



M E M O R A N D U M

Date: October 17, 2014
To: Gerald Autler, Senior Project Manager/Planner, Boston Redevelopment Authority
From: Joe Beggan, Senior Manager for Transportation
Copy: Kevin Casey, Mark Johnson, Dan Rabinovitz, Kairos Shen (BRA), Vineet Gupta (BTD)
Re: Parking Analysis

Harvard's July 2013 Institutional Master Plan (IMP) proposed a 150-space surface parking lot on the former Charlesview site. The lot was relocated to the east of "Academic Way" in response to comments on the July 2013 IMP. In addition, Harvard agreed to conduct further analysis in response to directives in the 10/17/14 BRA Board Memorandum:

"In addition, the BRA has directed Harvard to identify potential future alternative locations for surface parking. Given that much of the land owned by Harvard that might be suitable for such a use is currently subject to the CSX easement, the options available for surface parking will increase in the future. This analysis shall be completed within six months of the date the IMP is made effective and shall evaluate the potential for phasing out the surface parking on the Charlesview site."

This memorandum provides background on the parking lot proposed for the former Charlesview site; describes the potential alternative locations for surface parking; and, evaluates the potential for phasing out the surface parking on the former Charlesview site.

Background/Context

Prior to its relocation to the Brighton Mills site, there were 230 parking spaces on the former Charlesview site. Many of these spaces, especially those along Western Avenue, were not buffered at all from the adjacent street and sidewalk. Figure 2 shows the location of the lot in the July 2013 IMP filing. In response to comments, the proposed 100-150 space parking lot on the Charlesview site was moved approximately 300 feet away from Barry's Corner and further from North Harvard Street, as shown in Figure 3.

The lot on the former Charlesview site could be constructed after the Charlesview buildings are demolished and cleared from the site in early 2015. As an interim measure, a portion of this lot could support parking for construction management services (i.e., modular structures that would house design and construction management staff) for construction of building on nearby sites (e.g., Science, the Gateway Building, HBS Faculty and Administrative Offices and the Mixed Use Facility & Basketball Venue) and provide flexibility for construction management until such time as the lot is needed to support future institutional parking demands.

