



Institutional Master Plan Notification Form/ Project Notification Form

*For the Fifth Amendment to the Harvard University Allston Campus
Institutional Master Plan*

HARVARD UNIVERSITY

28 Travis Street

38 Travis Street/90 Seattle Street

Bright Hockey Center Renovation

Submitted to:

BOSTON REDEVELOPMENT AUTHORITY

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OCTOBER 2012

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1.0 Introduction

This Institutional Master Plan Notification Form/Project Notification Form (“IMP/NF/PNF”) is being submitted to the Boston Redevelopment Authority (“BRA”) by the President and Fellows of Harvard College (“Harvard” or “Harvard University”). This document is being submitted in accordance with both Section 80D-5 of the Boston Zoning Code (the “Zoning Code”), for purposes of amending the current Institutional Master Plan (“IMP”) for Harvard University’s Allston Campus and Article 80B of the Zoning Code to initiate Large Project Review.

This IMP/NF/PNF considers two projects.

The first project is the renovation of three existing single-story warehouse buildings (located at 28 Travis Street, 90 Seattle Street, and 38 Travis Street) and the addition of a third single-story building between them (collectively the “28 Travis Project”). The 28 Travis Project will result in approximately 80,150 square feet of relocated and new uses on this site. The 28 Travis Project will allow for the relocation of a number of existing institutional uses at 219 Western Avenue so that site work and demolition as part of a proposed new residential/mixed use project can begin. In addition, the IMP/NF/PNF proposes to add the approximately 231,465 square foot (5.3 acre) site to Harvard’s IMP Area.

The second project involves the interior renovation of approximately 11,300 square feet of space within the Bright Hockey Center and Gordon Indoor Track facilities (the “Bright Hockey Project”).

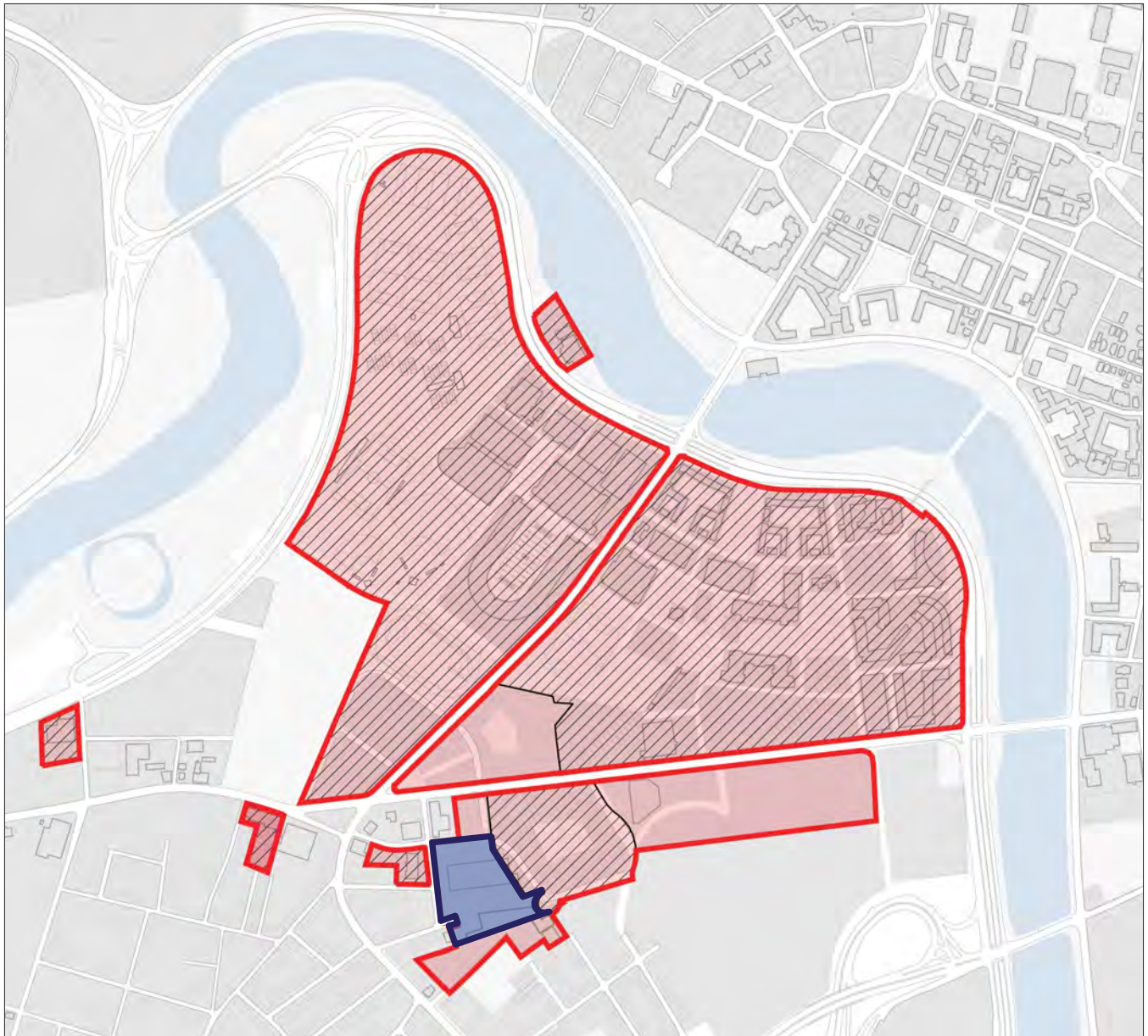
Figure 1 shows the location of 219 Western Avenue, the 28 Travis Project, and the Bright Hockey Project.




Figure 2 shows the existing IMP Area, the area proposed to be added to the IMP Area via this IMP Amendment process, and the area proposed to be added to the IMP Area via a separate IMP/NF/PNF being filed concurrently for the new IMP for Harvard’s campus in Allston.

This IMP/NF/PNF filing is intended to start the formal review of these projects under Articles 80B and 80D of the Boston Zoning Code. Following the required public comment period, the BRA will issue a Scoping Determination outlining issues to be addressed in more detail in an IMP Amendment filing and, as appropriate, necessary filings under Large Project Review. It is the goal of the University to have the institutional uses of the 28 Travis Project established in their new location prior to the start of the 2013 – 2014 academic year.

By way of this IMP/NF/PNF, Harvard is also proposing to extend the term of its current IMP until such time that its forthcoming IMP is approved.





-  Existing IMP Boundary
-  IMP Amendment Boundary for 28 Travis Project
-  Proposed IMP Boundary



2.0 Status of the Harvard Allston Institutional Master Plan

2.1 1997 IMP and Subsequent Amendments

Harvard has filed several Institutional Master Plans for its Allston campus since 1989. The most recent fully approved IMP dates to 1997 and includes several now-completed projects such as McArthur Hall, Spangler Center, and Hawes Hall. In 2006 and 2007, Harvard further amended the 1997 IMP to add the proposed Harvard Allston Science Complex¹ site on Western Avenue to the IMP Area. The 2007 IMP Amendment also extended the term of the renewed IMP for five years, until the end of 2012. In 2011 the IMP was amended to add the Harvard Innovation Lab and Tata Hall.

2.2 2007 IMPNF

In January 2007, Harvard filed a new IMPNF to start the process of preparing a new IMP. The 2007 IMPNF presented a far-reaching master plan that included both a 20-year plan and a 50-year vision. In response to the 2007 IMPNF, the BRA issued a Scoping Determination outlining the issues to be addressed in the new IMP.

Due to the global financial downturn and its severely constraining effects, the University slowed its long-term master planning process and did not file a new IMP.

2.3 Work Team

In 2009, the severe global economic crisis led many universities to slow or halt their capital programs. In light of these significantly changed economic circumstances, Harvard paused construction on the Allston Science Complex and worked to reassess needs and resources.

Within the context of these new financial and programmatic realities, Harvard issued a letter to the University community on December 10, 2009, announcing the pause in construction of the Allston project and outlining the University's next steps in Allston in three phases: i) property stewardship, leasing and community engagement; ii) planning and greening; and iii), as resources allowed, campus development. At the time of President Faust's letter, 65% of Harvard's leasable space in Allston was occupied. Today, more than 93% of leasable space is occupied, and since 2010, 24 new leases have been signed and Harvard tenants have created 390 new jobs in the Allston community.

The President also created the Allston Work Team, charged with recommending strategies for achieving a cohesive scientific, academic, and learning campus environment in Allston. The University convened the Allston Work Team in early 2010 comprised of University Deans, faculty members and alumni to consider academic priorities and planning assumptions, as well as strategies and opportunities for development in Allston. In September 2011 Harvard announced

¹ The Harvard Allston Science Complex approved by the BRA in 2007 is now called the Health and Life Science Center.

that the Work Team recommendations had been endorsed by the President and the Harvard Corporation, along with a general timeline for development, in two separate but related phases.

One of the recommendations from the Work Team was that the University should “enhance the vibrancy of Barry’s Corner through housing and other amenities via a partnership with a real estate partner.”

In response, Harvard issued an RFP seeking a real estate partner and appointed a committee, including two community representatives, to review responses. After receiving numerous qualified responses, in the summer of 2012, Harvard announced that it has designated Samuels and Associates as the developer of a site in Barry’s Corner, pursuant to a long-term ground lease from Harvard. That project, referred to as the Barry’s Corner Residential and Retail Commons project, will include market rate rental housing combined with retail facilities and amenities for the North Allston neighborhood. The Barry’s Corner Residential and Retail Commons project will be the subject of its own regulatory filings outside of this IMP process.

The project site for the Barry’s Corner Residential and Retail Commons project is 219 Western Avenue, a site which currently includes a number of Harvard institutional uses. The 28 Travis Project that is a subject of this IMPNF involves Harvard relocating those institutional uses to another location in Barry’s Corner to allow for the Barry’s Corner Residential and Retail Commons project to proceed.

The use of an amendment for this purpose also will allow for the construction and renovation necessary for the relocation to occur prior to the start of the next academic year, and will also allow for the timely renovation of the Bright Hockey Center.

The relocation plan has been discussed at multiple Harvard-Allston Task Force meetings preceded by leafletting of the abutters of the project site, direct discussions with neighbors and a presentation by the Harvard Vice President of Campus Services and Associate Vice President of Public Affairs and Communications at a designated community coffee hour.

2.4 New IMP

Concurrent with the filing of this IMPNF, Harvard is filing a separate IMPNF to start the process of the review and approval of a new ten year IMP for Harvard’s campus in Allston. The Work Team recommendations combined with other institutional projects form the basis of the new IMPNF.

3.0 Harvard University Allston Campus – Summary of Existing Conditions

Harvard’s presence in Allston originated in 1890, when land was donated to the University to establish athletic facilities. Academic facilities were constructed in the 1920s with the establishment of a campus dedicated to Harvard Business School (“HBS”), which had previously been accommodated in buildings scattered throughout the Cambridge campus. Over time, Harvard has acquired additional lands for a variety of purposes, including growth of the Harvard

Business School and general administration services associated with the University, such as printing, campus police, and the University shuttle service.

As described in the IMP currently in effect and the subsequently approved amendments, Harvard's existing Allston campus contains approximately 151.5² acres that is institutionally zoned and is located predominantly on land bounded by Soldiers Field Road and Western Avenue. North Harvard Street separates two distinct areas of the campus, with HBS predominantly to the east of North Harvard Street and Harvard Athletics predominantly to the west.

4.0 Description of the Proposed Institutional Project – 28 Travis Project

4.1 Program Need

As described previously, Harvard announced that it has designated Samuels and Associates to develop a project in Barry's Corner, referred to as the Barry's Corner Residential and Retail Commons project. The specific site for this project is the building and parking lot at 219 Western Avenue, which is currently home to a number of Harvard uses including mail room services, the Harvard University Information Technology department, a Harvard University Police Department training facility, fleet management services, landscape services, other institutional offices, and storage space.

In order for the Barry's Corner Residential and Retail Commons project to move forward, these existing uses in 219 Western Avenue need to be relocated. Following a review of nearby existing University properties that could accommodate these types of uses, it was determined that the site that includes 28 Travis Street, 38 Travis Street, and 90 Seattle Street would be appropriate.

