

Hugh Adams Russell

1 Corliss Place, Cambridge MA 02139, 617-864-9596
harussell@aol.com

September 14, 1995

To: Cambridge City Council

Re: Quincy Square Park

I am writing in lieu of attending your meeting on Monday, in which I understand you may consider this design. Frankly, although the design of the park is in excellent shape, the process has become very discouraging, and I'm really reluctant to attend.

The review and major changes over the summer have been beneficial - the design is really superior, and issues have been raised, addressed, and then discussed again and again. It's a good reminder that things do change, and that decisions made three years ago need to be re-examined and, in this case, updated, and changed.

Two things have been very discouraging, however. The first is the profound distrust of the city, its officials, and its consultants, and its institutions and its citizens, by a number of the participants in the process, who seemingly can't believe that the city might be trying to do something good here. This seems to be more than the legacy of the past, and has echoes of what we hear every day from Washington. Secondly, much of the discussion has been very cryptic. Rather than saying directly what their concerns are, people seem to be looking for weaknesses in the process to attack. Perhaps this is just a manifestation of the first problem, but it makes problem solving much more difficult when you're having to guess what people are really concerned about.

On the other side, there have been many sincere statements of support for the effort to improve and beautify this area, and many helpful suggestions. The array of talent that has been brought to bear on this small, but important, area is staggering. You can be confident that the new Quincy Square will be a real asset to the City and its citizens.

16 Bellevue Avenue
Cambridge, MA 02140
September 15, 1995

by fax and by U.S. mail

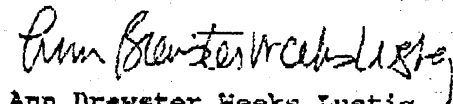
Cambridge City Council
City Hall
Massachusetts Avenue
Cambridge, Massachusetts 02139

Dear Council Members:

I am writing to express my strong support for the best possible facilities and amenities for pedestrians in the new Quincy Square, which are incorporated in the design and plan recently approved by the Design Review Committee. The Quincy Square plan, as approved by the Committee, will go a long way towards improving pedestrian safety and beautifying what is now an unattractive area. Specifically, the plan to create neck-downs, narrow Mass. Avenue for a short distance, and add street furniture and landscaping will provide a vastly improved environment for non-motorists without interfering with adequate traffic flow.

I strongly urge you to approve the proposed design.

Sincerely,


Ann Drewster Weeks Lustig



CITY OF CAMBRIDGE
COMMUNITY DEVELOPMENT DEPARTMENT

SUSAN B. SCHLESINGER,
*Assistant City Manager for
Community Development*

September 15, 1995

To: Robert W. Healy
City Manager

From: Susan Schlesinger *87*
Assistant City Manager for Community Development

Response to Council Order # 96 of September 11, 1995
Regarding Quincy Square

I am pleased to report on the questions raised about the design of Quincy Square. First, we intend to locate the "Sergeant Thomas J. Williams War Memorial" in the triangular open space as close as possible to its original position, as described in the attached letter from The Halvorson Company, Inc., dated September 13, 1995. This location is indicated on the attached plan, labeled Quincy Square Park.

In regard to progress that has been made, an extensive public review process has been accomplished since the request by the City Council in its Order of June 12, 1995. That intensive effort, initiated in July through a series of three public meetings and several smaller gatherings, involved the participation of more than 150 people, including abutters to the park, residents of the most immediately affected neighborhoods, business owners in Harvard Square, other residents of the city, as well as members of the Quincy Square Committee. This process is described in detail in the attached "Report on Recent Public Review of the Quincy Square Enhancement Proposal," dated August 1, 1995.

As a result of the extensive community input that we have received, the Committee at its August 9 meeting voted to change its recommendation from "Scheme 4" to "Scheme 3", as had been suggested in the report of August 1. This change was made primarily to address concerns about traffic flow: it was felt that Scheme 4 could have resulted in unacceptable automobile congestion at the intersection of Harvard Street and Massachusetts Avenue. Other

alternatives were also examined, but Scheme 3 was identified as the proposal which best balanced vehicular, pedestrian, and bicyclist needs.

