

The HDR/Gilbane Team
155 Federal Street
Suite 304
Boston, MA 02110
Telephone 617-426-9570
Facsimile 617-426-9576

Memo

Contract No. E22PS02
Task No.: 11.2

Date: June 17, 2011
To: Mary Ainsley – Director of Design and Construction
From: Karen Arpino-Shaffer – Deputy Program Manager
Subject: Ball Square Station Workshop – Somerville High School Cafeteria Held on 06-09-11
cc:

LOCATION/DATE OF MEETINGS:

Somerville – Somerville High School Cafeteria, 81 Highland Avenue, Somerville, Ma June 9, 2011, 6:00 p.m. to 8:00 p.m.

ATTENDANCE: See attached attendance list sheet.

PROJECT TEAM: Mary Ainsley – MBTA; Karen DeSpirito – MBTA; Margaret Lackner – MBTA; Michael McBride – HDR/Gilbane; Karen Arpino-Shaffer – HDR/Gilbane; Bob Cone - HDR/Gilbane; Michael Izzo – HDR/Gilbane; Vanessa White – HDR/Gilbane; Melissa Farrell – HDR/Gilbane; Gloria Son – HDR/Gilbane; Beverley Johnson – Bevco Inc.; Deneen Crosby – Crosby Schlessinger Smallridge LLC; Josh Burgel – Crosby Schlessinger Smallridge LLC; Scott Bosworth – Fort Hill Infrastructure Services LLC; Eamon McGilligan – Fort Hill Infrastructure Services LLC; Mike Epp – Kleinfelder/SEA; KyAnn Anderson – Kleinfelder/SEA; Arthur Spruce – Kleinfelder/SEA; Howard Haywood – Kleinfelder/SEA; and Tom Jin – Kleinfelder/SEA.

PURPOSE OF MEETING: A Ball Square Station Workshop Meeting was held with the public providing them the opportunity to give input on the Ball Square station – look, feel and use in-and-around the station site. The goal of the meeting was to hear community concerns and gather feedback to help guide the Design Team on the future station design. The workshops were advertised on the Green Line Extension Project website, and by flyers, mailings and press releases.

Moving forward, the Design Team will incorporate many of the comments received into the architectural design plans and present an update of the new station design to the community in the fall of 2011.

PROJECT BACKGROUND: The MassDOT/MBTA Green Line Extension Project will extend the existing Green Line service from Lechmere Station to the northwest Boston corridor communities of Cambridge, Somerville and Medford, with an extension of the main line to Medford and a spur line to

June 17, 2011

Union Square in Somerville. The project will improve transit service, mobility and regional access for residents and visitors in Cambridge, Somerville and Medford.

Bringing light rail service to these densely populated cities will address longstanding transportation inequities, result in fewer automobiles on local roads, and help to combat greenhouse gas emissions and other components of air pollution. The Green Line Extension will also support municipal plans for local economic growth and provide residents of environmental justice communities with faster rides to jobs, schools, health care, and other destinations.

WORKSHOP OVERVIEW: – The station workshop focused on three key areas: 1) Station Design, 2) Urban Design and 3) Community Concerns. A summary of comments received by the community, workshop photos and the attendance list are attached at the end of this memo.

The workshop format included three major segments: 1) Project Overview Presentation, 2) Breakout Groups and 3) Reconvene, Wrap-up and Next Steps.

- 1) Project Overview Presentation – a PowerPoint presentation that included: Team Introductions, Green Line Extension Overview, Workshop Goals and Objectives, and Station Presentation. Following the presentation, the meeting attendees were separated into “Breakout Groups”
- 2) Breakout Groups – each breakout group had a Design Team moderator, a meeting note scribe and a technical expert to listen, document and address concerns raised in the breakout groups. The Design Team technical expert answered design questions and concerns relating to the following subject matters: 1) Station Design, 2) Urban Design and 3) Community Concerns. At the end of the Breakout Group session one group member was asked to recap the groups concerns and issues and all attendees reconvened into the larger group.
- 3) Reconvene into Larger Group, Wrap-up and Next Steps – the attendees reconvened into a larger group and the Team Captain shared their group’s thoughts/ideas. A Wrap-up and Next Steps was presented to the Team.

