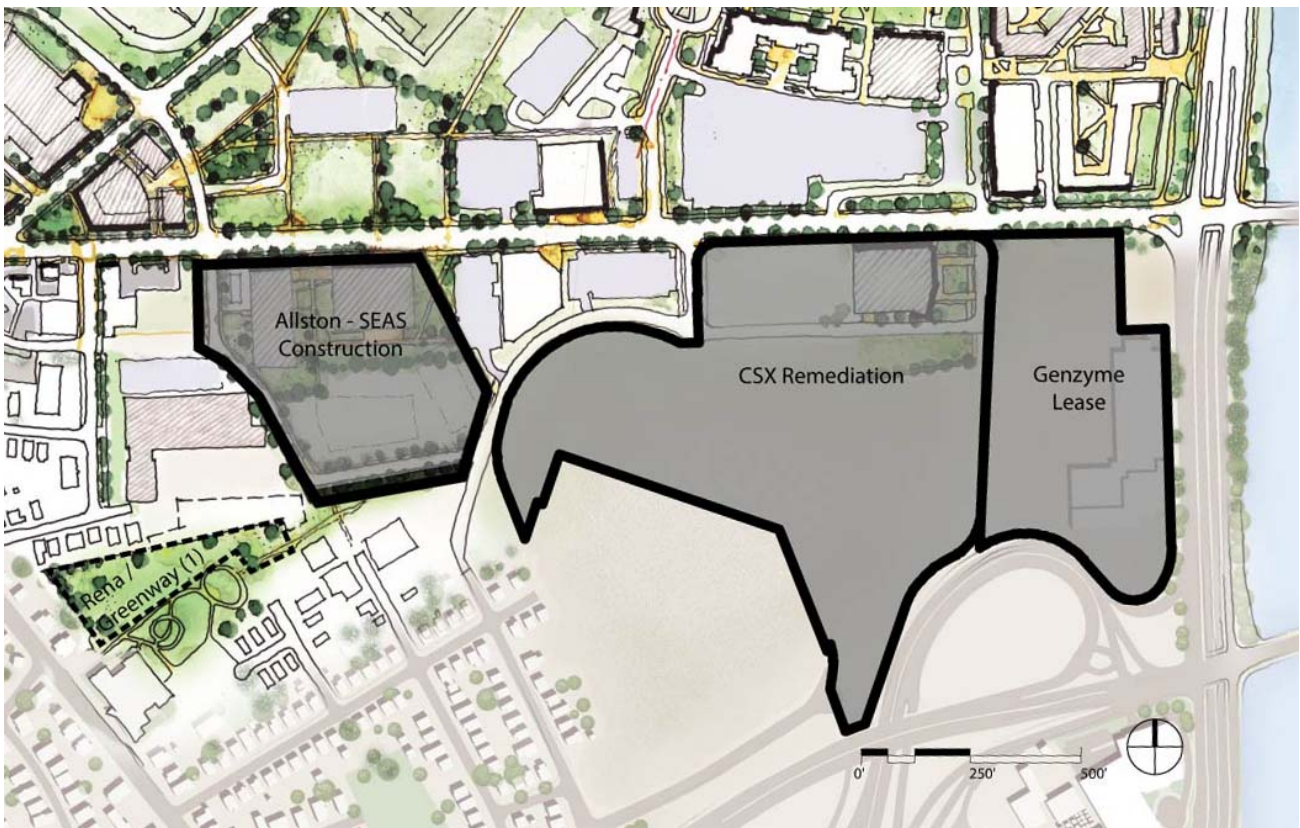


Figure 1: Land currently unavailable (shown over Ten-Year Plan)