More work was then needed to advance the design of Scheme 3 to the level of detail that had been performed for Scheme 4. Additional community concerns were raised about details of traffic flow and pedestrian safety. After a thorough consideration of the variety of community comments that were communicated, the Committee at its September 13 meeting voted unanimously once again to endorse all the curblines of Scheme 3, as detailed on the attached plan.

This decision was absolutely critical to allow the project to move forward this fall, as the construction season will soon be drawing to a close. The street and sidewalk portion of the project will be undertaken by the contracting company which is finishing the sewer separation project this fall. As for the landscaping and art elements of the plan, a contractor will be selected once the Committee has finished its consideration of the details of plant materials, the disposition of hard paved surfaces and planted areas, and the final configuration of the art work that is being integrated into the landscaping concept. Progress is still being made on these detailed aspects of the project, and I expect the Committee will finish its deliberations in the next few weeks. Remaining sidewalk and roadway work and the final landscaping work will be accomplished next spring.

Index of Attachments

1. Letter from The Halvorson Company re. Relocated War Memorial.
2. Plan of Quincy Square Park as approved by the Committee on 9/13/95.
3. Report on Recent Public Review of the Quincy Square Enhancement Proposal.
4. Memorandum on Traffic Issues by Barry Pell of Rizzo Associates.
5. Letter from Fire Department re. Emergency Access.
6. Letter from Harvard Square Business Association re. Tour Buses.
7. Memorandum from Community Development Department summarizing funding for the project.
8. Correspondence from Citizens.

The
Halvorson
Company, Inc.

Landscape Architects and Site Planning Consultants

161 Massachusetts Avenue, Boston, Massachusetts 02115-3050

Tel 617-536-0380 Fax 617-536-0626

September 13, 1995

Ms. Susan Schlesinger
Assistant City Manager for
Community Development
City Hall Annex
57 Inman Street
Cambridge, MA 02139

Re: Quincy Square Park (THC #95010.01)
Relocated War Memorial

Dear Susan:

The concern has been expressed at numerous community meetings that the "Sargent Thomas J. Williams War Memorial" be relocated in Quincy Square as part of the new park and roadway improvements.

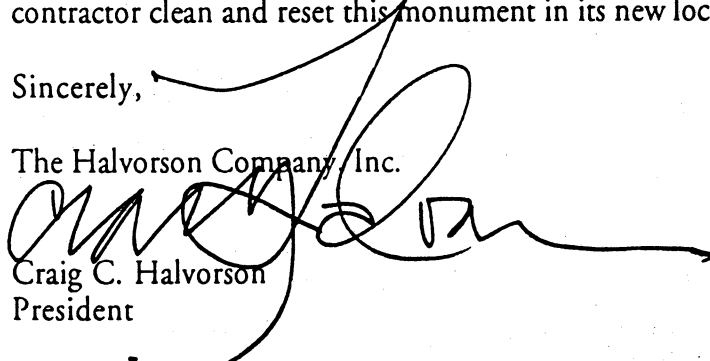
It has been our intention all along to place this stone memorial in a significant location within the new park. We feel it would be very appropriate to locate it at the proposed triangular open space defined by the convergence of Massachusetts Avenue and Harvard Street.

This proposed location for the memorial is close to its original location at the raised brick island at Quincy Square. We feel the stone memorial would not be as prominent if it were located within the peninsula space adjacent to the Inn. There are a number of other stones which are part of the sculpture and landscape there which might compete with and obscure the war memorial.

The City of Cambridge Department of Public Works is currently storing the monument in the Cambridge Cemetery. As part of the park construction contract, we intend to have the contractor clean and reset this monument in its new location in Quincy Square.