June 17, 2011



Community Group goes over Ball Square station plans



Station Design Team listens to the community concerns

June 17, 2011

June 17, 2011



Urban Design Team is doing a presentation on Ball Square



Karen Arpino-Shaffer-HDR/Gilbane, responds to community concerns with Mary Ainsley-Director of Design & Construction

June 17, 2011

SPREADSHEET OF COMMUNITY CONCERNS/ISSUES (see attached)

**GREEN LINE EXTENSION
COMMUNITY COMMENTS
BALL SQUARE STATION DESIGN WORKSHOP**

	A	B	C
1	STATION DESIGN	URBAN DESIGN	COMMUNITY CONCERNS
2	Will the upper level glass of the head house "light spill" be addressed?	A physical model was requested for the next presentation.	Designate a group to work on combining the business and community concerns into the design process, such as a Medford/Somerville Joint Task Force all the way through construction.
3	Can you make the back wall of the station a solid wall?	Clarify bus pick-up and drop-off locations.	Concerned that the Ball Square Business patrons will not have access during construction and no customer parking.
4	Who will maintain the landscapes?	Clarify where station entrances will be located.	The neighborhood is concerned about noise and vibration, as well as lighting, re-routing of traffic through Winthrop Street during construction.
5	Can the local school be included in the station through art?	Clarify the landscaping plan.	Can funding be sought for reinforced windows to further protect homeowners against noise impacts?
6	Is there a way to link the two sides of the street between Medford and Ball Square?	Clarify the extent of the sound barriers.	Provide a schedule of train operations: start time, end time.
7	Parking enforcement is needed to make sure the traffic is not directed to the neighborhoods.	Clarify what the sound barrier will look like.	Would like the next meeting to be closer to the neighborhood at St. Clements Church.
8	Concerned about the size and noise of the sub-station.	Clarify how many new trees will be planted.	It was suggested that residents should have a certain amount of guaranteed noise control, and if they were not satisfied, would have an agreed-upon amount of time to complain (for example: 60 days), and receive compensation if those needs are not met.
9	Can the station escalator be controlled by a sensor to save energy?	A concern was expressed about extension of the project onto property lines.	Who will be responsible for rodent control?
10	Is there a response on the EA regarding the station and traffic control?	It was suggested that the T try to obtain grants to create a tree line.	Will the proposed changes make the traffic issues better?
11	It would make sense to have a common style for the stations.	Concerned about safety relating to the traffic shortcut between Broadway and Boston Avenue. It now has two crosswalks and no traffic light. Also, the crosswalk and pedestrian safety at the intersection and bridge is a concern.	Will there be an allowance for bike racks?
12	Buildings shouldn't be the same in housing neighborhoods vs. business areas.	Has an underground entrance been considered?	How will bike riders be accommodated at the station?
13	Unify concepts, like Philadelphia and Washington, D.C.	How will bikes be accommodated?	Will there be a pick-up and drop-off area and where will it be located?
14	Create some level of distinction between the stations.	Traffic coming down Boston Ave towards the station taking the first right to the station will create a very unsafe traffic pattern. How will this be addressed?	Would it be smarter for the buses to come out at Broadway?
15	There could be a reference to the late 19th and 20th century style at Ball Square.	What impact will street redesign and construction have on traffic?	Does the Broadway bridge need to be re-done?
16	Has the Harvard Square style been considered?	Will there be a loss of parking spaces due to the enlarged sidewalks?	Parking in the neighborhood is very tight. Where will people park once the station is built?
17	Make sure the stations look good and are accessible.	Will there be vegetation around the station?	The bridge is ugly and industrial looking.
18	The station should be at a small scale-not too large.	Include more bike parking at the lower plaza.	Will the station be inviting and add value to the neighborhood?
19	Will station plans be presented in the fall?	Explore queuing problems with the kiss and ride.	Is the intersection by the gas station a mitigation section?
20	How wide or narrow is the station lobby? Is there a place for shelter?	Will the existing ADA parking remain?	Josephine Avenue is a dangerous intersection.
21	Why do you have to go up to go down to the platform?	Cars at the intersection go way too fast, can we slow down the traffic?	Escalators are always broken, always going up and never down.