Figure 1 – Proposed Parking Lot in July 2013 IMP

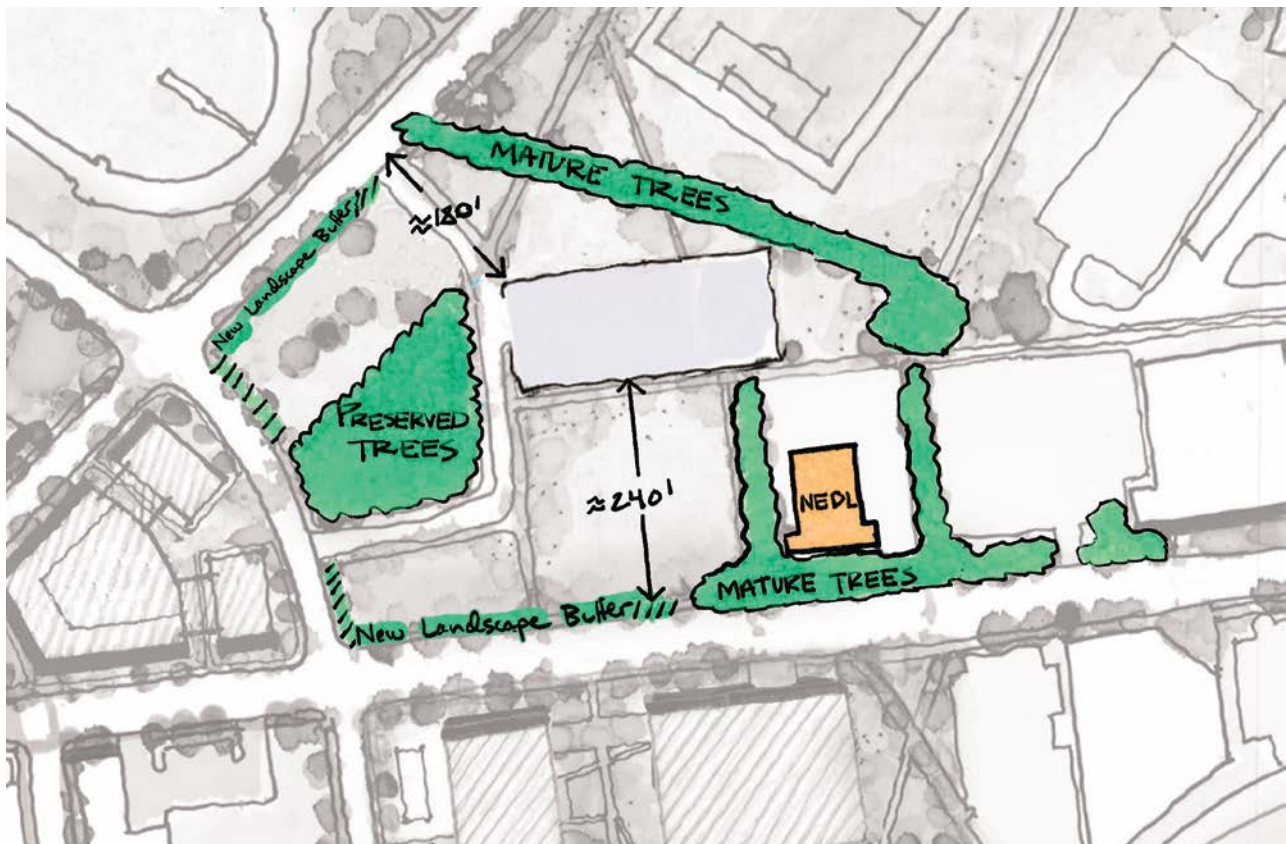


Figure 2 – Proposed Parking Lot in October 2013 IMP



The currently proposed location provides significant opportunities to buffer the lot visually from the street. To minimize traffic impacts on adjacent City streets, the parking lot's entrance and exit would be located on a new internal circulation roadway on the former Charlesview site that will connect N. Harvard Street and Academic Way. As shown on Figure 3, the parking lot would be setback from North Harvard Street by approximately 180 feet and from Western Avenue by approximately 240 feet. The lot would be screened from view by the NEDL building and existing landscaping, including a grove of trees in a courtyard within Charlesview. This landscaping that would be augmented by new plantings.

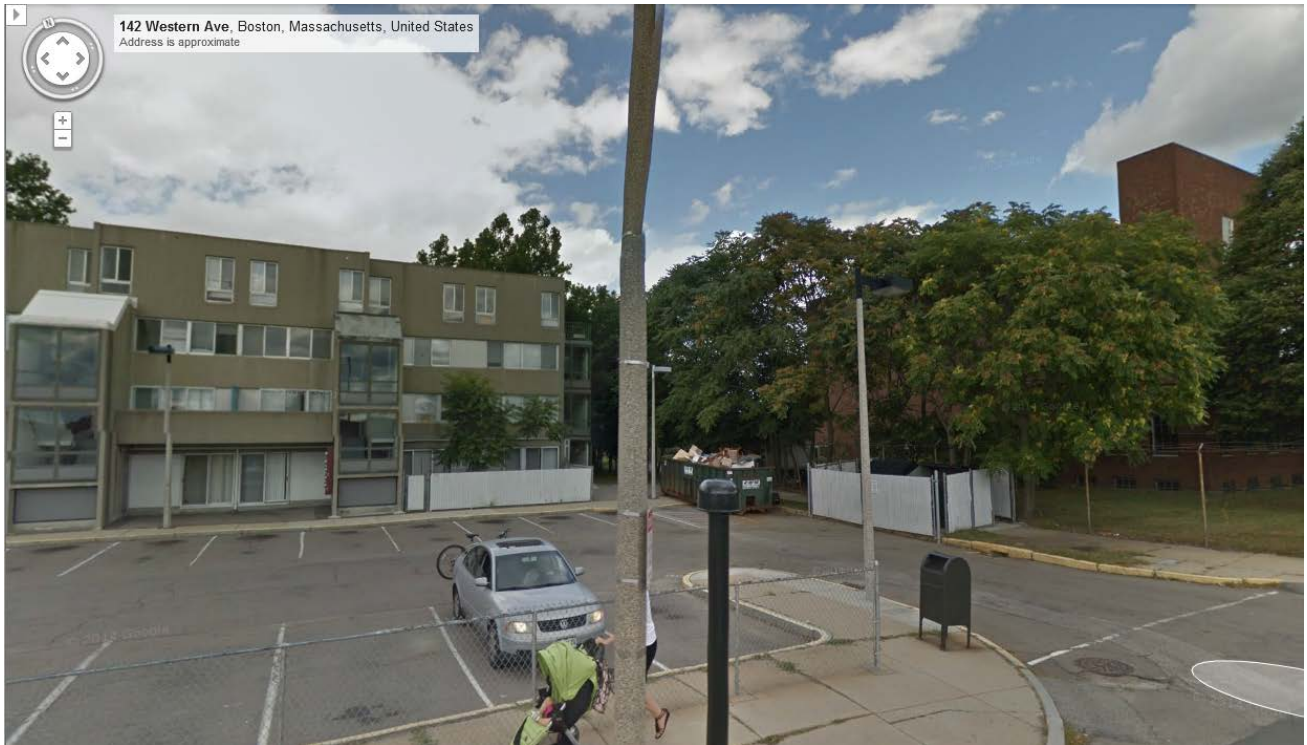
Figure 3 – Setback and Screening of Proposed Parking Lot on the Former Charlesview Site



