

**Harvard Allston Task Force**  
Meeting Minutes  
Wednesday, July 25, 2007  
Honan Allston Library  
6:30 p.m.

**I. Attendance:**

**Harvard Allston Task Force**

John Bruno  
Cathi Campbell  
John Cusack  
Rita DiGesse  
Brian Gibbons  
Mike Hanlon  
Millie Hollum McLaughlin  
Bruce Houghton  
Harry Mattison  
Ray Mellone, Chair  
Brent Whelan

**Harvard University**

Harris Band  
Chris Conklin, VHB, Transportation consultant for Harvard  
Will Donham  
Ken Johnson  
Ed LeFlore, CSL, Construction mitigation consultant for Harvard  
Kelley McQueeney, Environmental Health and Services Department  
Andy O'Brien, Harvard Business School  
Alison Reinhardt  
Chris Scharff, Turner Construction, Construction manager for Harvard  
Kathy Spiegelman  
Dennis Swinford

**City of Boston**

Gerald Autler, Boston Redevelopment Authority  
Michael Glavin, Boston Redevelopment Authority  
Vineet Gupta, Boston Transportation Department  
Bill Conroy, Boston Transportation Department

Harvard Allston Task Force chair Ray Mellone began the meeting at 6:40 p.m. He passed out an agenda for the meeting that also listed the dates of the upcoming meetings and their locations:

- Monday, July 30<sup>th</sup> - Allston Brighton Resource Center
- Monday, August 6<sup>th</sup> - Allston Brighton Resource Center
- Monday, August 13<sup>th</sup> - Allston Brighton Resource Center
- Wednesday, August 22<sup>nd</sup> - Honan-Allston Library

Ray asked Harvard and the Boston Transportation Department (BTD) to give an update on two outstanding issues from last week's meeting:

1. Estimated timeframe for when the City will be able to comment on the proposed truck routes and the transportation elements of Harvard's construction mitigation plan.
2. Plan for how Harvard will manage parking if more demand for parking spaces is present than what is currently planned after the Science Complex is completed.

Ray said the meeting is a Task Force working session and audience participation is appreciated but he would like to limit it until the end of the meeting. He said the Task Force will continue to try to get through its review of the Draft Project Impact Report (DPIR) for the Science Complex by September 10, 2007, the end of the public comment period. He said the Task Force will continue to use the BRA's Scoping Determination as a guide for its review and to determine if the DPIR provides adequate responses. In order to stay on schedule, Ray asked that this meeting remain focused upon transportation and construction mitigation issues.

Gerald Autler introduced Michael Glavin, Deputy Director for Institutional Development, at the Boston Redevelopment Authority (BRA). Glavin was recently appointed to this new position at the BRA to provide further support and oversight at the City for the planning and review of the projects proposed by Boston's universities and colleges. Glavin thanked the community, Task Force members, and Harvard on its progress and ongoing dialogue to review Harvard's proposed plans for its campus development in Allston. He said he was excited to be working at the BRA at such an exciting time for the City and he would be helping to manage the process of institutional growth and the impacts it will have on the City and the surrounding neighborhoods. He said Gerald is still the community's key contact for Harvard's expansion plans but that he will be integrally involved and will try to attend as many meetings as possible.

Ray asked Vineet Gupta, BTD, if he had an estimated timeframe for when BTD will be able to comment on Harvard's traffic proposals. Vineet said BTD is conducting its own internal review of Harvard's transportation and construction management proposals. BTD has scheduled a meeting with Harvard to discuss the details further and expects that in a couple of weeks BTD will be able to come back to the Task Force and the community to share its comments. Vineet said he and his colleagues have attended most of the Harvard Allston Task Force meetings and have benefited from hearing the community's feedback. He said the community's input will be included in BTD's comments. Vineet also said Commissioner Tinlin will likely attend an upcoming meeting.

Ray said the outstanding traffic issues should be tabled until BTD shares its comments in a couple of weeks. Ray asked Kathy Spiegelman for Harvard's updates.

Kathy Spiegelman, Harvard University, made the following updates on behalf of Harvard:

1. A mock-up of the proposed construction fence for the Science Complex site has been built. Harvard wants feedback from its neighbors as to what is preferred. She said a 20-foot buffer of landscaping will be incorporated in the mock-up over the next week. Currently the mock-up is behind a chain-link fence but Harvard will open that up so people can walk up to the mock-up. Harvard is interested in hearing feedback, in particular from the Windom Street and Hopedale Street residents, about the height they would like the fence to be along the Sears site property line since their homes abut that area and also feedback from the Task Force and community about the height they would like the fence to be along Western Avenue.