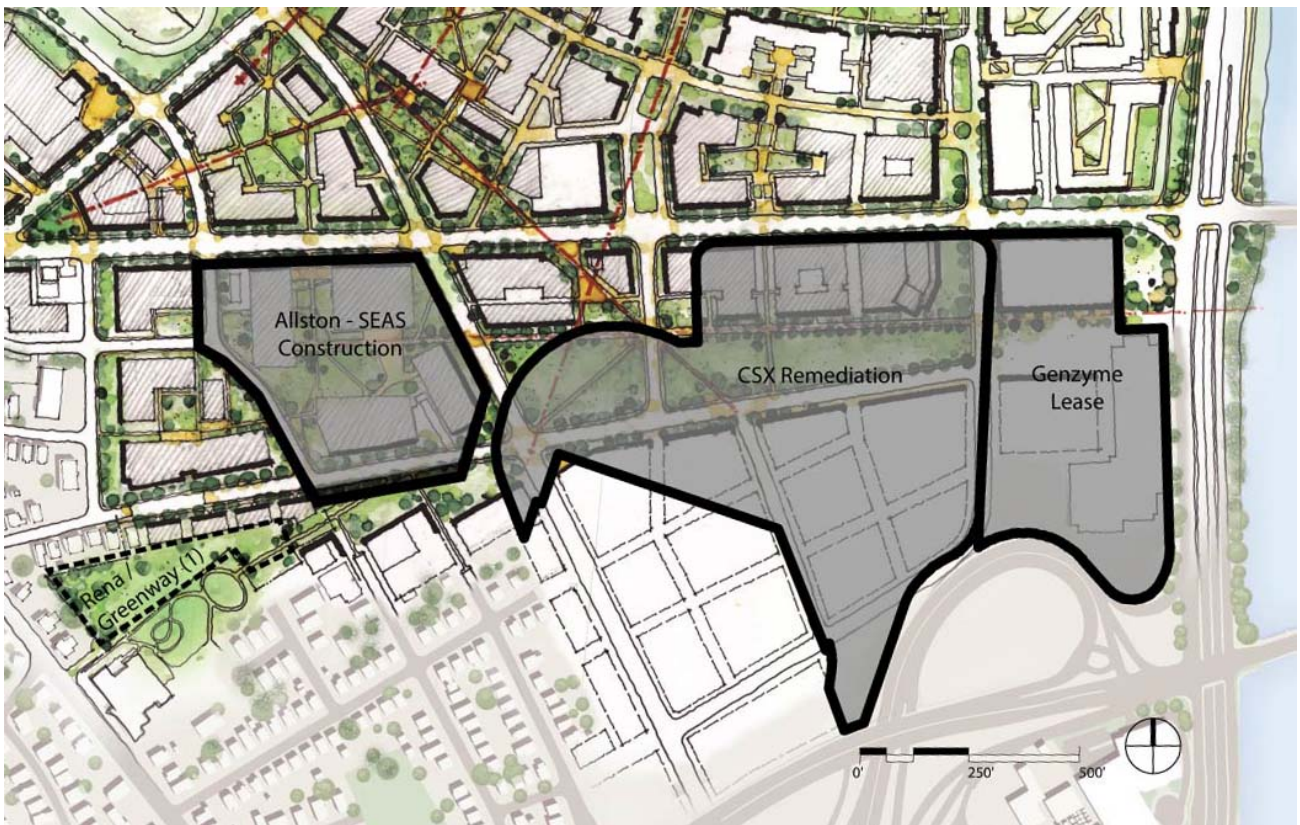


Figure 2: Land currently unavailable (shown over Long-Term Vision)