It is also desirable for the relocation to occur in a timely fashion in order to avoid service disruption for the next academic year.

4.2 Description of the 28 Travis Project

The 28 Travis Project is a renovation of three existing single-story buildings, and the addition of a third single-story building between them, resulting in approximately 80,150 square feet of space. The existing facilities are utilitarian warehouse structures which are currently vacant, include outdated systems, and have questionable long-term structural stability. The renovation project will update building use and systems, including structural upgrades to portions of the buildings. A new fleet management building is proposed to be added between the existing 28 Travis Street and 38 Travis Street buildings, forming a "U" shape to contain all activities within the "courtyard" space that is created by all three buildings.

² The most recent IMP-related filings have reported an overall site acreage for the IMP Area of approximately 148.5 acres. This figure inadvertently did not include the properties at 1230 Soldiers Field Road and 25 Travis Street which were added to the IMP Area via an IMP Amendment in 2002. In addition, these numbers have been refined using updated data from the Boston Assessing Department.

Figure 3 depicts a neighborhood level site plan, Figure 4 depicts the existing conditions site plan, and Figure 5 depicts the proposed site plan, including the area proposed to be added to the IMP Area.

The 28 Travis Project consists of three components:

28 Travis Street

The existing building at 28 Travis Street is a vacant, one-story warehouse building which was previously used as a warehouse/distribution center, office space, and a call center for Comcast. The building is approximately 39,200 gross square feet and approximately 18 feet 6 inches in height, and will be renovated and upgraded as part of the 28 Travis Project. In addition, approximately 4,500 square feet of space on the eastern end of the building will be demolished.

The space will be used for a variety of institutional uses, including mail room services, office space, the University's Information Technology department, storage space, other institutional offices, and the University's Recycling program.

38 Travis Street/90 Seattle Street

The existing buildings at 38 Travis Street and 90 Seattle Street are connected and appear as one building although there are two separate building entrances.

The 38 Travis Street portion of the existing building is approximately 14,750 gross square feet and approximately 15 feet in height and is currently vacant.

This renovated building will be used for a Harvard University Police Department ("HUPD") training facility.

The 90 Seattle Street portion of the existing building is approximately 16,700 gross square feet and approximately 25 feet in height.

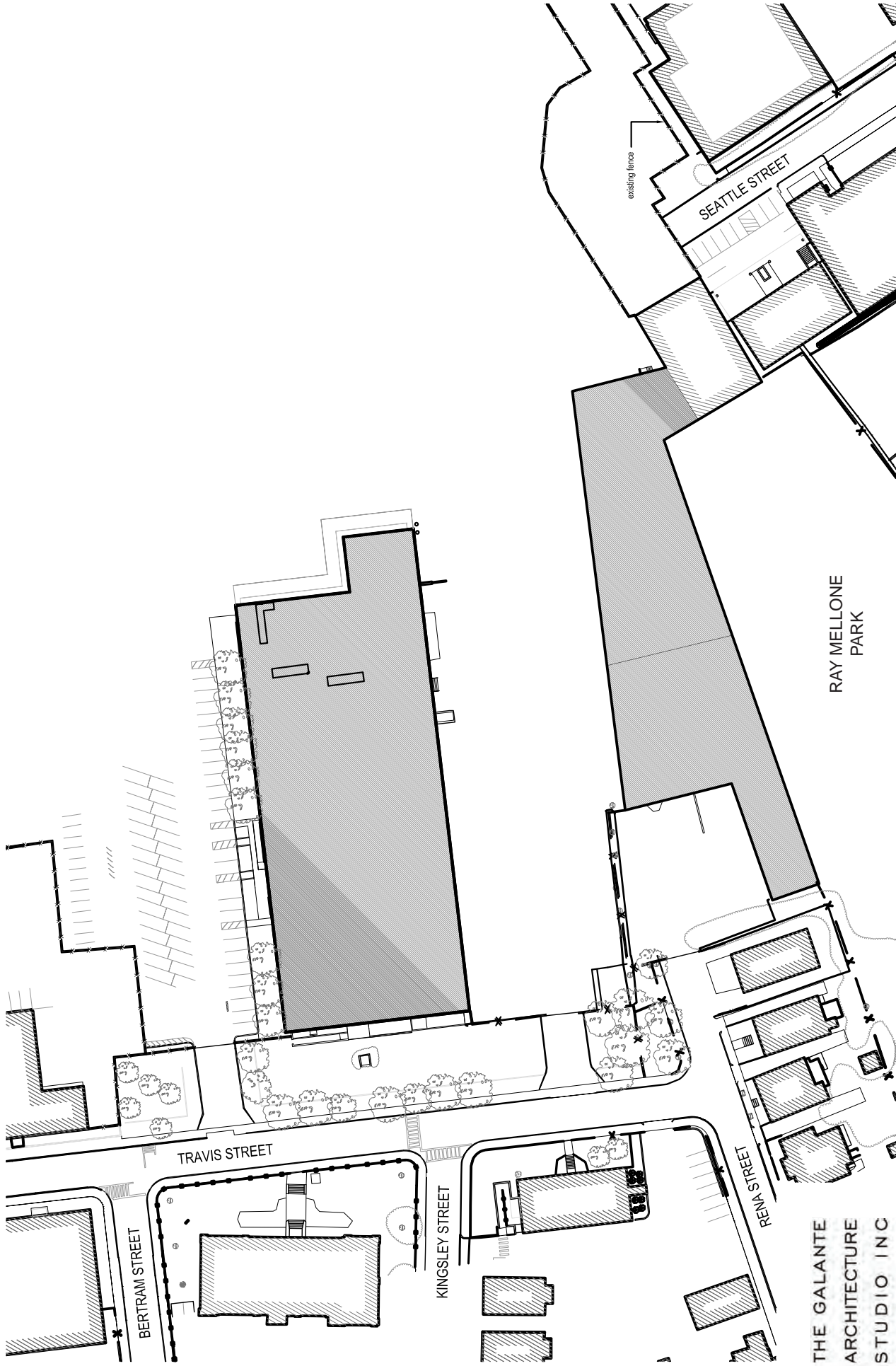
This renovated building will also be used for storage of seasonal items.

Fleet Management Services

The building referred to as Fleet Management Services is the only new construction as part of the 28 Travis Project. It will be located along the westerly edge of the site between the existing buildings at 28 and 38 Travis Street. This new building will have approximately 9,500 gross square feet of space and will be approximately 25 feet in height.

The Fleet Management Services building is planned to be used for maintenance and upkeep of the University's fleet of busses, vehicles, and other maintenance equipment.

Figures 6 and 7 depict 3D views of the proposed Fleet Management Services building.



1 : 100

EXISTING SITE PLAN

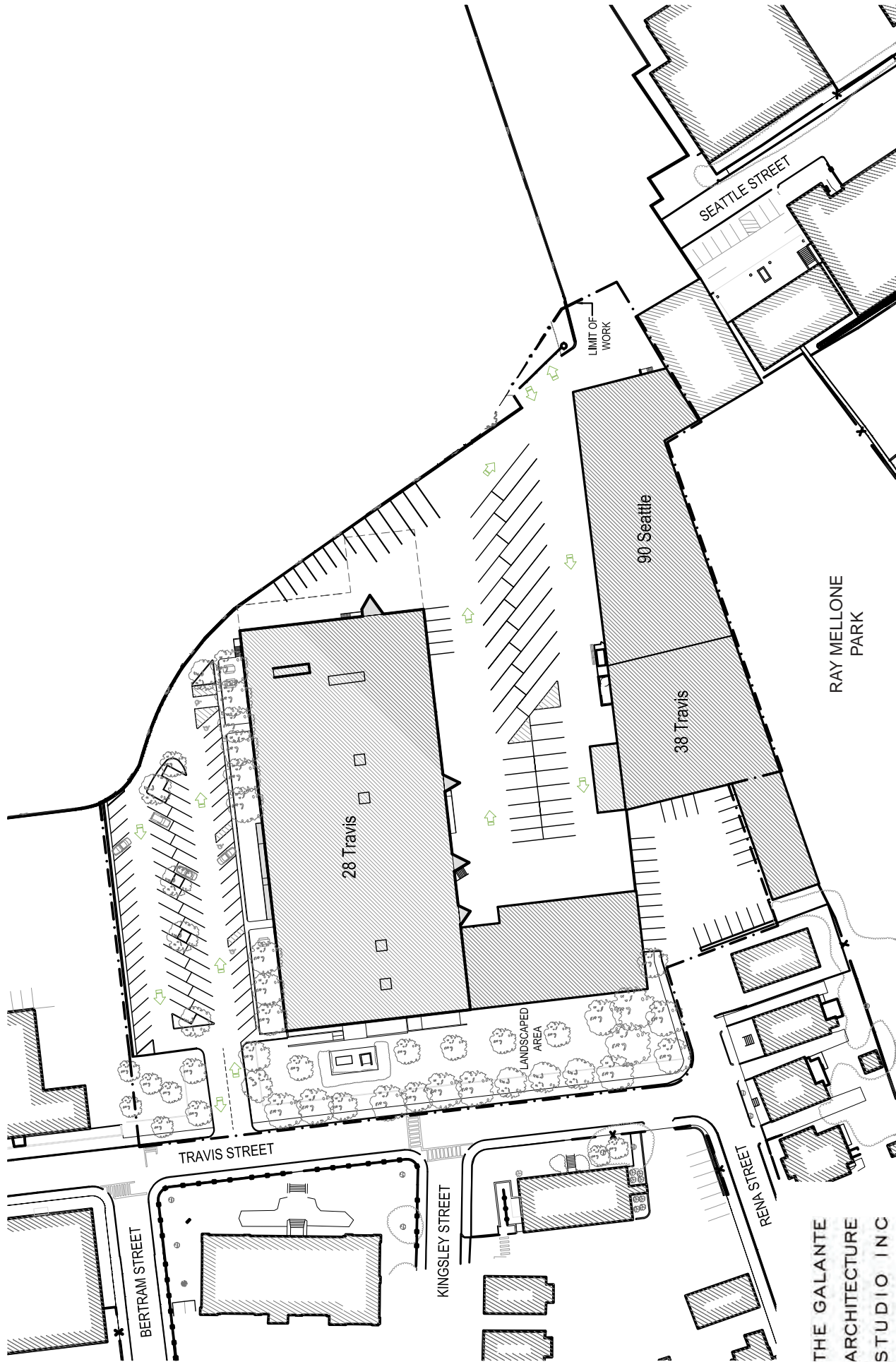
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Overall Site Plan Existing