John Bruno asked if Harvard could provide the Task Force and community with an analysis of how much the noise percentage decreases with the increase in height.

John Cusack passed out a handout that described Highway Traffic Noise Barriers. The handout illustrated that after a noise barrier breaks the line-of-sight, it can achieve approximately 1.5 dB of additional noise level reduction for each meter of barrier height.

Kathy said Harvard's traffic will not be comparable to highway traffic. She said Harvard would like the community's feedback because it's not clear whether home-owners will want the highest proposed fence height in their backyards. She said Harvard will do outreach to collect the neighbors' feedback, including putting fliers on the homes that abut the site, going door to door, and asking people to send comments to the [allston@harvard.edu](mailto:allston@harvard.edu) email address.

2. Harvard has been working with the property managers and tenants of the Charlesview apartments to conduct pre-construction surveys of the residents' homes.
3. Harvard has been working with its University Operations Services department to provide further insight into its projected mode share for the Science Complex and whether it can be achieved and what can be done with overflow parking if for some reason the projections are inaccurate. She said the parking management staff has already made 450 parking spaces available for the Science Complex construction workers and Harvard would use those spaces first if it needed them after the Science Complex is built. She said the City's estimated mode share for the area is 59% and Harvard is projecting a 50% mode share for the Science Complex, the difference being the equivalent of about 40 spaces. Harvard has the capacity to provide additional parking spaces if needed. Kathy said Harvard agrees that a residential parking program should be implemented and enforced and Harvard is trying to work with the neighbors and the City to put this in place.

4. Harvard sent a letter to the Task Force members to respond to their request for an explanation in writing as to why work was performed on Rotterdam Street at 2:00 a.m. The work was performed by a contractor of Harvard Real Estate Services. The contractor did not have permission to perform the work at 2:00 a.m. and has since been reprimanded. One of the benefits of having a construction mitigation program in place is that it will provide tighter oversight and control of the various Harvard projects in Allston.
5. A position has been created at the Allston Development Group for a Project Manager for Neighborhood Planning. This person will be the point person for the neighbors to help communicate, promote and find out about the different programs and services Harvard has to offer that Allston residents can take advantage of. Similarly, it will provide a central contact at the university for different departments that have or want to create community outreach programs for residents of Allston. Kathy encouraged people in the community to apply for the position or refer candidates.
6. Harvard intends to submit a filing to the State MEPA Office prior to the end of the month to start the MEPA review process for the science building. The MEPA review typically runs in parallel with the review of the DPIR.

Brent Whelan said Kathy's letter to the Task Force only acknowledged one area of Harvard's property around Smith Field that was going to be cleaned up. He said the Task Force has identified several areas that need to be cleaned up. Kathy said she walked Smith Field today and acknowledged three locations that need to be better screened. She said Harvard has requested to install an anemometer, wind data collector, in its athletics fields. At a previous meeting she committed that Harvard would clean up its properties around Smith Field before putting up the anemometer.

Brent said the DPIR alluded to the community coordinator position that Kathy mentioned. He asked whether this person would oversee just science related outreach programs. Kathy said, no, that this position will work with existing program coordinators at Harvard starting with the science programs since that is relevant to this project. She said the science outreach coordinator, Rob Lue, attended one of the previous Task Force meetings and will be an important resource to the creation of programs in Allston. The new position will serve as the central point-person to the Allston community and provide coordination for multiple university outreach programs.

John Cusack said contractors, such as the one who performed work on Rotterdam Street, should be strongly reprimanded by the University.

Ray Mellone turned the discussion to the review of the construction management mitigation plan and the information requested by the scoping determination.

Harry Mattison said he has a summary of outstanding issues from the last meeting that he thought should be addressed. He suggested that for future meetings the Task Force create

a record during the meeting, to either be projected or on a flip chart, of the issues that come up that need further information.

Bruce Houghton shared his list of questions/issues that were not fully resolved from the last meeting:

- Changing the name of “Rena Street Extension” to a different name.
- Defining temporary or “interim-uses” more specifically.
- Opening up Harvard shuttles to Allston residents and construction workers- and starting the shuttles before construction so construction workers can use them.
- Providing further clarification and decisions on the proposed construction truck routes.
- Information on Harvard’s parking demand management solutions.
- Harvard access to Rena Street Extension.
- 150 construction parking spaces north of Western Avenue.
- Construction worker traffic figures should be incorporated into Harvard’s traffic impact projections.
- How will Harvard manage overflow parking?
- Dedicated construction liaison on site at all times.
- Definitive street plan beyond the science site.