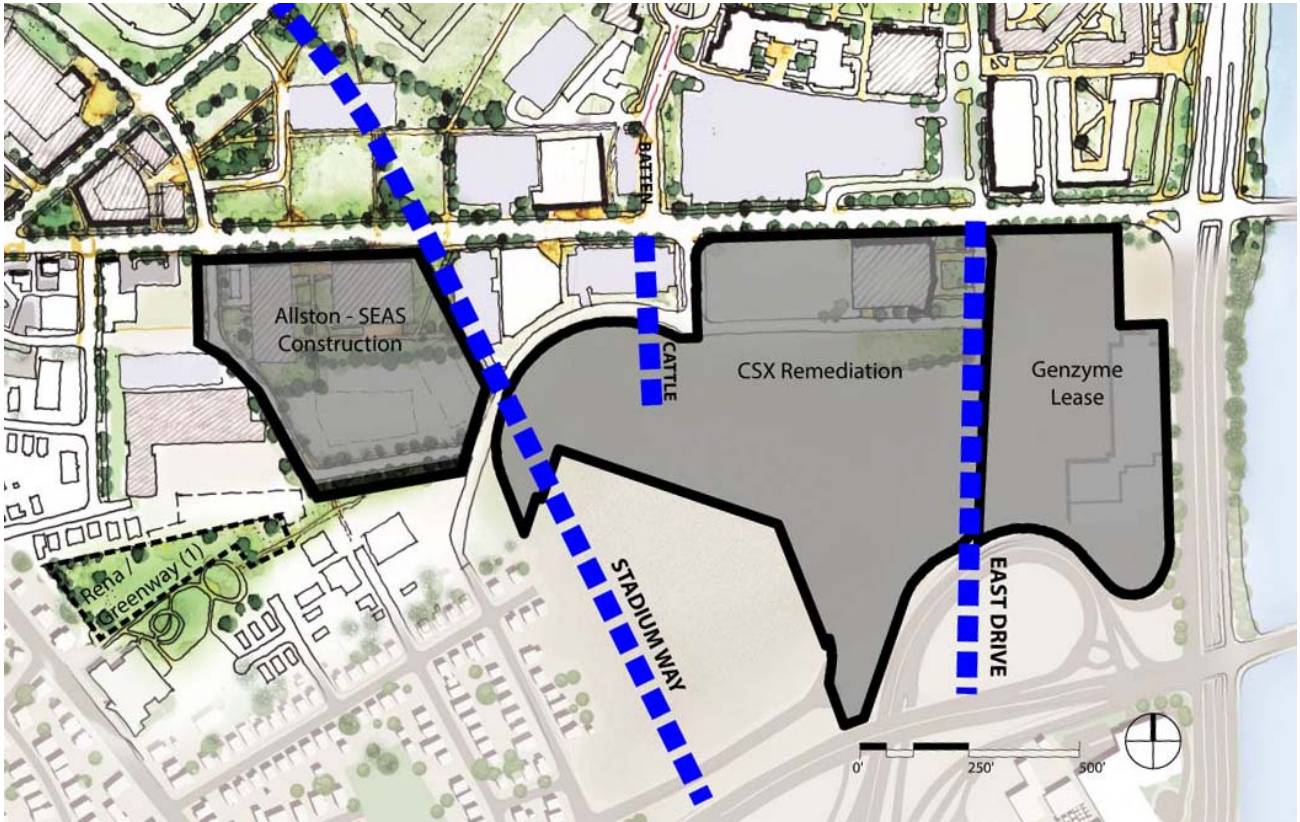


Figure 3: Land currently unavailable and potential future streets (shown over Ten-Year Plan)