Figure: 4



1 : 100

PROPOSED SITE PLAN

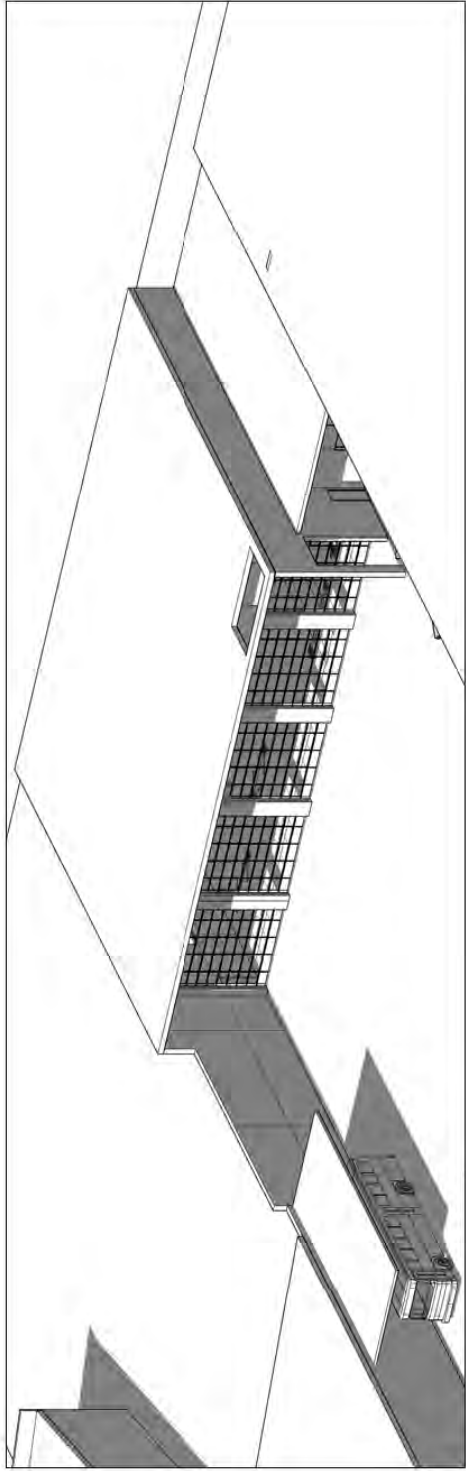
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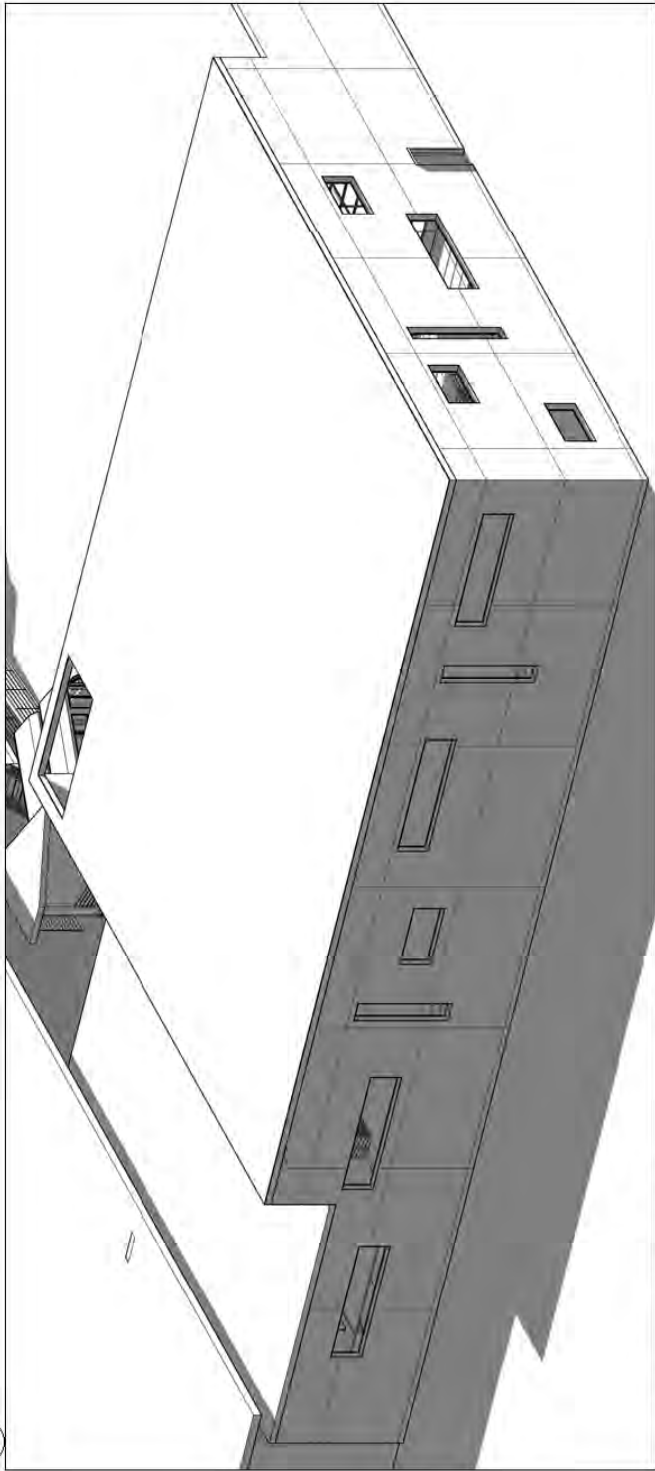
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Overall Site Plan Proposed Figure: 5

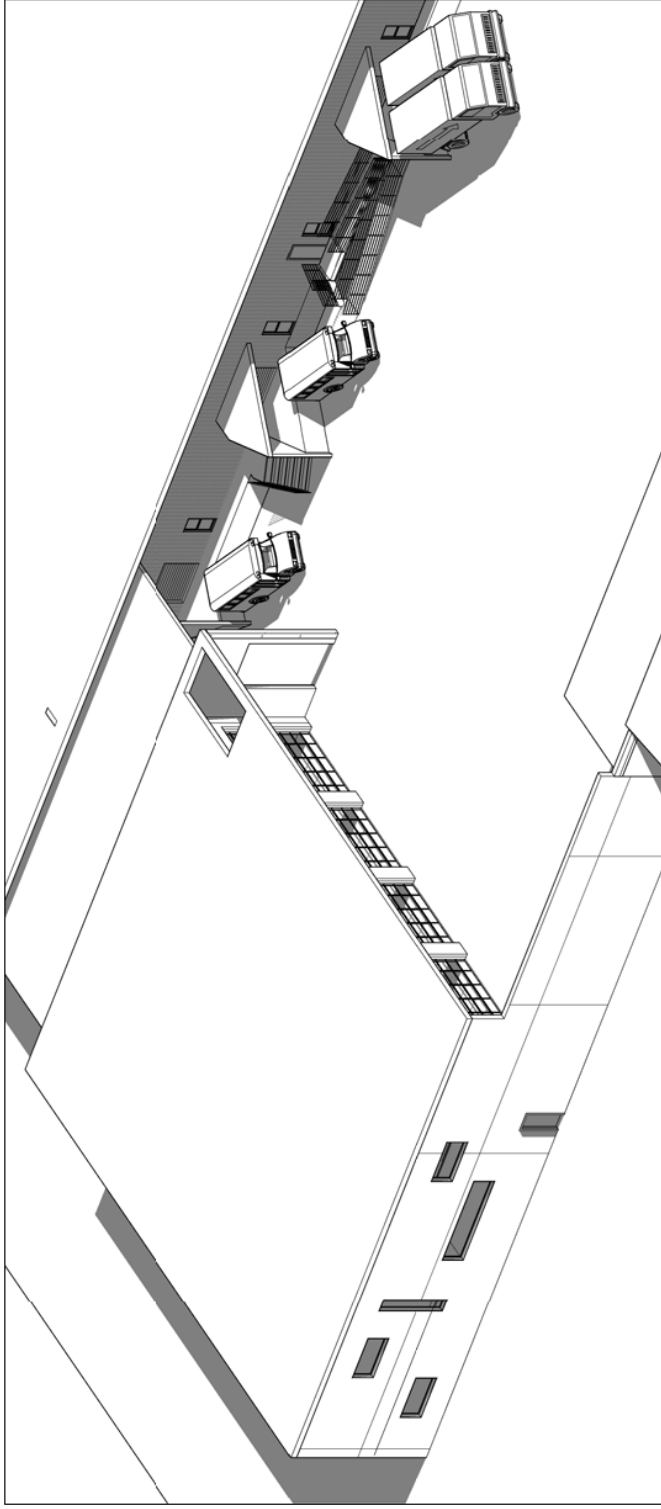
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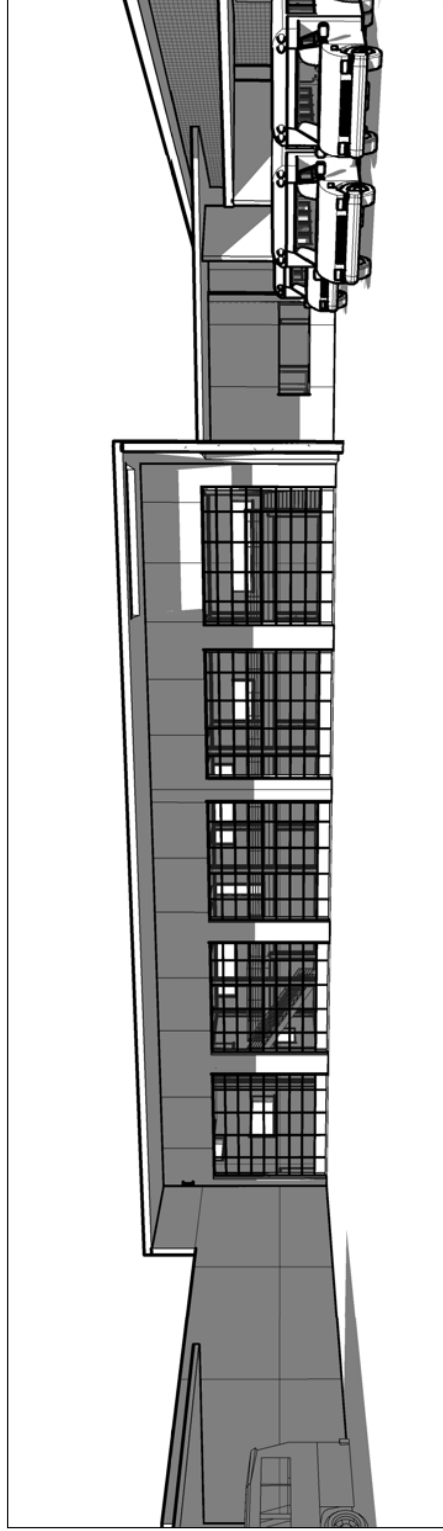
2 AERIAL VIEW - 1



1 AERIAL VIEW - 2



1 AERIAL VIEW - 3



2 NORTH EAST

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Parking Areas

There is an existing parking area to the north of 28 Travis Street that has been used for parking for the building. This lot will be used by employees and visitors. This lot can accommodate approximately 75 parking spaces.

The majority of the University’s service vehicles, including shuttle buses, will park in an area between 28 Travis and 38 Travis/90 Seattle.

4.3 Project Graphics

Beyond those graphics in this section, Section 6.15, Urban Design, includes additional graphics depicting the 28 Travis Project’s urban design goals and Appendix A includes floor plans and a building section.

4.4 Project Dimensions

The 28 Travis Project’s dimensions are presented below in Table 1.

Table 1: Project Dimensions*- 28 Travis Project

Building Footprint	28 Travis Street- approximately 40,200 SF 38 Travis Street - approximately 14,750 SF 90 Seattle Street– approximately 16,700 SF Fleet Management Services - 9,500 SF
Use	Institutional
Gross Floor Area	Total: Approximately 80,150 SF 28 Travis Street: 39,200 SF 38 Travis Street: 14,750 SF 90 Seattle Street: 16,700 SF Fleet Management Services - 9,500 SF
Square Feet of gross floor area proposed for demolition	Approximately 4,500 SF of 28 Travis Street
Building Height	28 Travis: 18’6” 38 Travis: 15’0” 90 Seattle: 28’0” Fleet Management Services: 24’6”
Parking	75 institutional parking spaces
Current zoning	Allston Landing North EDA
Approximate timetable	Construction start: 1 st Quarter 2013 Building Occupancy: 3 rd Quarter 2013

* All dimensions are measured in accordance with the Boston Zoning Code

4.5 *Project Schedule*

The schedule calls for the permitting and design process for the 28 Travis Project to be complete with construction starting in early 2013, and building occupancy in September 2013.

4.6 *Relationship to Existing Zoning*

The 28 Travis Project site is located within the Allston Landing North Economic Development Area. As part of this filing, the University is proposing to add this approximately 5.3 acre parcel to the University's IMP Area.

Prior to the issuance of a building permit, the BRA must issue both a Certificate of Compliance pursuant to Section 80B-6 of the Zoning Code and a Certification of Consistency pursuant to Section 80D-10 of the Zoning Code stating that the Project is consistent with the University's IMP.

5.0 Bright Hockey Arena/Gordon Track Interior Renovation

As mentioned, the Bright Arena Project involves the interior renovation of approximately 11,300 square feet of space within the Bright Hockey Center and Gordon Indoor Track facilities within Harvard's Athletics area. This work complements other planned work involving the addition of an infill arcade space between the Bright and Gordon facilities. The renovated space in Bright and Gordon will allow for the expansion of existing locker rooms, bathrooms, coaches' facilities, and storage.