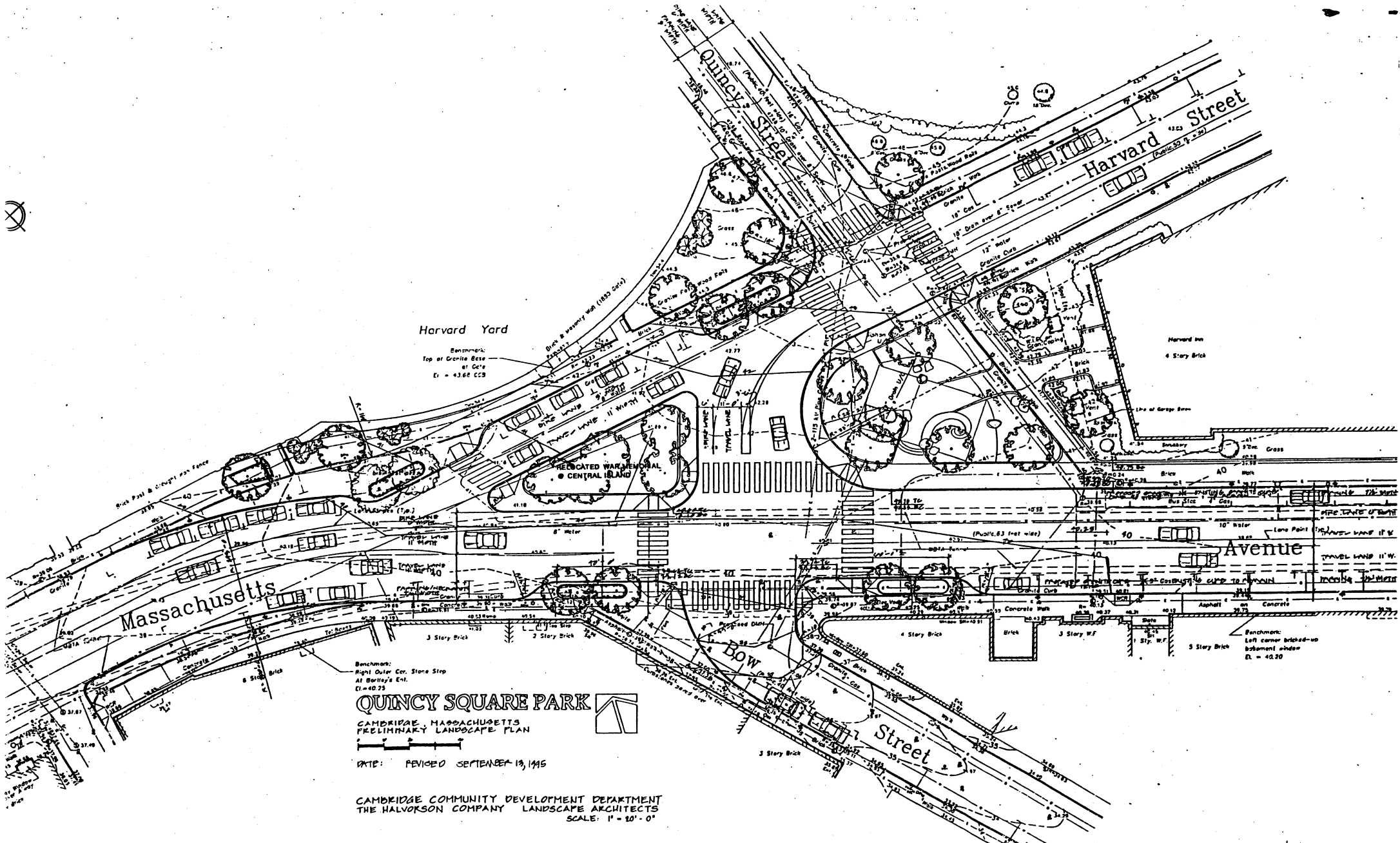
Sincerely,

The Halvorson Company, Inc.



Craig C. Halvorson
President

cc: Roger Boothe, Community Development
Cynthia W. Smith, THC
ch9.13.95SCHlr





CITY OF CAMBRIDGE
COMMUNITY DEVELOPMENT DEPARTMENT

SUSAN B. SCHLESINGER,

Assistant City Manager for
Community Development

August 1, 1995

To: Participants in the Community Meetings to Review Proposed Improvements to Quincy Square

From: Susan Schlesinger, Assistant City Manager for Community Development

SUBJECT: Report on Recent Public Review of the Quincy Square Enhancement Proposal

Enclosed you will find the *Report on Public Review of Proposed Quincy Square Improvements*. That report has been forwarded to the Quincy Square Design Committee for its consideration at the Committee's meeting on August 9, 1995 at 5:30 P.M. in the Community Development Department conference room, 3rd floor, 57 Inman Street. At that meeting the Committee will make a decision regarding my request that the Committee reconsider its earlier recommendation with regard to the design of the improvements proposed in Quincy Square and to begin consideration of the design details for the compromise design option identified in the *Report*.