**GREEN LINE EXTENSION
COMMUNITY COMMENTS
BALL SQUARE STATION DESIGN WORKSHOP**

	A	B	C
	STATION DESIGN	URBAN DESIGN	COMMUNITY CONCERNS
22			
23	Is there any consideration of using solar?	How will signals work to slow cars down?	Will the neighborhood value go up or down?
24	What kind of lighting will be used?	If the intersection is open, people will decide it is a better place for a U-turn.	How will the neighborhood evolve?
25	Where will the emergency egress be located?	Are the signals being studied?	Show plans of all crosswalks in lots of different directions.
26	Noise and vibration at the station is a concern.	Why will passengers have to go up to the Station?	Would it be possible to elevate the square similar to Kenmore Square to improve safety and accessibility?
27	What type of heat and air conditioning will be used and/or geothermal coil systems?	What are the grades of the sidewalks?	Focus on pedestrian safety both day and night.
28	Provide a station sketch at the next presentation.	The bridge slope is incredibly high, will there be a change?	Change material of intersection to make it stand out.
29	Install a crosswalk signal at the Winchester side of the station.	Are the sidewalks going to be raised after construction?	Concerned about left turn onto Boston Ave from Broadway.
30	Create a pedestrian bridge over the Right of Way to for direct station access.	Can "colored" sidewalks be installed?	Need bicycle storage.
31	Consider building "side" platforms.	Will noise barriers be installed on Boston Avenue near the condos on both sides? How far will they go?	Need surveillance cameras/vandalism control.
32	Consider a glass look, with a mixture rather than a "single" pane.	Where will the community path be located and will there be a directional split?	Direct station access from Winchester is a concern.
33	Use materials that don't attract fingerprints.	What are the plans for the Boston Ave and Broadway intersection?	The intersection at Winchester and Broadway is a pedestrian concern.
34	Provide lots of benches both inside and outside.	What is the signalization plan?	
35	Do not use all concrete	Need a stop light at Broadway/Winchester for pedestrian safety.	
36	Use sand-colored brick.	Can a crosswalk be installed on the bridge?	
37	Consider solar panels on roof for lots of sunlight.	What is the planned crosswalk design/layout? Could there be a speed bump/raised crosswalk?	
38	Do not use tinted glass.	The kiss and ride is going to cause more traffic congestion. What is the vehicular capacity of the kiss and ride?	
39	Install a "green" or "white" roof.	The bus stops between Rogers and Josephine Ave should be moved.	
40	Install a rain garden or natural stormwater management.	It is already congested, and bus traffic will cause even more chaos.	
41	Consider using solar PV and thermal.	Move the "kissing" part of the kiss and ride down to accommodate more cars. The kiss and ride entrance seems too close to the intersection.	
42	Use renewable/recycled material, energy efficiency and ecoconscious.	The drop-off loop is going to make traffic more congested.	
43	The station should be more modern, elegant, clean, but with some touch of natural materials.	At future workshops, consider "co-creative" exercises, too much presentation, not enough creative exploration of what the station could be.	
44	The station should fit in with neighborhood context-perhaps brick.		
45	No concrete slabs/no grey concrete as main material.		
46	Install a walkway to the opposite side of the track and elevators.		
47	Minimize concrete in plazas-maximize green		
48	Keep the dual plaza as an entry and exit to avoid the Charles/MGH lobby issue.		
49	Re-use materials from Bowling Alley in Station.		
50	Stay away from ultra-modern look.		
51	Incorporate design elements of the Powder House to celebrate local history.		

GREEN LINE EXTENSION
 COMMUNITY COMMENTS
 BALL SQUARE STATION DESIGN WORKSHOP

	A	B	C
52	STATION DESIGN	URBAN DESIGN	COMMUNITY CONCERNS
53	Use lots of greenery so it will feel like a beautiful station.		
54	Consider installing "stairs that make music"		
55	Consider mural art or places for local artists to display art- "Bring the outside in."		
56	Consider using some color to make the station come alive.		
57	Make the area outside the station a nice place to pause, a gathering spot rather than just to run to the trains with benches and café-style areas.		

June 17, 2011

ATTENDANCE LIST

Barry Rothschild
Sarah Keefe
Kathleen Ziegenfuss
Bob Fagone
Brandon Wilson
Sharon Swan
Julia Prange
Lydia Lafionatis
Jeanine Farley
Armando Caro
Shana Cohen
Pajaal Patel
Bonnie Kwan
Alex Mello
Sanjeer Kale
Jeff Swan
Courtney Koslow
Nallieli Santamavia
Charles Butta
Wig Zamore
Colin Roeld
Ellen Reisner

Ron Cavallo
Alex Feldman
Denis Provost
Lee Auspitz
Jeremy Garozynski
Maria Judge
Tom Bent
Bryan Manter
Kristi Chase
Sean O'Donovan
Sean Sullivan
Beck Hunt
Steven Azur
Kevin Oliver
Brad Rawson
Phil Brake
Ester Rin
Katrina Crocker
Alan Moore
Jessica Nathan Kidd
Chris Wallace
Daniel Cohen