The current location is still well-positioned to serve nearby institutional uses. It would also provide a “shared parking” resource to accommodate some night-time and weekend parking demand for athletic events and retail activities. At the same time, the closest edge of the lot is more than an eighth of a mile from the nearest residences at 176-178 Western Avenue and approximately one-quarter mile from the nearest residences on Kingsley Street.



View from N. Harvard Street looking to the south: The “Academic East” lot would be screened by the existing trees and landscaping.



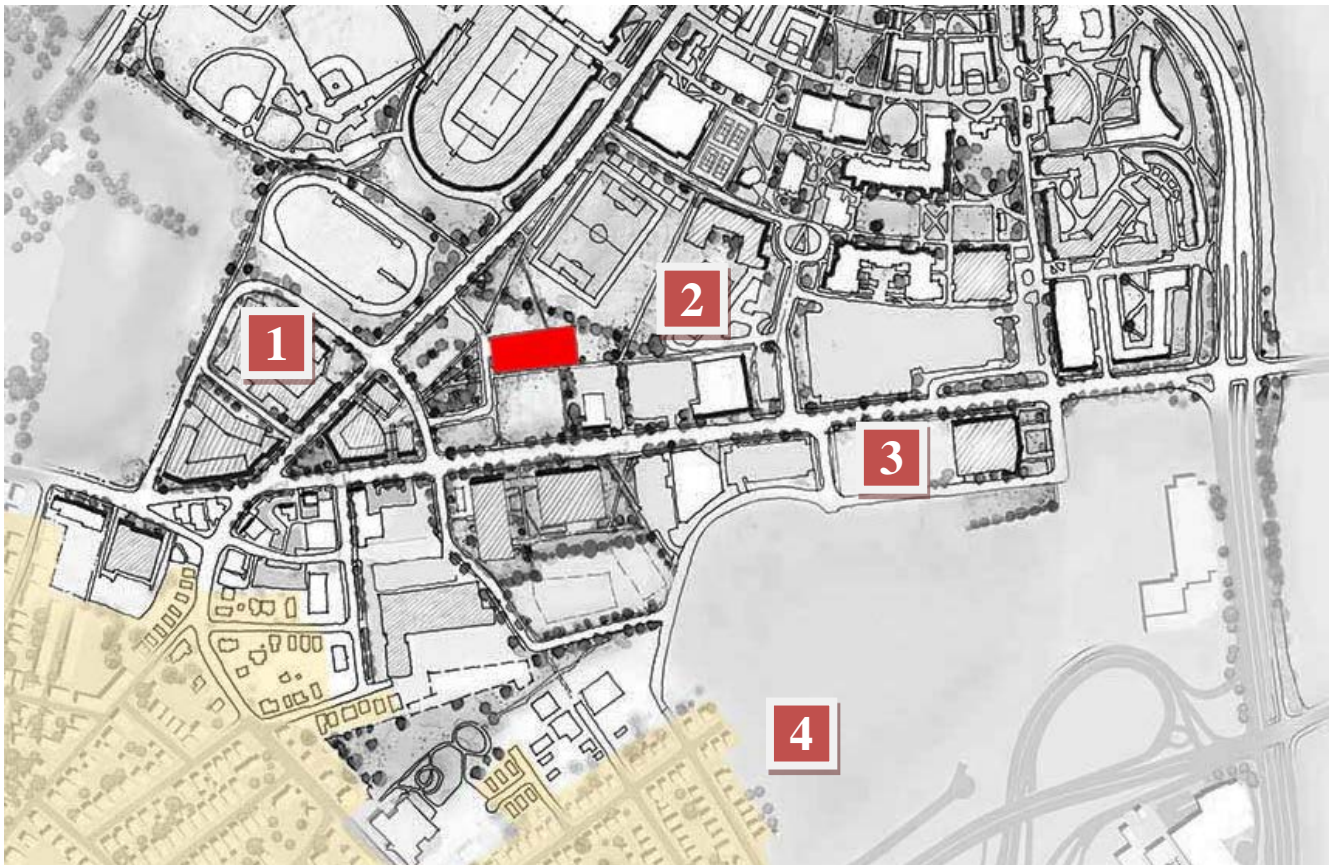
View from Western Avenue looking to the north: The “Academic East” lot would be located behind this soon-to-be demolished Charlesview building. It would be screened by the NEDL building to the right, existing vegetation, and new landscaping.