For regulatory purposes, this interior renovation work needs to be included as part of an Institutional Master Plan and is therefore included in this IMPNF and will be included in the subsequent IMP Amendment.

Given that the Bright Arena Project involves the interior renovation of space and no expansion of program, there will be no adverse environmental impacts resulting from this work.

6.0 Anticipated Impacts of the 28 Travis Project

Under Article 80B (Large Project Review), a Project Notification Form is required to provide an overview of the areas of potential impact of a project. The potential impacts of the 28 Travis Project are summarized in the following sections.

6.1 *Transportation and Access*

The 28 Travis Project will relocate existing uses from 219 Western Avenue and 175 North Harvard Street to 28 Travis Street, less than ¼ mile away. The traffic from these uses currently travels on existing streets in the area, including Western Avenue and North Harvard Street. In the future, this vehicular traffic will continue to use Western Avenue and North Harvard Street and divert to one of two new vehicular access points for 28 Travis Street: trucks, buses and

other service vehicles will access the site from Rotterdam Street and employees will access the site from Travis Street. These access points are depicted in Figure 8.

Pedestrians will access the site from Travis Street. Sidewalks are provided on both sides of this street, which connects with Western Avenue to the north and Rena Street to the south. Bike lanes are provided on North Harvard Street and Western Avenue, east of North Harvard Street. Harvard University has collaborated with the City of Boston to install the City's first cycle track on this section of Western Avenue and to install Hubway bike sharing stations in Allston.

The site is also proximate to four MBTA bus routes: 66, 70, 70A, and 86. The Route 66 bus stops are located at Franklin Street and North Harvard Street. The Routes 70 and 70A operate along Western Avenue stopping at the intersection of Travis Street and Western Avenue. The Route 86 stops on North Harvard Street, just north of Western Avenue.

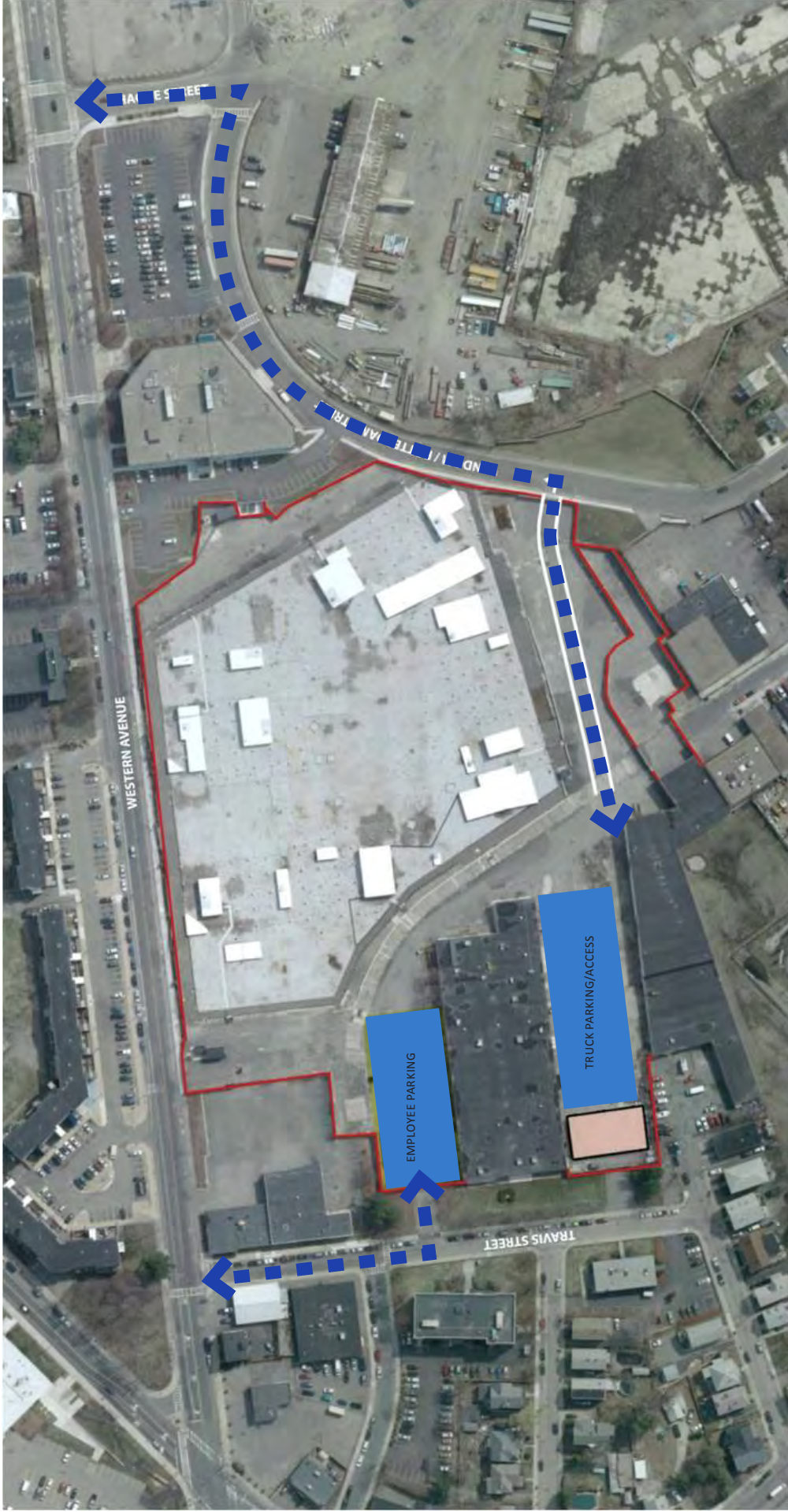
Service Vehicles

The site will accommodate the service vehicle fleet that is affiliated with 219 Western Avenue and 175 North Harvard Street. This includes approximately 65-70 vehicles ranging in size from large shuttle buses to sedans and including box trucks, vans, and pickups. Service vehicles and delivery trucks will use the Rotterdam Street site driveway to enter and leave the site. Exiting vehicles will turn left onto Rotterdam Street and entering vehicles will turn right from Rotterdam Street to avoid using Windom Street, which has a posted truck and bus restriction at Dedham Parish Road. The use of the Rotterdam Street driveway will be coordinated with the forthcoming construction of the Health and Life Science Center project and the access needs of 28 Travis Street will be integrated with the future streets that will be constructed as part of the Health and Life Science Center project. The site circulation has been organized in order to reduce the use of back-up alarms. In addition, it is important to note that the access from Rotterdam Street will occur behind (to the north of) the existing fence in order to shield the neighborhood to the south.

Based on existing travel patterns, service vehicles will make approximately 400 daily vehicle trips (200 in and 200 out). Most service vehicles exit the lot by 7:00 a.m. and return between 3:30 and 5:00 p.m. About half of the service vehicles revisit during the day to make deliveries, pick up materials or take breaks. In addition, Mail Services and Fleet Services has loading dock activity during the day from non-Harvard vehicles (e.g., USPS, UPS, FedEx, etc.) that use box trucks/vans and, occasionally, 18 wheelers.

Employee Parking

All University parking lots, including campus parking lots and parking garages in Allston, are controlled and administered by Harvard University Parking Services as a University-wide resource with a permitting system and specific lot assignments (but not individual parking space assignments). The University has an approved Allston campus-wide parking inventory of 2,642 spaces. This campus-wide inventory does not include spaces used for the storage of University maintenance vehicles, shuttle buses, vans, and other service and delivery vehicles.



The 28 Travis Project will not increase the number of spaces in the approved campus-wide parking inventory. As described in the *2011 Tata Hall Institutional Master Plan Amendment/Draft Project Impact Report*, the current campus-wide parking inventory includes 120 parking spaces at 219 Western Avenue/175 North Harvard Street that support employee, visitor and other institutional uses. Therefore, the 28 Travis Project will relocate approximately 75 of the spaces at 219 Western Avenue/175 North Harvard Street to the 28 Travis Project. The remainder of the spaces at 219 Western Avenue/175 North Harvard Street will be temporarily taken off-line and re-allocated in the future.

Based on available information, approximately 30 percent of applicable employees at 219 Western Avenue/175 North Harvard Street take transit and participate in the University transit pass program. The University subsidizes 50 percent of the cost of a transit pass. In addition, employees at 28 Travis Street will be eligible to take advantage of the other extensive Transportation Demand Management offerings as part of the University's Commuter Choice Program. The 28 Travis Project will also provide bike parking with access to showers to support bicycling to work at 28 Travis Street.

Access Management

The University will work with the Boston Transportation Department ("BTD") and the neighborhood to develop and implement appropriate access management measures to control vehicular movements into and out of 28 Travis Street. Potential measures for consideration include the following:

- **Rotterdam Street.** To mitigate truck traffic entering and exiting the site, consider signage on Rotterdam Street indicating that trucks and buses are prohibited from traveling on Rotterdam Street and Windom Street south of the driveway.
- **Travis Street.** To mitigate employee traffic exiting the site, consider signage at the driveway indicating that vehicles must make a right turn exiting the driveway.
- **Rena Street.** To mitigate employee traffic entering the site, consider signage at the North Harvard Street intersection to prohibit right turns from North Harvard Street onto Rena Street during the morning peak hours (e.g., 6-10 a.m., Monday through Friday).
- **Resident Permit Parking (RPP) Program.** To mitigate potential employee parking on neighborhood streets, consider expanding the RPP program to Travis Street and adjacent neighborhood streets.
- **On-site Information.** To reinforce the presence of agreed-upon access management measures, post information on-site informing employees about various restrictions.

6.2 *Wind*

The 28 Travis Project consists of renovations to three existing buildings and the construction of a small infill building of a similar height and therefore is not expected to have any significant impacts on pedestrian level winds.

6.3 *Shadow*

While the 28 Travis Project will result in a small increased shadow from the new infill building, it is not anticipated to result in significant new shadow on nearby residences, surrounding public open spaces, or public ways. The majority of the minor new shadow will fall within the 28 Travis Project site.

6.4 *Daylight*

Due to the existing buildings' setback from Travis Street and the fact that the new building is set back and relatively modest in height, the 28 Travis Project will not adversely impact the amount of daylight reaching public ways.

6.5 *Solar Glare*

The design of the 28 Travis Project does not include the use of reflective glass or other reflective materials on the building facades that would potentially cause adverse impacts from reflected solar glare.

6.6 *Air Quality*

Potential long-term air quality impacts will be limited to emissions from the 28 Travis Project-related mechanical equipment. In addition the 28 Travis Project represents a relocation of existing transportation uses and therefore there will not be a significant increase in pollutant emissions from vehicular traffic generated by the development of the 28 Travis Project.

6.7 *Flood Hazards and Wetlands*

The Federal Emergency Management Agency ("FEMA") Flood Insurance Rate Map for this area shows that the FEMA Flood Zone Designation for the Project site is Zone C, Area of Minimal Flooding.

The 28 Travis Project site does not contain wetlands.

6.8 *Groundwater and Geotechnical Impacts*

The 28 Travis Project site is located in an area of high groundwater. In addition, this area is underlain progressively by layers of fill, organic soils, clay, glacial till, and bedrock.

It is anticipated that the top 5 feet of soil are urban fill followed by a layer of sand that extends to approximately 15 feet. A clay deposit is anticipated below the sand that likely extends to a depth of 130 feet. Below the clay, it is likely that a shallow layer of glacial till overlays the bedrock, which is approximately 145 feet below the ground surface.

Although geotechnical exploration and testing is still underway, it is anticipated that a spread-footing system that bears directly on the sand layer will support the relatively light-weight

building loads. If this sand proves unsuitable to support the building loads through a spread footing system then a more elaborate foundation system may be employed, such as friction piles.

6.9 Solid and Hazardous Waste

There are a number of policies and practices in place to ensure that solid and hazardous waste generated by the 28 Travis Project is managed in accordance with all applicable regulations. All waste oils and all hazardous materials (used oil filters, engine coolant, oily rags, used aerosol cans) are accumulated in accordance with Harvard policies managed by the Campus Services Environmental Health and Safety (“EH&S”) group:

Parts such as filters, tires, bulbs, and batteries are held in inventory and are delivered as needed to replenish inventory or monthly. Parts that are not stocked in inventory will be delivered directly by the vendor as needed or by UPS, Fed Ex, or common carrier. This could account for 5-10 deliveries per day from 7:30 am to 4pm, Monday-Friday.