Harry Mattison said the mode share estimate for Harvard’s existing buildings in Allston is 72% and that should be the number used in Harvard’s analysis until it can demonstrate that a lower mode share can be achieved. Using the 72% mode share, Harvard should be providing 800 parking spots for the 1,000 employees of the Science Complex. He said the DPIR says Harvard’s “long-term” target is a 50% mode share and asked what Harvard’s “short-term” target is.

John Cusack said he thought the Task Force collectively agreed that interim uses cannot be diminished, only enhanced. Brent Whelan asked if Harvard agreed. Kathy said Harvard absolutely agreed but it also will be a matter of the sequencing of construction projects and construction sites. Harry said the definition of “enhancement” should also be defined by the neighborhood’s point of view, not just Harvard’s.

Brent Whelan asked for further clarification on the proposed bicycle routes for the Science Complex. He said they were inadequate, stopped abruptly and weren’t connected to certain areas of Western Avenue and North Harvard Street, especially at the intersections. Chris Conklin, Harvard’s transportation consultant from VHB, said that in Harvard’s proposed master plan there is an extensive bicycle network. The information in the DPIR only describes bicycle paths as they relate to access to the Science Complex. He said he understood that it is Harvard’s intention to develop a fuller bicycle network as soon as possible as suggested in the master plan. Ray clarified that the bicycle paths for the Science Complex are going to be an incremental start to a more extensive network. Kathy Spiegelman said Harvard has to work with the City to develop a more permanent improvement plan for North Harvard Street including the possibility of dedicated bike

lanes. She said there are a series of improvements proposed in the master plan beyond the site of the Science Complex.

Mike Hanlon expressed concern about construction workers parking on residential streets. He cited examples that he has seen on Western Avenue such as construction workers parking their trucks on Western Avenue the whole day or overnight because there are no restrictions on parking, and Harvard Business School students parking on the residential streets. He asked whether the parking Harvard will use in the Business School garage will accommodate pickup trucks and if they will take up multiple spaces. Ken Johnson said the garage can accommodate almost all pickup trucks in standard spaces. Mike asked what was being done now to regulate Harvard construction workers who are parking on Western Avenue. Ed LeFlore, Harvard's construction mitigation consultant, said that enforcement for the many construction projects across the Harvard campus has been a problem but Harvard is putting the protocols in place to improve the situation. Ed and his team have been monitoring the situation of construction workers parking on residential streets and are working with the project managers and construction workers to enforce compliance.

John Cusack asked about smaller construction jobs such as jobs being done at the Business School. Andy O'Brien, Chief of Operations at Harvard Business School, said the Business school has strict enforcement in place for construction workers and the Business school provides free parking for the workers on the campus. He said he is working with Ed LeFlore to provide enforcement and regulation.

John Bruno asked if the City could provide assistance to the neighborhood and implement parking restrictions on Western Avenue, particularly from Hague Street toward the river. He said there should be a full-time traffic enforcer. Vineet Gupta said BTM could look into implementing this and where to put up the parking restriction signs.

Harry Mattison asked about the process of these meetings and whether the meetings were to be used for negotiations or listing the issues that are of concern. Ray said there is room for negotiations but the Task Force needs to make sure they have time to get through all the issues. He said some negotiations will need to wait until problems and issues are articulated. Ray suggested the discussion continue to be focused on construction mitigation and go back to the topic of transportation once the City shares its perspective. Harry Mattison said he still has items to discuss on transportation that didn't get discussed at last week's meeting.

Brian Gibbons brought up some questions and comments about construction mitigation:

- Installing "no idling" signs anywhere there is truck staging.
- Installing more construction project boards throughout the neighborhood.

Ken Johnson said Harvard was happy to do this and would like to hear suggestions about where people in the neighborhood want them located. He

said Harvard will be installing one board in the Charlesview Apartments complex and could install one at the library. It was suggested to install one at the bus stop on North Harvard Street.

- The detail officers controlling traffic at the job site should be instructed to help control the vehicular traffic not just the construction related vehicles. He said often times the detail officers think it's their job to give priority help to the construction vehicles. Instead the detail officers should assist the regular traffic.