Potential Alternative Locations

Harvard reviewed its IMP area and identified the following alternative surface lot locations for institutional parking as shown in Figure 4:

1. 175 North Harvard Street
2. Athletics/Ohri Field
3. A portion of the CSX property that was previously used by Romar
4. The Sears site

Figure 4 – Potential Future Alternative Locations for Institutional Surface Parking



Athletics/Ohiri Field

The 2013 IMP proposed a 100-space lot in Ohiri Field. There is the opportunity to expand this lot by an additional 100 spaces. The driveway to the lot would be an extension of HBS's Central Receiving driveway on Batten Way, which provides connections with Western Avenue and North Harvard Street. The lot is currently a grass/pervious field at a lower elevation than its surroundings.

- The lot is within a five minute walk of the Gateway Building and HBS Faculty and Administrative Offices sites.
- The lot could provide a shared parking resource for athletic events and Barry's Corner activities.
- The site is currently used as a practice soccer field by Athletics and would not be available until the field is relocated as part of the construction for HBS Faculty and Administrative Offices.
- The lot is over one-quarter mile from the residences at 176-178 Western Avenue and over one-third of a mile from residences on Kingsley Street.
- The location of the lot is below street grade and is buffered by adjacent HBS and Athletics uses and landscaped areas.

175 North Harvard Street

Prior to the construction of the 28 Travis Street project and Barry's Corner Residential and Retail Commons Project (BCRRP), there were 120 institutional parking spaces within the surface lots of 219 Western Avenue/175 N. Harvard Street. Seventy-three of the 120 spaces were relocated to 28 Travis Street to support the institutional uses at that site. There is the potential to expand the 175 N. Harvard Street lot by 85 spaces (from 47 spaces today to 132 parking spaces).

As part of the BCRRP, Samuels will construct the interim South Campus Drive and reconfigure the parking lot behind and adjacent to 175 N. Harvard Street. A driveway on South Campus Drive will provide access from Western Avenue and N. Harvard Street and egress to North Harvard Street. The lot would be located within the footprint of the proposed Mixed Use Facility & Basketball Venue; it is currently the remnants of the previous 175 N. Harvard Lot and recently demolished buildings.

- The lot would be within a five minute walk of the Gateway Building and HBS Faculty and Administrative Offices sites.
- The expanded 175 North Harvard lot could provide a shared parking resource for athletic events and Barry's Corner activities, as well as potential use for Smith Field activities.
- The lot will be available after the BCRRP construction is complete until construction begins on the Mixed Use Facility & Basketball Venue.
- The lot is one-tenth of a mile from the residences at 176-178 Western Avenue and more than an eighth of a mile from residences on North Harvard Street.
- Buffering would be provided by the 175 North Harvard Street building and setback opportunities along North Harvard Street and South Campus Drive.
- Potential use for interim parking until construction of the Mixed Use Facility & Basketball Venue.

CSX “Romar” Site

The CSX “Romar” site that is bounded by Western Avenue, Hague Street, Service Road “C” and the Genzyme Driveway could accommodate a 100-150 space surface lot. The lot would likely connect to Western Avenue via a driveway on Hague Street.