Old parts are either returned to vendor for core credit or recycled by Harvard’s Solid Waste and Recycling Group. This also applies to all cardboard packaging from deliveries.

The University will maintain a 2,000 gallon biodiesel tank and filling station on site. The system is fully permitted in accordance with all state and city ordinances and has a full fire suppression system

Harvard Fleet Services does not perform any type of body work or painting. This work is contracted out locally.

6.10 Noise Impacts

The only operational noise from the building components of the 28 Travis Project will be from mechanical equipment that is located outdoors, and this equipment will comply with the City of Boston Zoning District Noise Standards. If warranted, acoustical buffering will be provided to mitigate noise impacts to abutting properties.

The 28 Travis Project will include a new single story building between two existing single story structures. The intent of this building-to-building span is to create a three-sided enclosure, which will serve as a buffer to sound transfer. The two existing facilities run close to parallel with one another, thus the third building is designed as an end-cap. This type of arrangement is planned to aid in mitigating sound transmission. In addition, much of the remainder of the site is surrounded by an existing fence which will help to mitigate any impacts.

Engine block heaters are planned to be installed along the north wall of the newly created courtyard. The intent of these heaters is to reduce the need for start-up idle time of diesel engines. These block heaters keep the diesel engines warm during winter months, allowing for trips to begin sooner, and engines to be prepared to start the driver’s route. OSHA required

auditory back up signifiers on these vehicles may be set to the lowest decibel level allowable by regulation. Further, preparations are being considered to disarm these devices upon entry to this site, and re-arm them upon exit from the site. In addition, sound mitigating HVAC enclosures may be added, if warranted, for roof top HVAC systems. In all, these elements strongly focus on reducing sound transmission to the bare minimum, containing sound where possible, complying with City of Boston noise regulations, and maintaining a healthy environment for all.

6.11 Construction Logistics

The 28 Travis Project is projected to create approximately 90 new construction jobs during peak periods, with approximately 50 new construction jobs on average days.

A Construction Management Plan (“CMP”) will be submitted to the Boston Transportation Department (“BTD”) for review and approval prior to issuance of a building permit. The CMP will identify construction mitigation measures and define truck routes which will help in minimizing the impact of trucks on local streets. However, given the 28 Travis Project’s location, the existing fences abutting the site and driveway, and the distance from non-Harvard properties, impacts on residents and other abutters are expected to be minimal.

As currently proposed, construction trucks accessing the site will arrive via the Mass. Turnpike to the Soldiers Field Road access road to Western Avenue to Hague Street to Rotterdam Street and enter the site from Rotterdam Street. Trucks will depart using the same roadways. These trucks will be prohibited from using local neighborhood streets to arrive at or depart from the site. At peak periods, it is projected that 15 trucks will arrive and depart at the site each day, and during average periods it is projected that two trucks will arrive and depart each day.

Construction staging, material laydown, and worker parking will occur on-site. Some use of Travis Street between the site and Western Avenue may be required during the building fit out.

Construction of the 28 Travis Project will be coordinated with any site activities at the adjacent Health and Life Sciences Center site to minimize potential disruption. In an effort to have clear, open and up-to-date communications with the neighborhood, the 28 Travis Project will develop a communications plan consistent with other Harvard projects in Allston. A 24-hour hotline will be established upon commencement of construction activity. In addition, when construction commences, a website will provide updates on construction as well as provide Harvard with feedback from the community. A mitigation staff and protocol will be established and be available to address all Project construction issues. Emergency contacts will be maintained for immediate follow-up on emergency situations. Additionally Harvard will direct the Construction Manager to install community bulletin boards around the perimeter of the site. These bulletin boards will be maintained with current activity and schedule information.

6.12 Rodent Control

A rodent extermination certificate will be filed with the building permit application to the City. Rodent inspection monitoring and treatment will be carried out before, during, and at the

completion of all construction work for the 28 Travis Project, in compliance with the City's requirements. Rodent extermination prior to work start-up will consist of treatment of areas throughout the site. During the construction process, regular service visits will be made.

6.13 Wildlife Habitat

The site is within a fully developed urban area and, as such, the 28 Travis Project will not impact wildlife habitats as shown on the National Heritage and Endangered Species Priority Habitats of Rare Species and Estimated Habitats of Rare Wildlife.

6.14 Project Sustainability

The 28 Travis Project will implement a variety of sustainable features so that the finished space will consume less energy, create a healthy work environment, and mitigate the Project impact on the environment.

The selection of a brownfield site within the city has a number of sustainable benefits such as lowering demand for green-field sites, encouraging commuters to use mass transit and bicycles, and providing access to a number of neighborhood amenities within walking distance of the 28 Travis Project.

The 28 Travis Project will increase water efficiency through reduced irrigation and low flow fixtures. The building renovations will improve energy efficiency, although this will be balanced by the desire to reuse the existing facades. The 28 Travis Project will strive to reuse as much of the existing structures as possible to reduce the demand for new materials and to limit the amount of construction debris ending up in landfills. Where new materials are required, the 28 Travis Project will make best efforts to specify regional products that contain a high amount of recycled content.

The 28 Travis Project will implement system features to improve indoor air quality; to improve occupant thermal and lighting comfort; and to provide access to daylight, although the last criterion will be balanced by the desire to maximize reuse of the existing façade. The 28 Travis Project will also ensure that only non-harmful products and materials are used in the building construction.

Although the 28 Travis Project will not formally register with US Green Building Council to seek certification, it will be designed to at least LEED Silver standard using the LEED 2009 for New Construction and Major Renovation checklist. For a detailed breakdown of possible LEED credits see Appendix B, which includes a preliminary LEED checklist.

6.15 Urban Design

The 28 Travis Project's urban design goals are discussed in the following sections and depicted on the figures elsewhere in this document and in Appendix A.

The 28 Travis Project will include significant new landscaping, mainly along the northern and western edges of the property, which are the edges that are most visible from public ways. The

design intent is to enhance the visual environment along these portions of Western Avenue and Travis Street, provide for a better pedestrian experience along Travis Street, and improve the view toward the 28 Travis Street building from Western Avenue.

Increasing the landscaped areas on these two sides of the site will soften the edges around the buildings and provide expanded landscape buffer zones. The expanded landscape area to the north of the 28 Travis Street building will allow for a more layered visual and physical connection between the building and the streetscape along Western Avenue. The addition of the new building along Travis Street will provide both a visual and acoustic buffer from activities in the enclosed courtyard between the two existing buildings. Figure 9 depicts the proposed landscape plan.

With this building in place, one of the many curb cuts along Travis Street can be removed to provide for sidewalk continuity, and uninterrupted passage of pedestrian traffic. In all, the 28 Travis Project will provide enhanced landscaping on two sides of the facility, helping modulate the scale of these already low slung buildings.

6.17 Infrastructure (Water, Sewer, Stormwater)

This section describes the infrastructure systems that will support the 28 Travis Project. Based on initial investigations, the existing infrastructure systems in the area appear to be able to accept the incremental increase in demand associated with the development and operation of the 28 Travis Project.

The subsequent design processes for the 28 Travis Project will include the required engineering analyses and will adhere to applicable protocols and design standards, ensuring that the 28 Travis Project is properly supported by, and in turn, properly uses the City's infrastructure. Detailed design of Harvard's utility systems will proceed in conjunction with the design of the 28 Travis Project and interior mechanical systems.

The systems discussed below include those owned or managed by the Boston Water and Sewer Commission ("BWSC"), private utility companies, and on-site infrastructure systems. There will be close coordination among these entities and with the 28 Travis Project team during subsequent reviews and design process.

Proposed connections to the BWSC's water, sanitary sewer, and storm drain system will be designed in conformance with the BWSC's design standards, Sewer Use and Water Distribution System Regulations, and Requirements for Site Plans. The proponent will submit a General Service Application and a site plan for review and approval prior to construction. The site plan will indicate the existing and proposed water mains, sanitary sewers, storm sewers, telephone, gas, electric, steam, and cable television. The plan will include the disconnections of the existing services as well as the proposed connections.



1 : 100

LANDSCAPE PLAN

1

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6.17.1 Wastewater

The 28 Travis Project will not significantly increase the effluent entering the existing sewer system. Based on the sewage generation rates listed in the Massachusetts State Environmental Code (Title V) 310 CMR 15.203, the 28 Travis Project will generate approximately 4,500 gallons per day (“gpd”). All of the proposed sewer discharges for the project are summarized in Table 6-1 below.

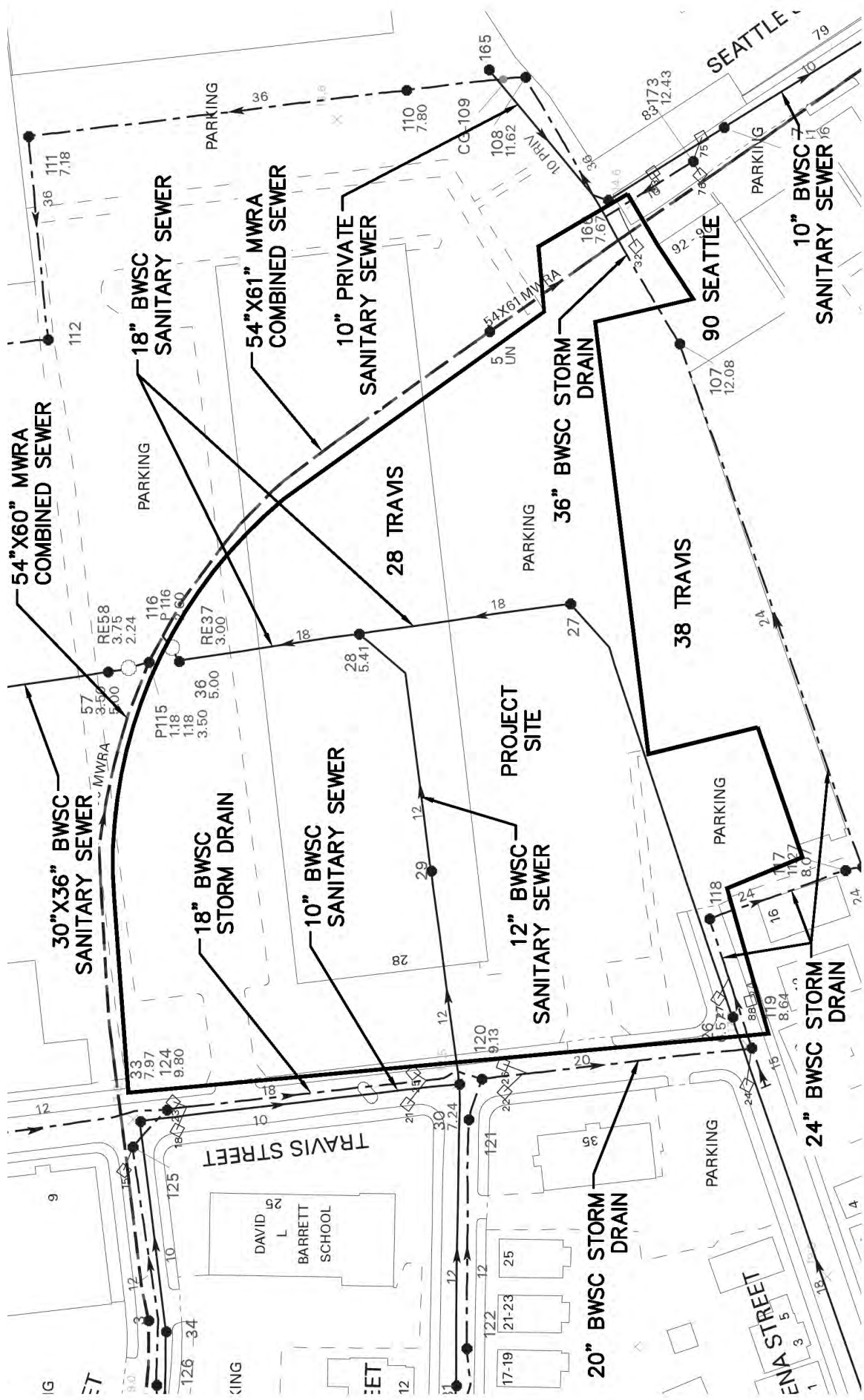
Table 6-1 Proposed Estimated Daily Sewage Discharges for the 28 Travis Project

	Use/ Square Footage	Sewage Generation Rate	Sewage Generation (gpd)
New Fleet Management Building			
Office	500 sf	75gal/1000 sf	38
Garage	5 Bays	150 gal/ bay	900
Vehicle Washing	6 cars/day	40 gallons/car	240
28 Travis Street			
Office	28,000	75 gal/1000 sf	2,100
Warehouse	39 Staff	15 gal/day	585
38 Travis			
Education/Training	20 users	20 gal/day	400
90 Seattle			
Warehouse	5 staff	15 gal/day	75
Project Total			4,338

Each building connects to a sewer main owned and operated by the BWSC. No new connections are currently proposed. If new services are necessary, the exact connection points and size of services will be coordinated with the BWSC. A DEP Sewer Extension/Connection Permit is not anticipated.