Ed LeFlore said the Harvard University Police Department is going to be working directly with the Boston Police Department to provide management and oversight of the detail officers. He said Harvard has the capability to bring on detail workers who it knows will take the regular traffic into consideration along with the needs of the construction vehicles. Ed said that if there are problems and this doesn't seem to be working, his team will find out what the issues are and resolve them. John Bruno suggested there should also be a liaison at BPD as well as at Harvard.

Mike Hanlon asked where Harvard was going to locate the truck staging area.

Ken Johnson explained the two truck routes Harvard proposed in the DPIR:

1. Option A- Trucks come of the Mass. Pike, turn left onto Soldiers Field Road, left onto Western Avenue, and left into the science site. Then trucks return to the Mass. Pike by taking a right onto Western Avenue, a right onto Soldiers Field Road and then getting on the Mass. Pike (Figure 4.11-2 in the DPIR).
2. Option B- Trucks come of the Mass Pike onto Cambridge Street and turn right into the Sears site from a temporary haul road (Figure 4.11-3 in the DPIR).

He said that for Option A, Harvard will make a request to the City of Boston to remove approximately 50 parking spots off Western Avenue to use the space for truck staging and queuing. Chris Conklin clarified that the trucks weren't going to be continuously inching forward toward the site but rather the trucks should be dispatched to the site in groups of 3-5. Mike asked if the trucks would be idling. Ken said that per city ordinance the trucks are not allowed to idle for more than 5 minutes. He said it is the construction manager's responsibility to make sure this is enforced.

Harry Mattison asked what impact the truck staging will have on the through traffic on Western Avenue. Chris Conklin said this is a current topic of conversation between Harvard and BTM.

Mike Hanlon asked what would happen if there was an accident or if the staging line for the trucks couldn't move forward. Chris said first the dispatch operator would be notified to stop the dispatch of trucks. One possibility would be to use the Sears site for the overflow of trucks or trucks could continue to drive along the Turnpike. Chris said there

are always back-up and emergency plans prepared as part of the construction impact mitigation plan.

Ray said there is no data on pedestrian accidents in the DPIR and asked Harvard to look into the analysis. Conklin reported that the vehicle accident data is from the state registry data base. He will investigate if incidents involving pedestrians can be separated from the incidents involving just vehicles.

Ray suggested that Harvard should look at the option of shutting down Western Avenue completely and re-routing vehicles to different routes during the construction, similarly to how it's done on the Esplanade when there are concerts. Chris Conklin said this analysis hadn't been done or considered but Harvard can look into it if this is an option the community really wants to be considered.

There was discussion about the number of trucks that will be in operation at the construction site, how many will be in the queuing line and where the haul site will be. Ken Johnson said that in order to keep the project on schedule 2,000 cubic yards of soil will need to be removed from the site per day. It was clarified that regardless of the location of the haul site the number of trips the trucks will make to come in and out of the will be the same. If the haul site is closer to the construction site the fewer vehicles will be necessary to make the trip. John Bruno said that the distance of the dump site will not effect the amount of trucks in the staging area. Because if the dump site is farther away there will be more trucks on the roads making the trip not effecting the average number of trucks in the staging area.

Chris Scharff of Turner Construction said it anticipates that 100-150 truck loads will be needed per day to get the required 2,000 yards of soil out of the site. John Bruno asked how long the excavation period would last from start to finish. Chris Scharff said Turner estimates it will probably take about a year.

Mike Hanlon asked if the construction work was going to be performed on the weekends. Ken Johnson said the construction work is planned for Monday-Friday and Harvard will need to apply for a permit from the City if Saturday work is required. Ken said that the City incorporates feedback from the residents when deciding to issue the Saturday work permit.

John Cusack asked for clarification on the number of 100-150 truck loads per day to remove the soil at the site. Chris Scharff said that was the average of truck loads needed and additionally, as the dirt is processed from the hole it expands so one yard of soil in the ground isn't necessarily equivalent to one yard of soil in the truck.

John Bruno said 100 trucks is a huge number and can have a huge impact. Chris Scharff clarified that there may be about 20-25 trucks at the construction site at one time, with some trucks located within the site and some trucks in the designated staging areas. He said there will be someone in charge at all times to coordinate the dispatch and rotation of trucks.

Harry Mattison asked where the haul site will be located. Ken Johnson said it depends on a few factors including the conditions of the soil. Right now Harvard is doing a soil survey and continues to inventory and collect available dump sites. Kelley McQueeney, Environmental Health and Safety Department, confirmed that the sites range in travel distance from about a half-an-hour away to about several hours away. Ken said Harvard leaves it up to the contractor to select the location and that the site will change throughout the excavation.