- The lot is within a five minute walk of the HBS Faculty and Administrative Offices site, but longer than five minutes from the Gateway building site, Barry’s Corner, and Athletics.
- The lot is not well situated to provide a shared parking resource for Barry’s Corner activities or athletic event parking.
- This site is currently under CSX control and will not be available to Harvard University for its use until remediation is successfully completed by CSX. It is uncertain when the remediation will be complete because conditions may be encountered during the remediation process that cause delays or extend the remediation time period. The current estimate of when Romar remediation will be successfully completed is approximately during the “Early to Mid-range” timeframe (2017-2019) of the IMP.
- The lot is more than one-third of a mile from the residences at 176-178 Western Avenue and nearly one-quarter of a mile from residences on Hopedale Street.
- The location of the lot could be buffered from Western Avenue and Hague Street by landscaping. A large wooden construction fence already buffers homes on Hopedale and Windom from adjacent Harvard-owned property.
- This site could accommodate construction related parking or serve as a construction staging area once CSX remediation is complete.

Sears Site

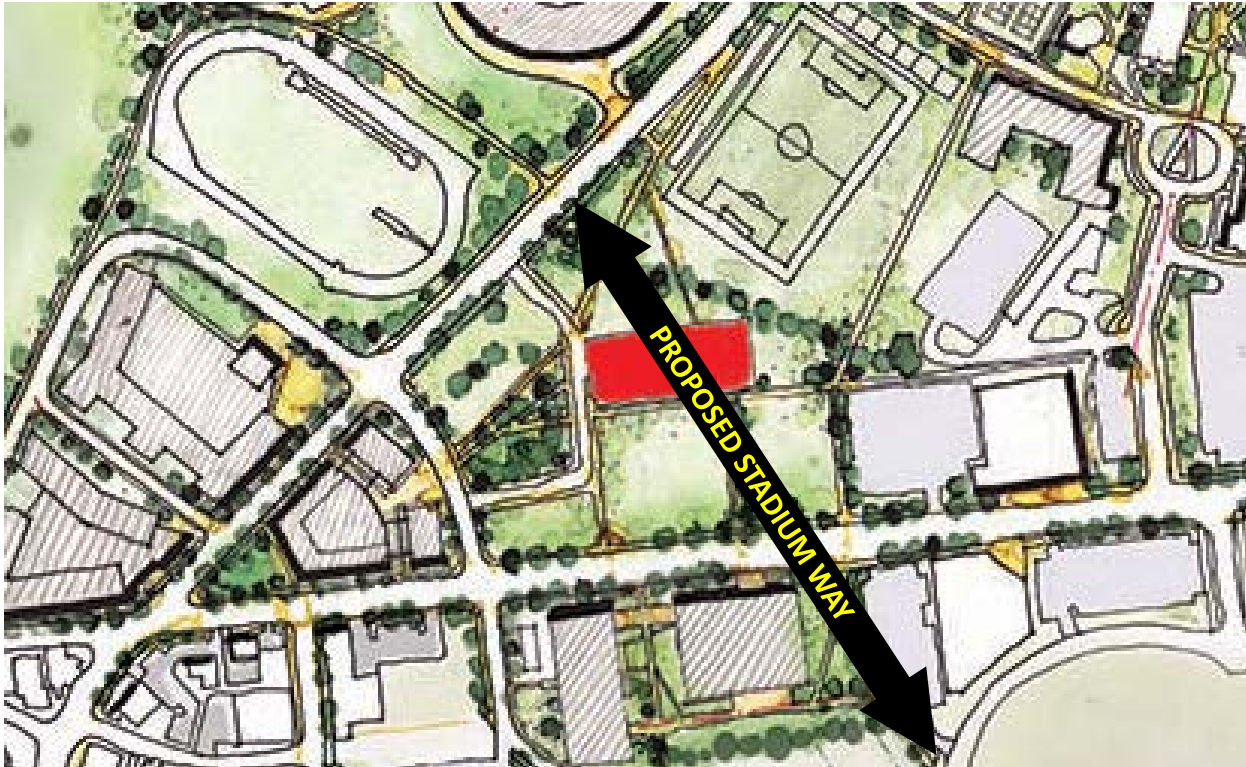
The Sears site is bounded by adjacent residential properties, CSX property and Cambridge Street with an existing connection to and from Windom Street near Cambridge Street. Pedestrian access to Windom Street could be possible over Harvard-owned property or in the future across property currently controlled by CSX. A portion of this site could accommodate a 100-150 space surface lot.