The 28 Travis Street and 38 Travis Street buildings currently discharge into the 12-inch to 18-inch BWSC sewer main that crosses through the site. The new Maintenance Garage building will connect to the building sewer for 38 Travis Street and will not require a new connection to the sewer system. The 12-inch by 18-inch sewer travels below the 28 Travis Street building and discharges into the 54 x 60 inch Massachusetts Water Resources Authority (“MWRA”) Charles River Valley Sewer main located on the eastern edge of the project area. The Charles River Valley sewer main ultimately discharges to the MWRA Deer Island Wastewater Treatment Plant.

The existing sewer and drainage system is illustrated in Figure 10.



The impacts to the existing BWSC system from the 28 Travis Project are minimal and no capacity problems are expected in the BWSC systems.

6.17.2 Domestic Water and Fire Protection

Travis Street contains one 8-inch Northern Low water main and Seattle Street contains one 8-inch Northern Low water main. Both mains are owned and maintained by the BWSC.

The water consumption on the site is expected to be approximately 4,950 gpd, based on the 28 Travis Project's estimated sewer generation. A factor of 1.1 (conservative) is applied to the average daily wastewater flows to estimate average water use on a daily basis. Water capacity and pressure is not anticipated to be an issue for the 28 Travis Project. Each proposed building will connect to a water main owned and operated by the BWSC. The exact connection points and size of services will be coordinated with the BWSC. The existing water system is illustrated in Figure 11.

Hydrant flow tests will be conducted prior to construction in the vicinity of the 28 Travis Project.

6.17.3 Stormwater Management

Travis Street contains a dedicated 20-inch storm drain system. Catch basins along Travis Street connect to the dedicated storm drain. This storm drain connects into a 24-inch storm drain that runs along the southern edge of the 38 Travis building toward Seattle Street. This storm drain passes beneath the 38 Travis and 90 Seattle buildings. This drain connects to a 36-inch storm drain which crosses the Health and Life Science Center site and ultimately discharges into the Charles River. The existing storm drainage system is illustrated in Figure 10.

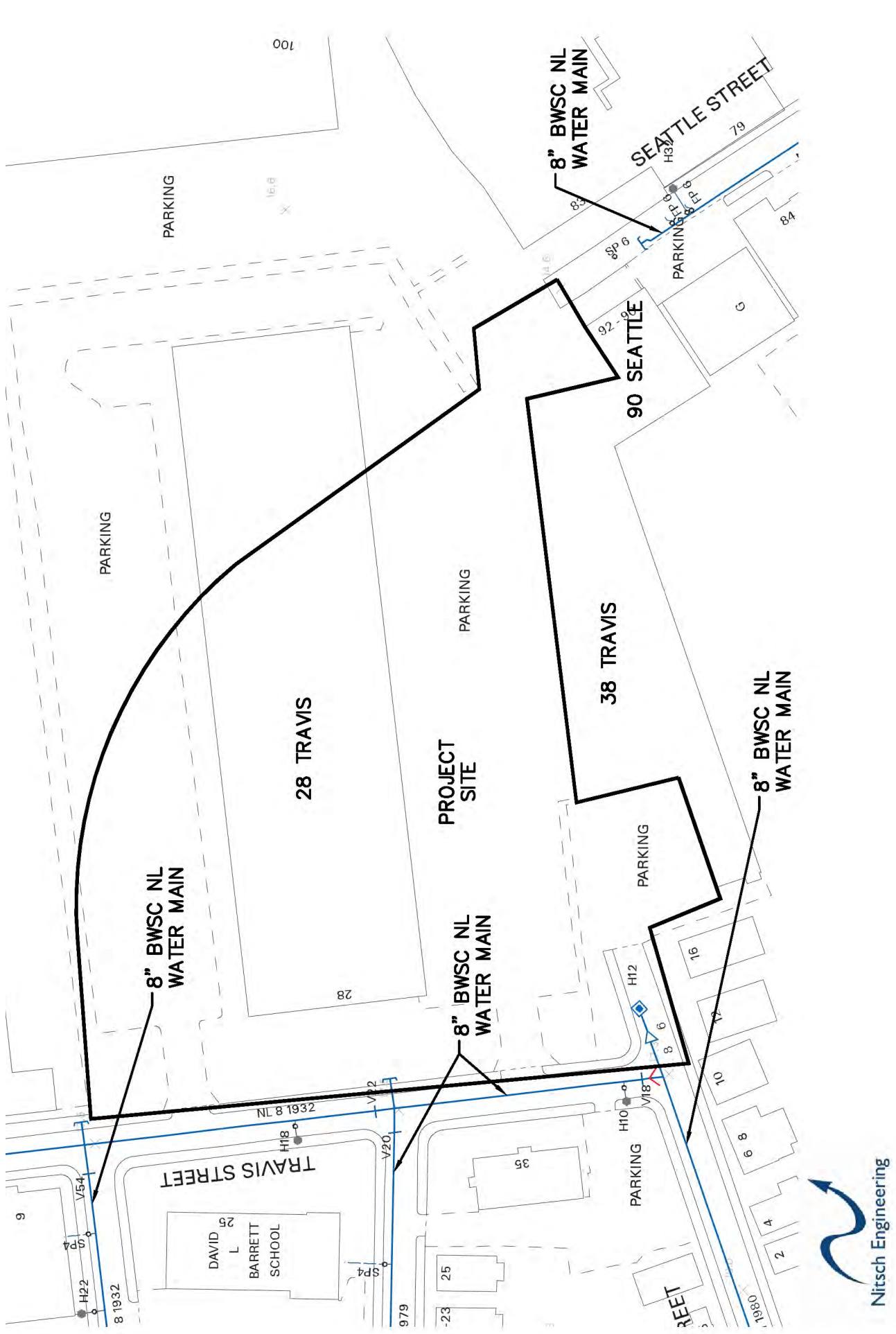
Seattle Street contains a dedicated 10-inch storm drainage system that discharges into the 36-inch storm drain described above which ultimately discharges into the Charles River.

The 28 Travis Project is expected to have a small decrease in the amount of impervious area in the developed condition compared to the existing condition. As a result, there will be a decrease in the peak rate of stormwater discharge from the property. The stormwater design will include stormwater retention/detention systems to capture and recharge run-off to mitigate the peak rate of run-off significantly below the existing levels.

The 28 Travis Project will incorporate stormwater best management practices ("BMPs") to satisfy the DEP's Stormwater Management Standards and Policy. The design objective for the stormwater management system proposed for the site is to meet the Massachusetts Stormwater Management Standards to the greatest extent practicable. These standards have been specifically addressed in the project design in the following manner:

Standard #1: No new untreated stormwater will discharge into, or cause erosion to, wetlands or waters.

Compliance: The proposed design will comply with this Standard. There will be no untreated stormwater discharge. All discharges will be treated prior to connection to the BWSC system.



Existing Water Lines Figure: 11

Standard #2: Post-development peak discharge rates do not exceed pre-development rates on the Site either at the point of discharge or down gradient of the property boundary for the 2- and 10-year, 24-hour design storms. The 28 Travis Project's stormwater design will not increase flooding impacts offsite for the 100-year design storm.

Compliance: The proposed design will comply with this standard.

Standard #3: The annual groundwater recharge for the post-development 28 Travis Project site must approximate the annual recharge from existing Site conditions, based on soil type.

Compliance: The proposed site will collect, store, and recharge stormwater run-off.

Standard #4: For new development, the proposed stormwater management system must achieve an 80% removal rate for the Site's average annual load of total suspended solids (TSS).

Compliance: To the extent practicable, the 28 Travis Project's stormwater management system will remove 80% of the post-development site's average annual TSS load. Water quality inlets, as needed, will be sized to meet this requirement.

Standard #5: If the Site contains an area with Higher Potential Pollutant Loads (as prescribed by the Policy), BMPs must be used to prevent the recharge of untreated stormwater.

Compliance: The fleet service area may be considered a use associated with a Higher Potential Pollutant Loads (per the Policy, Volume I, pages 1-8). Stormwater run-off from the Fleet Management area will be treated in compliance with these regulations prior to discharging from the project area.

Standard #6: If the Site contains areas of Sensitive Resources (as prescribed by the Policy), such as rare/endangered wildlife habitats, Areas of Critical Environmental Concern (ACECs), etc., a larger volume of run-off from the "first flush" must be treated (1-inch of run-off from impervious area vs. the standard ½-inch).

Compliance: The 28 Travis Project will not discharge untreated stormwater to a sensitive area or any other area.

Standard #7: Redevelopment of previously developed sites must meet the Stormwater Management Standards to the maximum extent practicable.

Compliance: The 28 Travis Project will meet or exceed all standards.

Standard #8: Erosion and sediment controls must be designed into the project to minimize adverse environmental effects.

Compliance: The 28 Travis Project will comply with this standard. Sedimentation and erosion controls will be incorporated as part of the design of this project and employed during Site construction.

Standard #9: A long-term BMP operation and maintenance plan is required to ensure proper maintenance and functioning of the stormwater management system.

Compliance: An Operations and Maintenance (O&M) Plan, including long-term BMP operation requirements will be prepared and will ensure proper maintenance and functioning of the system.

Standard #10: All illicit discharges to the stormwater management system are prohibited.

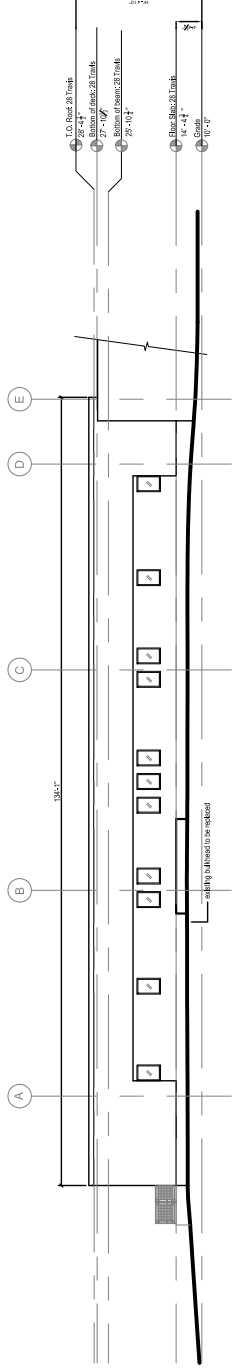
Compliance: No illicit discharges to the stormwater management system are proposed.