Thank you for your comments and questions throughout this process. We look forward to being able to implement a much improved Quincy Square, beginning this fall.

REPORT ON PUBLIC REVIEW OF PROPOSED QUINCY SQUARE IMPROVEMENTS

The Public Review Process

Before outlining the substance of public comments on the proposed Quincy Square improvements and the Department's recommendation in response to those comments, a summary of the events that have transpired over the last eight weeks may be helpful.

At its May 15, 1995 meeting, during consideration of the City Manager's request to appropriate the monies necessary to fund the Quincy Square improvements, the City Council heard concerns expressed by some residents that the chosen design was inadequate, particularly with regard to its impact on vehicular traffic moving through the area. While the monies were appropriated for construction, a public hearing was scheduled by the Council on the matter; at that June 12 hearing, more wide-ranging concerns with the selected design were articulated, including issues of noise, safety, traffic, and circulation. Feeling that the community was insufficiently advised as to the upcoming changes in Quincy Square, the City Council directed the Community Development Department to hold a series of meetings with the community to review the plan and solicit comment.

Three advertised meetings were held. Notice of those meetings was published in local newspapers and more than one thousand notices were mailed to property owners and residents within a wide area around the Square. The schedule of meetings and illustrations of the two alternate schemes then under discussion (i.e. Schemes 3 and 4) were posted on site.

The first meeting, jointly sponsored by the Community Development Department and the Mid-Cambridge Neighborhood Association, was held on July 17, 1995 at Community Development Department offices, with approximately twenty people attending. A second meeting was held in Riverside at the King School on July 20 with about thirty people present. A third meeting, attended by more than 100 people, took place on July 26 at the Old Cambridge Baptist Church. In addition, several smaller meetings with Department staff and Halvorson Company staff (design consultants to the City and the Quincy Square Design Committee) were held at the specific request of individual residents.

A Brief History of the Quincy Square Designs

In 1989 - 1990, as a response to the announced construction of the Inn at Harvard, a subcommittee of the Mid-Cambridge Neighborhood Association began developing possible options for Quincy Square. Their goal was to expand the opportunities for new green space and pedestrian amenities in the large area of asphalt, devoted mostly to automobile circulation and bus parking, in front of the Inn where Harvard Street, Quincy Street and

Massachusetts Avenue meet. In 1991, in response to that local interest, the City Manager appointed a Quincy Square Design Committee that subsequently recommended a specific design (the Committee's Scheme 4; see accompanying description of Schemes 3, 4, and 5) to be the basis of the new construction in Quincy Square after completion of sewer separation work in the same area. It was that Scheme 4, for which specific details of design and landscaping had been developed in 1995 by the reassembled Committee, that was the basis of the appropriation request and subsequent public meetings referred to above.

At each of the public meetings held, that recommended design option (Scheme 4) was explained, its rationale presented and that option compared with the alternate design (Scheme 3) that the Committee had also seriously considered in 1991. In addition, as the discussions with the Community advanced, a third alternative was recommended by some participants that was dubbed Scheme 5. Taking its inspiration from Sullivan Square (commonly referred to as Putnam Square) at the intersection of Massachusetts and Putnam Avenues and Mt. Auburn Street, this proposal would create islands in front of the Inn rather than a peninsula as in either Schemes 3 or 4.