- The lot is within a five minute walk of the HBS Faculty and Administrative Offices site, but longer than five minutes from the Gateway building site, Barry’s Corner, and Athletics. Pedestrian connections, however, could be adversely impacts by future construction on the Science site.
- The lot is not well situated to provide a shared parking resource for Barry’s Corner activities or athletic event parking.
- This site is currently under Harvard University control.
- The lot is approximately 100 yards from residences on Hopedale Street.
- A large wooden construction fence already buffers homes on Hopedale and Windom from the site.
- This site could accommodate construction related parking or serve as a construction staging area once CSX remediation is complete.

Potential for Phasing out Surface Parking on the Charlesview Site

As illustrated in Figure 5, the surface lot on the Charlesview site is located within the footprint of “Stadium Way” alignment between Western Avenue and N. Harvard Street. This section of Stadium Way is not included in the 2013 Ten-Year Plan. However, it is anticipated that the roadway would be constructed as part of future institutional development in the IMP area and that the parking lot on the Charlesview site would be relocated or phased out when this section of roadway is constructed. Prior to the construction of “Stadium Way” between Western Avenue and North Harvard Street, there does not appear to be an opportunity to phase out the proposed parking lot on the former Charlesview site.

Figure 5 – Location of Proposed Stadium Way Alignment



Conclusion

The proposed parking lot on the former Charlesview site is one of the few sites within the IMP area that is close to proposed IMP buildings, has the opportunities for high-quality pedestrian connections, and is unencumbered by potential construction or site remediation activities. Its location is buffered from adjacent streets by existing landscaping and buildings and there is room to provide additional buffering as necessary. The site is also well-located to support construction activities as part of an interim plan for the Charlesview site and then transition to institutional parking use as construction is completed on adjacent and nearby IMP projects.

This study indicates that there are few alternative sites for institutional surface parking within the IMP area. As indicated in Table 1, each of these sites has limitations for institutional parking uses that make them less desirable than the proposed parking lot on the former Charlesview site. The alternative sites, however, may warrant further consideration as the specific needs of various IMP projects are more fully understood. As appropriate, Harvard may review the applicability of these alternative locations in future studies. This study also indicates that the parking lot on the former Charlesview site would be relocated or phased out when Stadium Way is constructed between Western Avenue and North Harvard Street.

Table 1 – Key Attributes of Potential Future Surface Parking Alternatives

Location	Size	Proximity to IMP Projects ¹	Shared Parking Opportunities	Contingencies & Availability	Proximity to Nearest Residences ²	Buffering Opportunities
Former Charlesview site	100-150 spaces	Less than five minutes	Yes	Demolition of Charlesview (Early 2015)	Approx. one-quarter mile from Kingsley Street residences	<ul style="list-style-type: none"> Existing/supplemental landscaping NEDL building
Ohiri Field	100 spaces	Less than five minutes	Yes	Completion of HBS Faculty and Administrative Offices (to be determined)	Over one-third mile from Kingsley Street residences	<ul style="list-style-type: none"> Below street grade Existing/supplemental landscaping Existing buildings
175 N. Harvard Street	85 spaces	Less than five minutes	Yes	Completion of BCRRP (Late 2015)	Over an eighth of a mile from North Harvard Street residences	<ul style="list-style-type: none"> 175 North Harvard Street building Setback opportunities and new landscaping
Romar Site	100-150 Spaces	More than five minutes	Unlikely	Completion of CSX site remediation (to be determined)	Nearly one-quarter mile from Hopedale Street residences	<ul style="list-style-type: none"> Setback opportunities and new landscaping
Sears Site	100-150 spaces	More than five minutes	Unlikely	Available with potential access constraints.	Less than one-tenth of a mile (~100 yards) to Windom Street	<ul style="list-style-type: none"> Construction mitigation fence between the site and the adjacent neighborhood

Notes:

1. Gateway, HBS Faculty and Administrative Offices, Mixed-use Facility & Basketball Venue.
2. Exclusive of the residences at 176-178 Western Avenue.