6.17.4 Heating and Cooling

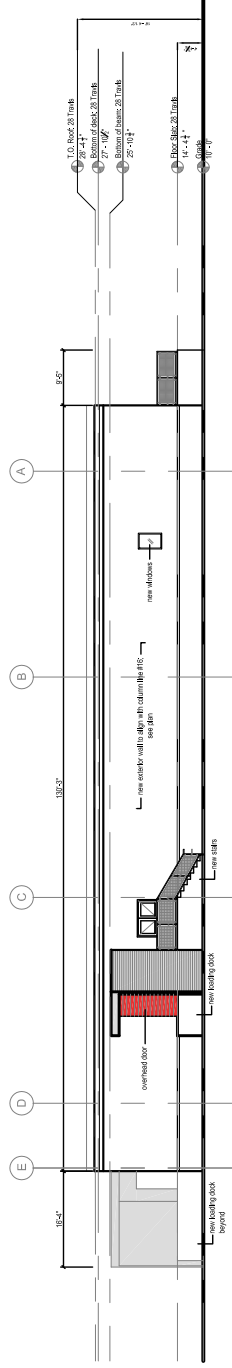
All of these buildings will be heated and cooled by small-scale, gas-fired roof top package units spread over each roof top. The intent is to use many small units instead of one large unit, thus keeping sound transmission to a minimum.

Although not typically considered part of an HVAC system, it is important that new roof membranes be discussed here. In lieu of standard black roofs, this project will use white roof material with additional layers of roof insulation wherever a roof replacement is planned. The net effect on the HVAC system is shorter and less frequent run cycles. The added insulation helps maintain the building's interior temperature for longer periods of time. The reflective white roof allows for less heat absorption in summer months, therefore less demand for air conditioning. In addition, the air that is drawn into the roof mounted air conditioning systems is entering those systems at a cooler temperature due to not being heated up passing over a black roof. Here again, the cooling cycle is shorter due to cooler air entering the HVAC system and being lowered to desired interior temperature faster.

Appendix A: Figures for 28 Travis Project



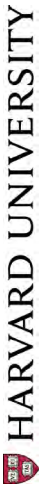
① WEST PARTIAL ELEVATION, 28 TRAVIS
PROPOSED ELEVATION
1/32" = 1'-0"

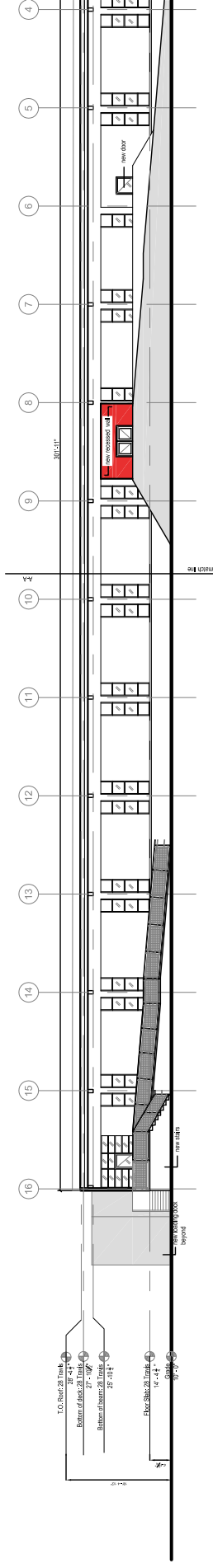


② EAST PARTIAL ELEVATION, 28 TRAVIS
PROPOSED ELEVATION
1/32" = 1'-0"

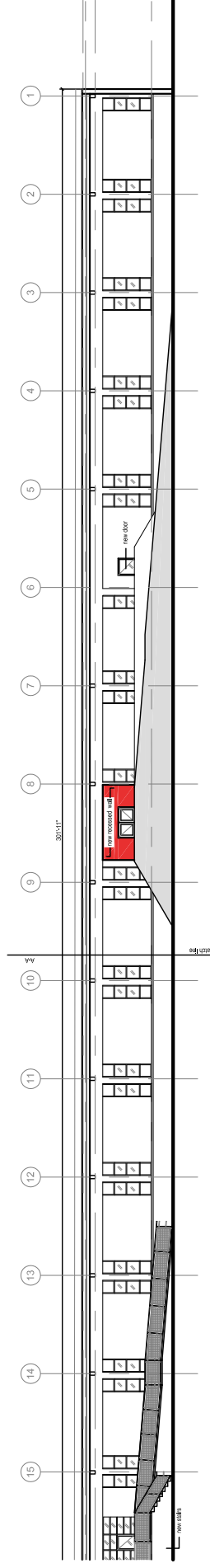


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1 NORTH PARTIAL ELEVATION, 28 TRAVIS
PROPOSED ELEVATION $1/32" = 1'-0"$



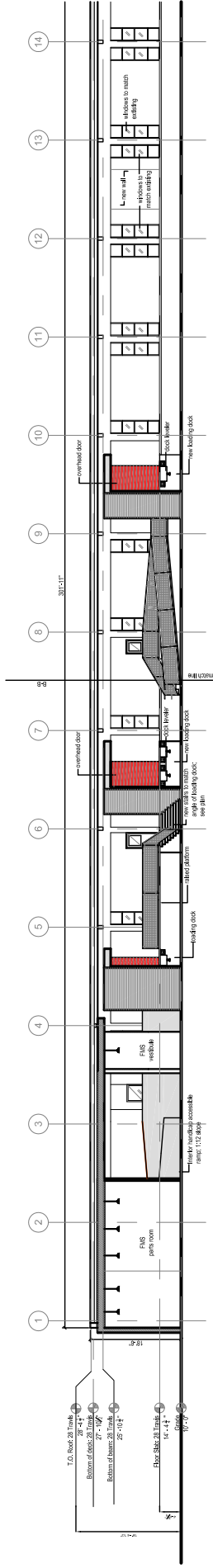
2 NORTH PARTIAL ELEVATION, 28 TRAVIS
PROPOSED ELEVATION $1/32" = 1'-0"$



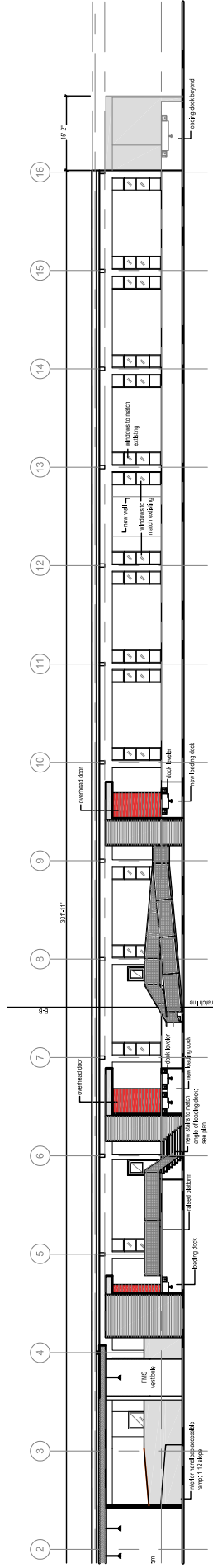
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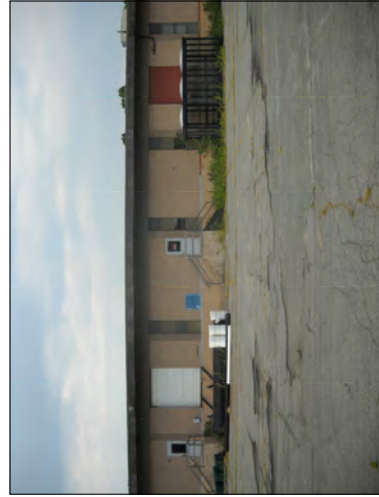
28 Travis North Proposed Elevations



1 SOUTH PARTIAL ELEVATION, 28 TRAVIS
PROPOSED ELEVATION $1/32" = 1'-0"$



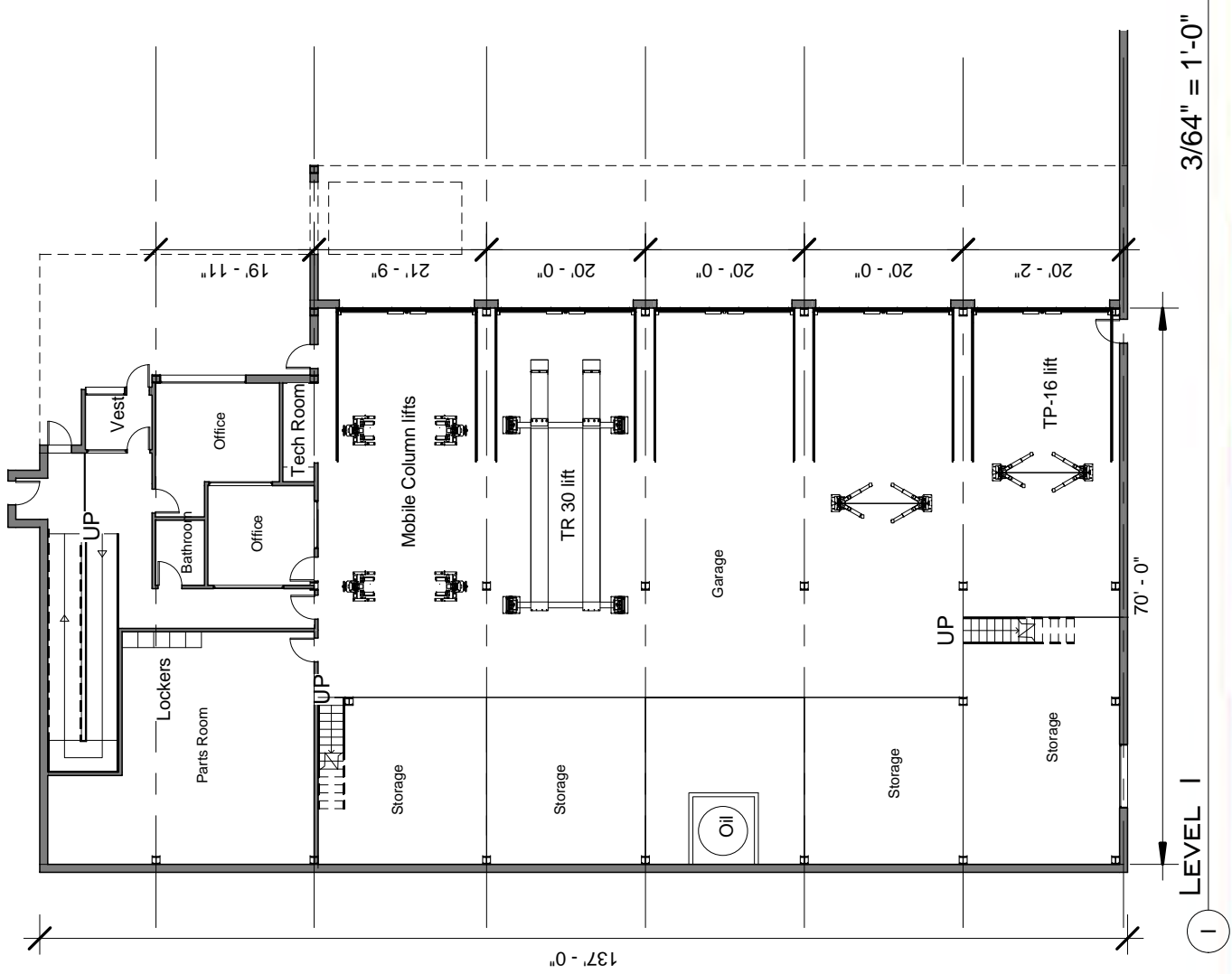
2 SOUTH PARTIAL ELEVATION, 28 TRAVIS
PROPOSED ELEVATION $1/32" = 1'-0"$



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28 Travis South Proposed Elevations