Audience member Tom Lally suggested that Harvard should rent some of the land on the CSX property and use that for the truck staging. He also suggested opening up a curb cut on Western Avenue to provide direct access to the site from the Massachusetts Turnpike ramp.

Brent Whelan asked if there was an update from Harvard on its negotiations with CSX and Kathy Spiegelman said unfortunately, there is nothing new to report

Bruce Houghton asked what time the construction day starts and where the “early” truck staging area will be located. Ken Johnson said the construction hours are from 7:00 a.m.-6:00 p.m. Bruce said the DPIR only suggested proposals for the staging area lacking a specific location. Bruce said the noise and how the staging is handled is one of the biggest concerns of the neighborhoods. Ken Johnson said with the two truck routes proposed there are various scenarios. If the truck route was option A (accessing the site by using the Massachusetts Turnpike, Soldiers Field Road and Western Avenue) then Harvard would apply to the City for a demolition permit for some of its vacated buildings on Western Avenue and use that area for truck staging as well as the designated area on Western Avenue.

John Bruno suggested Harvard negotiate with the Turnpike authority to use the area to the south of the Turnpike ramps for the truck staging area. Ken Johnson said Harvard would like to use that area but it only has access to it if Option B (accessing the site by using the Massachusetts Turnpike, Cambridge Street and a temporary haul road) for the truck routes is selected. John asked about using the road that extends east from Hague Street and Kathy Spiegelman said Harvard is looking into trying to use that road.

Audience member Tim McHale had several questions and comments:

- Request for clarification on the size of the building. At a previous meeting Stefan Behnisch had said its 1,000,000 million square feet and the DPIR says 589,000 square feet.

Kathy Spiegelman clarified that the number in the DPIR is calculated in accordance with the definition of “Gross Floor Area” in the City of Boston Zoning Code. There will be 537,000 gross square feet of above-ground programmed space and 52,000 gross square feet of below-ground programmed space. The 1 million estimate included mechanical space and

parking garage space, these numbers are not included in the City's calculation of GSF.

- It should be enforced that the staging area be located within the site and at least 200 feet from the perimeter. Western Avenue should not be considered for the staging area- 30-40 trucks can fit within the boundaries of the site.
- All of Harvard's utility work should be done on its own properties and not on public property.
- Will the project recycle materials?

Ken Johnson yes, and materials from the existing buildings are already being recycled.

- If Harvard doesn't yet know where the dumping site is, then how can it ensure that the Massachusetts Turnpike will be the only route the trucks will take?

Ken Johnson said trucks will be required to use the Massachusetts Turnpike regardless of where the dumping site is and this will be strictly enforced.

Audience member Tom Lally suggested Harvard use the land it owns that runs parallel to Lincoln Street for utilities and referenced figure number 8.6.2 but agreed to bring this up at the meeting on infrastructure and utilities.

An audience member asked if Rotterdam Street will be closed during construction. Ken Johnson said no, the intent is to keep it open; however, it will only be a one-way route for truck traffic. John Cusack clarified that it will still remain two-way road for regular traffic.

Brent Whelan asked if Harvard would prioritize the construction worker parking and fill up the Sears site parking spots last. He also asked if Harvard has considered other locations for parking such as the Brighton Mills parking lot, Harvard's athletics area or the Verizon site.

Ken Johnson said the parking would be prioritized by filling the parking supply located north of Western Avenue first. Ken said there are 300 spots available at the Soldiers Field Park garage at the Business School and 230 spots available at 125 Western Avenue. Of the 230 spots at that location, 100 will be used for management spaces so there will be 430 spots available to construction workers north of Western Avenue. Additionally there will be 320 spots available to the east of the existing Sears slab. All of these spots will not need to be used during the entire duration of the project- only during peak construction which is about 15-20 months. Ken said Harvard already expanded its locations for construction worker parking from the original proposal of the Sears site. Kathy Spiegelman said if you provide parking locations that are not in close proximity to the site then construction workers are more likely to park on residential streets closer to

the site. She said Harvard is not considering the Brighton Mills location because of its commitment to Shaws to provide a certain number of spaces and because it is also the proposed location for the Charlesview apartments relocation. Millie Hollum McLaughlin said she didn't think the Brighton Mills option was a good option anyway.