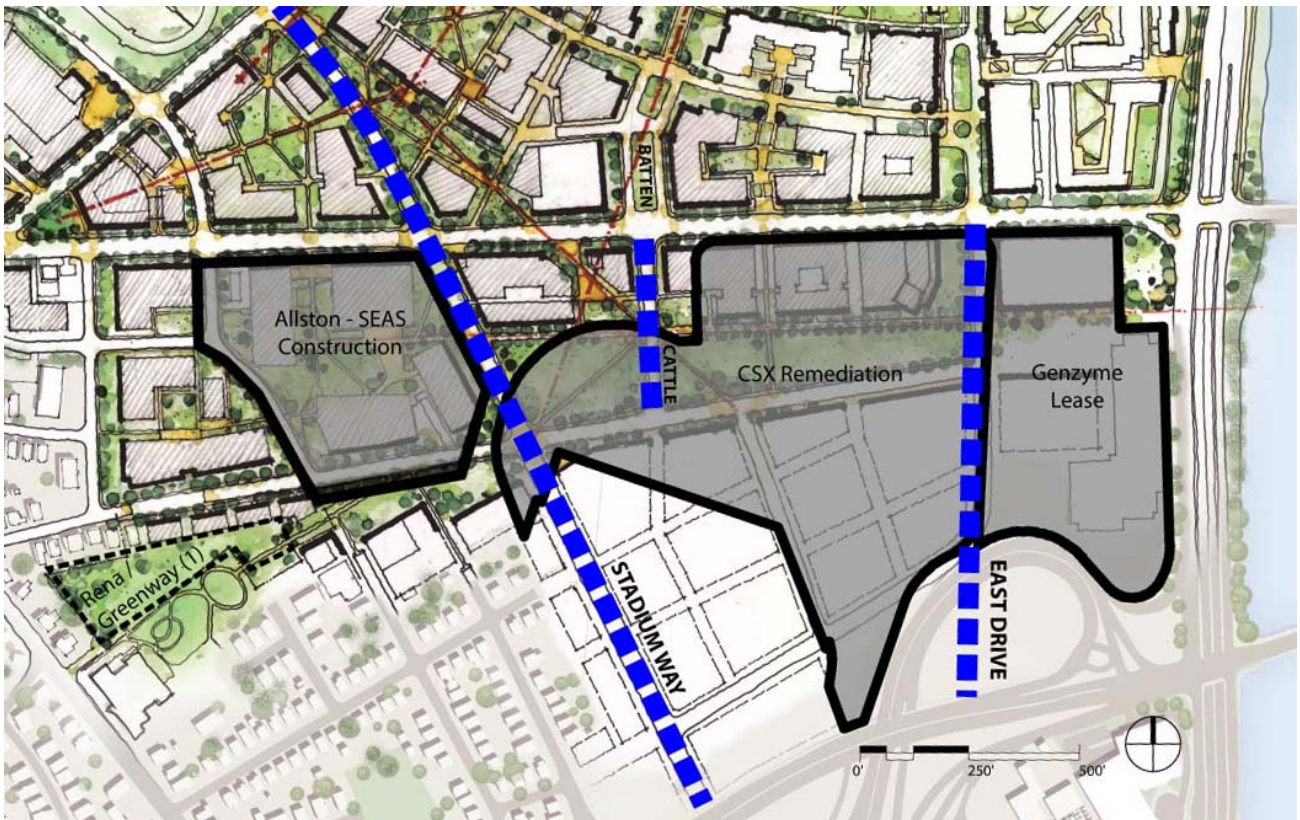


Figure 4: Land currently unavailable and potential future streets (shown over Long-Term Vision)



Figure 5: Potential Ten-Year Connections (Depicted in 6/12/14 Rena Parking Planning Meeting)

Table 1: Summary of Harvard Planning Activities Related to the Greenway

DEVELOPMENT MILESTONES	OPPORTUNITIES	PLANNING ACTIVITIES
Pre-Science (2016)	Rena Park Link to Travis Street	The University is working with Boston Water and Sewer Commission (BWSC) on the design for the stormwater pipe that will enable Rena Park, the first phase of the Greenway. The construction of the stormwater pipe is a substantial investment in City infrastructure that was not anticipated by the University and is an additional community benefit outside of the IMP Cooperation Agreement. Conceptual design ideas for the open space were presented to the community in the spring and summer of 2014. The open space design process will resume in the New Year, with construction following the storm sewer project. Improvements will be limited to the area currently available, while Science is an active construction site that needs to remain screened.
School of Engineering & Applied Sciences – Allston Building (2019)	Connections to Seattle St, Academic Way, and Science Dr	Moving east, the next segment of the Greenway will need to be planned considering a build out of the Science foundation. Facilities for the School of Engineering and Applied Sciences (SEAS) will include building(s) along Western Avenue as well as new streets (Academic Way and Science Drive). Porosity from the open spaces behind the Honan-Allston Library to SEAS and Western Avenue will be further detailed through Design Development. Given that there may be future development on the foundation south of the SEAS building, certain aspects of the streetscape and landscape may need to be an interim condition.
Stadium Way (TBD)	West of Stadium Way, south of Science Dr	The future north-south street, Stadium Way, is an element impacting the geometry of the Greenway. Through the Cooperation Agreement, the University has committed to 25% design for Stadium Way by November 2015. A date for the construction of Stadium Way has not yet been determined, and may be affected by the timing of the Turnpike realignment by MassDOT.
Hotel & Conference Center (2020-2024)	Adjacent segment	As described in the IMP, the Hotel and Conference Center will impact the Greenway’s nexus with East Drive. The building’s position should allow the open space to turn the corner—facilitating movements between the Greenway, East Drive, and Western Avenue. After Science, the Hotel and Conference Center is anticipated to be the next development to flank the Greenway.
East Drive (TBD)	Connections to Western Ave, and Harvard Business School	The future north-south street, East Drive, is an element impacting the geometry of the Greenway and is a key connection between the Greenway, Western Avenue and the Harvard Business School. A date for construction of East Drive has not yet been determined, and may be affected by the timing of the Turnpike Realignment.

DEVELOPMENT MILESTONES	OPPORTUNITIES	PLANNING ACTIVITIES
Cattle Drive/ Batten Way (TBD)	Dependent on adjacent development	Two circulation routes illustrated in the <i>Long-Term Vision</i> will influence the geometry of the Greenway’s midpoint: a reconfigured main entrance to Harvard Business School (Batten Way), and an adjoining north-south street in the Enterprise Campus (Cattle Drive). Timing of the circulation improvements will be dependent on adjacent development. An interim condition may be appropriate to link the Greenway sections to the west and east (if they are implemented sooner). Activity levels in the area would need to be substantial enough to support this, eliminating concerns over security and safety.
Development of Enterprise Research Campus (beyond 2024)	Full Build	Full build of the Greenway will need to support the design of adjacent development (infrastructure, circulation, and urban design considerations). The Enterprise Research Campus timing and phasing is not yet known. Initial drainage design will need to support full-build, though some other aspects of the Greenway may make sense to complete with adjacent development. The corner of Western Avenue and Soldiers Field Road is shown as a future development site in the <i>Long-Term Vision</i> . Connections to the Charles River are likely to be focused along Western Avenue until the corner site is developed.