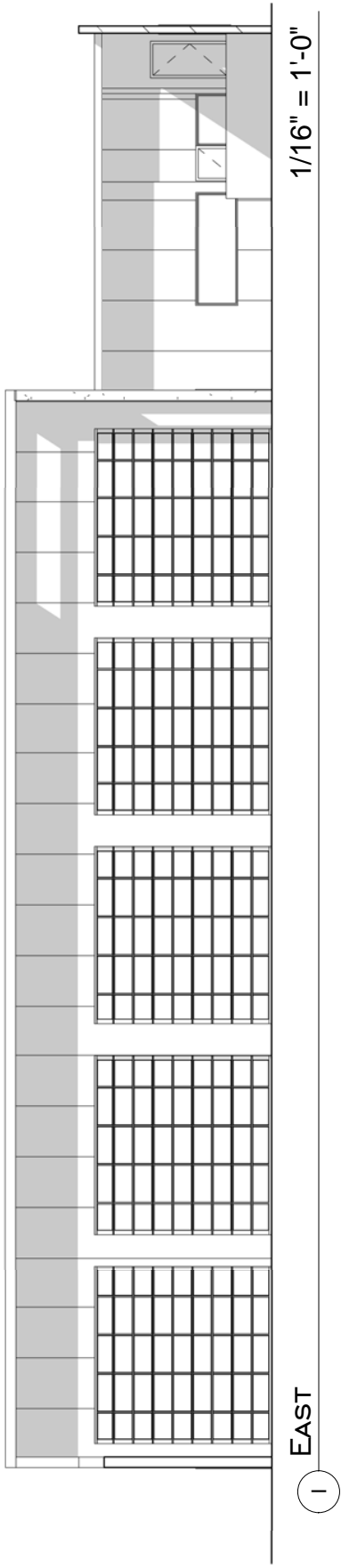
3/64" = 1'-0"

LEVEL I

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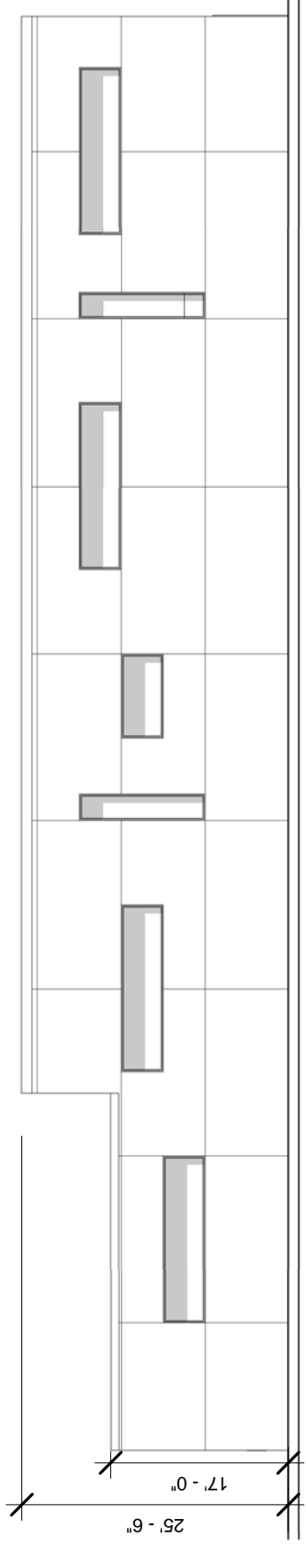

HARVARD UNIVERSITY

Fleet Management Services Floor Plan



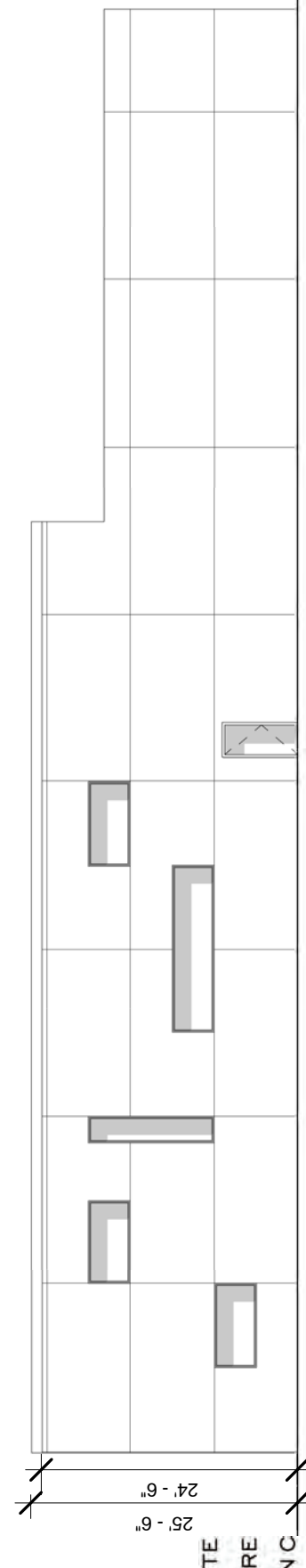
EAST

1



WEST

2



SOUTH

3

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Appendix B: Preliminary LEED Checklist for 28 Travis Project



LEED 2009 for New Construction and Major Renovation

Project Checklist

Project Name: Harvard University Transportation Services

Date: 9.10.2012 **DRAFT 1.0**

Y	N	?	MPR	Notes
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Y	<input type="checkbox"/>	Prereq 1	Comply with Environmental Laws
Y	<input type="checkbox"/>	Prereq 2	Must be a Permanent Building
Y	<input type="checkbox"/>	Prereq 3	Must be a Reasonable Site Boundary
Y	<input type="checkbox"/>	Prereq 4	Comply with Minimum Floor Area Requirements
Y	<input type="checkbox"/>	Prereq 5	Must Comply with Minimum Occupancy Rates
Y	<input type="checkbox"/>	Prereq 6	Must share Whole Building Energy and Water Usage Data
Y	<input type="checkbox"/>	Prereq 7	Comply with Minimum Building Area to Site Area Ratio

18	0	0	Sustainable Sites	Possible Points: 26
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Y	N	?			
Y			Prereq 1	Construction Activity Pollution Prevention	
1			Credit 1	Site Selection	1
5			Credit 2	Development Density and Community Connectivity	5
1			Credit 3	Brownfield Redevelopment	1
3			Credit 4.1	Alternative Transportation—Public Transportation Access	6
1			Credit 4.2	Alternative Transportation—Bicycle Storage and Changing Rooms	1
			Credit 4.3	Alternative Transportation—Low-Emitting and Fuel-Efficient Vehicles	3
2			Credit 4.4	Alternative Transportation—Parking Capacity	2
	0		Credit 5.1	Site Development—Protect or Restore Habitat	1
	0		Credit 5.2	Site Development—Maximize Open Space	1
1			Credit 6.1	Stormwater Design—Quantity Control	1
1			Credit 6.2	Stormwater Design—Quality Control	1
1			Credit 7.1	Heat Island Effect—Non-roof	1
1			Credit 7.2	Heat Island Effect—Roof	1
1			Credit 8	Light Pollution Reduction	1

8	0	0	Water Efficiency	Possible Points: 10
---	---	---	-------------------------	----------------------------

Y			Prereq 1	Water Use Reduction—20% Reduction	
4			Credit 1	Water Efficient Landscaping	2 to 4
		2		Reduce by 50%	2
		2		No Potable Water Use or Irrigation	4
2			Credit 2	Innovative Wastewater Technologies	2
2			Credit 3	Water Use Reduction	2 to 4
		2		Reduce by 30%	2
		0		Reduce by 35%	3
		0		Reduce by 40%	4

19	0	0	Energy and Atmosphere	Possible Points: 35
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Y			Prereq 1	Fundamental Commissioning of Building Energy Systems
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Y	Prereq 2	Minimum Energy Performance	
Y	Prereq 3	Fundamental Refrigerant Management	
15	Credit 1	Optimize Energy Performance	1 to 19
		Improve by 12% for New Buildings or 8% for Existing Building Renovations	1
		Improve by 14% for New Buildings or 10% for Existing Building Renovations	2
		Improve by 16% for New Buildings or 12% for Existing Building Renovations	3
		Improve by 18% for New Buildings or 14% for Existing Building Renovations	4
		Improve by 20% for New Buildings or 16% for Existing Building Renovations	5
		Improve by 22% for New Buildings or 18% for Existing Building Renovations	6
		Improve by 24% for New Buildings or 20% for Existing Building Renovations	7
		Improve by 26% for New Buildings or 22% for Existing Building Renovations	8
		Improve by 28% for New Buildings or 24% for Existing Building Renovations	9
		Improve by 30% for New Buildings or 26% for Existing Building Renovations	10
		Improve by 32% for New Buildings or 28% for Existing Building Renovations	11
		Improve by 34% for New Buildings or 30% for Existing Building Renovations	12
		Improve by 36% for New Buildings or 32% for Existing Building Renovations	13
		Improve by 38% for New Buildings or 34% for Existing Building Renovations	14
		15 Improve by 40% for New Buildings or 36% for Existing Building Renovations	15
		Improve by 42% for New Buildings or 38% for Existing Building Renovations	16
		Improve by 44% for New Buildings or 40% for Existing Building Renovations	17
		Improve by 46% for New Buildings or 42% for Existing Building Renovations	18
		Improve by 48%+ for New Buildings or 44%+ for Existing Building Renovations	19
	Credit 2	On-Site Renewable Energy	1 to 7
		1% Renewable Energy	1
		3% Renewable Energy	2
		5% Renewable Energy	3
		7% Renewable Energy	4
		9% Renewable Energy	5
		11% Renewable Energy	6
		13% Renewable Energy	7
2	Credit 3	Enhanced Commissioning	2
2	Credit 4	Enhanced Refrigerant Management	2
	Credit 5	Measurement and Verification	3
	Credit 6	Green Power	2

10	0	0	Materials and Resources	Possible Points: 14
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Y	Prereq 1	Storage and Collection of Recyclables	
2	Credit 1.1	Building Reuse—Maintain Existing Walls, Floors, and Roof	1 to 3
		Reuse 55%	1
		2 Reuse 75%	2
		Reuse 95%	3
	Credit 1.2	Building Reuse—Maintain 50% of Interior Non-Structural Elements	1
2	Credit 2	Construction Waste Management	1 to 2
		1 50% Recycled or Salvaged	1
		1 75% Recycled or Salvaged	2
	Credit 3	Materials Reuse	1 to 2
		Reuse 5%	1
		Reuse 10%	2
2	Credit 4	Recycled Content	1 to 2
		1 10% of Content	1

			1	20% of Content	2
2				Credit 5 Regional Materials	1 to 2
			1	10% of Materials	1
			1	20% of Materials	2
1				Credit 6 Rapidly Renewable Materials	1
1				Credit 7 Certified Wood	1

15	0	0	Indoor Environmental Quality	Possible Points: 15
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Y				Prereq 1 Minimum Indoor Air Quality Performance	
Y				Prereq 2 Environmental Tobacco Smoke (ETS) Control	
1				Credit 1 Outdoor Air Delivery Monitoring	1
1				Credit 2 Increased Ventilation	1
1				Credit 3.1 Construction IAQ Management Plan—During Construction	1
1				Credit 3.2 Construction IAQ Management Plan—Before Occupancy	1
1				Credit 4.1 Low-Emitting Materials—Adhesives and Sealants	1
1				Credit 4.2 Low-Emitting Materials—Paints and Coatings	1
1				Credit 4.3 Low-Emitting Materials—Flooring Systems	1
1				Credit 4.4 Low-Emitting Materials—Composite Wood and Agrifiber Products	1
1				Credit 5 Indoor Chemical and Pollutant Source Control	1
1				Credit 6.1 Controllability of Systems—Lighting	1
1				Credit 6.2 Controllability of Systems—Thermal Comfort	1
1				Credit 7.1 Thermal Comfort—Design	1
1				Credit 7.2 Thermal Comfort—Verification	1
1				Credit 8.1 Daylight and Views—Daylight	1
1				Credit 8.2 Daylight and Views—Views	1

1	0	0	Innovation and Design Process	Possible Points: 6
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				Credit 1.1 Innovation in Design: Specific Title	1
				Credit 1.2 Innovation in Design: Specific Title	1
				Credit 1.3 Innovation in Design: Specific Title	1
				Credit 1.4 Innovation in Design: Specific Title	1
				Credit 1.5 Innovation in Design: Specific Title	1
1				Credit 2 LEED Accredited Professional	1

1	0	0	Regional Priority Credits	Possible Points: 4
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1				Credit 1.1 Regional Priority: Specific Credit	1
				Credit 1.2 Regional Priority: Specific Credit	1
				Credit 1.3 Regional Priority: Specific Credit	1
				Credit 1.4 Regional Priority: Specific Credit	1

72	0	0	Total	Possible Points: 110
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Certified 40 to 49 points Silver 50 to 59 points Gold 60 to 79 points Platinum 80 to 110