Additionally, several points were made clear throughout the meeting process. First, all traffic movements that had been allowed in the past will continue to be allowed after improvements are installed, including the particularly important right hand turn off of Massachusetts Avenue onto Harvard Street. Second, improvements will be taking place on City owned and controlled land; no transfer of land will be made to Harvard University. Third, funding for the project is in the control of the City with monies coming from three sources: the Harvard Square Improvement Fund, into which property owners must make a payment when a development project does not meet all zoning-mandated parking requirements; funds received from Harvard University that were originally payments to the University by the City as a result of court mandated compensation for the eminent domain taking of University owned Sacramento Field in the Agassiz Neighborhood; and, finally, funds reserved in the sewer separation project for the restoration of the roadway surface after completion of the contract, along with other available street reconstruction monies. Finally, it was made clear that the Veteran's memorial previously located in the center of the Square's traffic island will be returned in a much improved setting in the new Square.

The Concerns

The 150 participants in the public meetings expressed a variety of opinions and concerns, and wished the new improvements to address a number of interests. There was, nevertheless, overwhelming support for resolution of whatever conflicts might be expressed in order that positive improvement to the Square could be assured in a timely fashion. Objections to the Committee's recommended design option (Scheme 4), however, were of two basic kinds: (1) vehicular traffic and circulation consequences, and (2) open space use implications. The salient elements in each category are summarized below.

Road Alignment, Traffic Flow, and Parking

Participants expressed the following concerns.

- * The road alignment that places all Harvard Street and Quincy Street traffic at a single right angle intersection with Massachusetts Avenue looks to place too much traffic at one intersection. The traffic data upon which the plan was based needed updating in order to assess the workability of this alignment, particularly with respect to evaluating the need for a traffic signal.
- * Without a light at this proposed intersection, traffic may not be able to clear through fast enough to prevent bus and car backups, which may in turn encourage diversion of cars through neighborhood streets.
- * However, for many nearby residents, that traffic light would be an undesirable remedy as it would result in more stop and go traffic, particularly on Massachusetts Avenue, with resulting increased noise and exhaust.
- * The plan was eliminating four to six parking spaces, particularly as a consequence of very long curb extensions at pedestrian cross walks, when the objective should be no net loss or an increase in the number of available spaces.

Open Space Use Concerns

Use concerns expressed by the participants can be summarized as follows.

- * The two green spaces created were configured in Scheme 4 such that they could accommodate large gatherings of people who might disrupt the lives of residents in the vicinity. Further, this capacity for gatherings would encourage street performers to make use of the space.
- * Existing, long standing problems with late night loitering in the neighborhood, especially at the closing hour of neighborhood bars, would be aggravated by this newly created opportunity to congregate at 2:00 and 3:00 A.M.
- * Late night passage through the area would be less safe and secure because of the potential for late night and overnight use of the space.

While many people expressed a preference for Scheme 4, the reservations expressed for that design are clearly genuine and understandable. In regard to how a space will be used in the future, people's behavior can only be anticipated through analogies to different spaces in different physical circumstances; therefore, somewhat conservative assumptions would seem advisable. Where technical analysis is possible, as with traffic volumes and vehicle movements, somewhat more dispassionate evidence can be assembled. A review and

analysis of contemporary data by the City's traffic consultant suggests that the conclusions that supported the choice of Scheme 4 in 1991, and that might still support it today, still leave room for doubt as to how well traffic will flow. Again the prudent course may be to make the more conservative judgements about what should be done.

Therefore, given the ambiguities and uncertainties that cannot be eliminated, the Department has concluded that some compromise is reasonable, possible, and prudent. Such a compromise can still meet the goal of an improved, indeed handsome, environment that stimulated this enterprise back in 1991.

Recommended Response

To recapitulate, in searching for a compromise that could address the concerns of residents most impacted by the new Square, while retaining the best elements of the Committee's recommended option, three alternate designs were discussed during the public meeting process: Scheme 4, which was the recommendation to the City Council in 1991 and the design option for which detailed landscape designs had been nearly completed. Scheme 3, which was the alternate design considered by the Committee in 1991 and favored by some members of the Committee; its detail has been developed to a very schematic level. Scheme 5, suggested by some participants, which would create two islands in the center of the present system of roadways; its general outline has only been sketched in the last couple of weeks. Each scheme received thorough staff analysis with regard to the traffic and circulation issues of concern to the community.