There was discussion about where the cars that are parked on Western Avenue now would be displaced to if there were restrictions placed on the parking on Western Avenue. John Bruno asked Ed LeFlore to count the parking spots on Western Avenue from Hague Street to Cambridge and asked for information on what the effect would be on parking if these spaces were removed for construction related activities.

Mike Hanlon asked where the wheel washing stations will be at the construction site. Ken Johnson said there will be a wheel washing station at two exits of the site. Mike also asked if the sidewalks and streets would be cleaned on a regular basis. Ken said that during excavation, street cleaning and sidewalk cleaning will be continuously throughout the day and after excavation it's estimated that street cleaning will need to take place daily. John Bruno said Harvard needs to coordinate with Boston Water and Sewer and Ken agreed and said Harvard would also implement measures to protect the storm drains. Harry Mattison asked for more information about the impact the street cleaner will have on the regular flow of traffic on Western Avenue.

John Bruno suggested Harvard take initiative to get a handle on the rodent problem in the neighborhood and on its own properties before construction even begins. Ed LeFlore said the construction mitigation team has already put a rodent control program in place and has hired a pest control consultant. The team is collecting data on the existing conditions and residents have already started to call the construction mitigation hotline to report problems. He said the situation is already improving. John Bruno, reluctantly asked for an update on this topic every few meetings.

Audience member Greg Flynn asked if the trucks would use bio-diesel fuel to minimize the impacts on the neighborhood. Ken said the trucks that will use on-site refueling will use ultra-low sulfur diesel fuel and the other equipment will be outfitted with oxidation catalyts to reduce the emissions.

Audience member Joyce Radnor asked if the wooden construction fence would be around the entire construction site boundary. Ken said it would be around most of the site boundary except for an area on Rotterdam Street where some utility work will need to be performed. Ken said Rotterdam Street will be re-routed during construction and there will be green space there and the wooden fence. Ken said Harvard would like feedback from the Windom Street residents about whether they want the existing tall chain linked fence at the perimeter of the Sears site to stay up. Windom Street resident Paul Alford said he has personally discussed this with all of the Windom Street residents and they do not want the chain link fence removed.

Joyce Radnor asked why Harvard had put up a fence around the track in its athletics area. Kathy said it is because a new surface track is being installed.

Audience member Tim McHale asked if representatives from other city agencies would be coming to any of the meetings. Gerald said as other topics are addressed he will invite the appropriate city agency representatives. Tim McHale asked Ray Mellone if the discussion of community benefits will take place during the DPIR review period and Ray said yes.

An audience member who is a representative from Mass Bike Metro Boston and a resident of Allston said the DPIR is narrowly focused on the proposed bicycle routes and there are poor bicycle conditions in the neighborhood. He asked that as Harvard develops better bicycle accommodations they consult with bicyclists. He said in the short-term Harvard should consider repaving parts of North Harvard Street.

Joyce Radnor said community members sent a letter to Harvard President Drew Faust to ask Harvard to live up to its promises made in its 1997 Institutional Master Plan to make improvements to North Harvard Street. She said Chris Gordon, Chief Operating Officer for Harvard's Allston Development Group, provided a response that seemed to imply Harvard would "get to it when it gets to it." Joyce said the BRA said in the Boston Globe article that improvements would be done immediately.

Kathy Spiegelman said that this was not the intended meaning of the message Chris Gordon sent. Harvard is planning to implement improvements along North Harvard as quickly as possible. She reminded the task force that it had been discussed to delay improvements along North Harvard, so that the users of the sidewalks and roads would not be inconvenienced by construction twice: once for a cosmetic improvement only and a second time for a reworking of the entire street and sidewalk corridor. She reported that Harvard is moving forward to re-do the sidewalks and where possible improve the landscape along North Harvard Street as quickly as possible. Harvard will need to work with the City to move this forward. She said Harvard is also going to replace the fence along North Harvard Street. Ken Johnson said Harvard will work with the City to coordinate this improvement as well.

Brent Whelan asked if the fence could be replaced with something like the u-hedges along the Business school property because it would create a more permeable and open atmosphere. Kathy said Harvard is supportive of improvements to the appearance of its campus and the neighborhood's public spaces and if a lower, different type of fence is feasible from a programmatic requirement and is more desirable to the neighbors that it would be considered.

Gerald Autler reminded everyone that the next meeting will be held at the Allston Brighton Resource Center on Western Avenue.

The meeting was adjourned at approximately 8:45 p.m.