As a consequence of the detailed public review, and a careful balancing of the several competing interests that must be satisfied in any improved Quincy Square, a reasonable compromise seems achievable. That compromise would consist of the following actions, which the Department is prepared to recommend to the City Manager.

Recommendation

1. Adopt the Committee's Scheme 3 design as the basic pattern for the improvements in Quincy Square. Given the uncertainty with regard to the traffic consequences of altering the alignment of Harvard Street, this design retains the most important open space and visual amenities of the initially recommended design while permitting a more flexible traffic pattern through the area. This design option functions most effectively of the three choices considered, in balancing the needs of the vehicles, bicycles, and pedestrians that must use the space, as well as the needs of nearby residents and businesses who are most directly affected by that use; the larger neighborhood and the city as a whole gain the benefit of a fine improvement to the City's physical environment. Furthermore, this design was a preferred option for many Quincy Square Design Committee members in 1991 and is acceptable to most citizens who expressed a preference for Scheme 4 at the various public meetings. It also retains more of the existing pattern of vehicular movement favored by the advocates of Scheme 5, while better meeting the needs of other users of the space than would be possible

in that Scheme.

- 2. Over the next several weeks, modify the specific design features of Scheme 3 to minimize the potential use of the space for large and disruptive gatherings of people.** Throughout the meeting process, as concerns were articulated about the potential undesirable uses the space might be put to, the Halvorson Company developed illustrative design options that increased the area of grass and plantings, reduced the amount of open paved areas, and minimized the options for seating, in an effort to employ the details of the Square's landscaping to limit intense use of the space. Those initial ideas need refinement so that they will, when finalized, have the quality that characterizes the details developed for Scheme 4.
- 3. Modify Scheme 3 so that there is no net loss of on-street parking from that prevailing prior to installation of the improvements.**
- 4. Recommend to the City Council for adoption, modifications to existing City Ordinances relating to the regulation of noise, street performing, and park closings.** Language for those changes is now being developed, and will permit the banning of street performers at Quincy Square and the closing of the space at an appropriate hour in the evening to discourage loitering.
- 5. Establish a working group of local residents and business owners, under the direction of the Deputy City Manager, to resolve outstanding issues related to disruptive late night noise and loitering arising from the operation of nearby businesses.** This approach has been successful in dealing with similar resident/business conflicts in Central Square.

Conclusion

While there has been dispute with regard to details, there has been expressed great support by all involved for undertaking positive improvements to the environment at Quincy Square. With this recommended compromise approach, however, timing now becomes very critical in order to assure timely construction in a sequence that will least inconvenience neighbors and users of the Square.

The sewer separation construction will end this fall; new curb lines must be set and drainage and other technical matters worked out by that time so that the funds available for surface restoration can be applied to the Square's new design, rather than to simply repaving the Square. That engineering task depends on the establishment of the final design configuration for the entire Square, which must be expeditiously resolved over the next month in discussions among City staff, the Quincy Square Design Committee, and interested neighbors.

Description of Design Options Considered

Scheme 4 - Quincy Square Committee's Recommended Design

This design creates two large open spaces, one in front of the Inn at Harvard and the other in front of the Lamont Library, which are extensions of existing sidewalks. They are separated by a confluence of Harvard and Quincy Streets that meets Massachusetts Avenue opposite Bow Street. Modest expansions of the sidewalk on the opposite side of Massachusetts Avenue are proposed. The plan encourages pedestrian access to the open space and sitting with the provision of a number of benches. Because this is the design the Committee has been developing for some time, specific designs have been highly developed.

Scheme 3 - Alternate Design Considered by the Quincy Square Committee

This design differs from the recommended one in that it continues Harvard Street in its present alignment through to Massachusetts Avenue. The large open space in front of the Inn is retained but a smaller space is created in front of the Library, surrounded by roadways in the manner of McArthur Park (at Church Street) in Harvard Square. This design, when considered in 1991 by the Committee, had been developed only schematically so that no detailed designs have been developed for it.

Scheme 5 - Resident Proposal Developed During the Public Meeting Process

This proposal would retain the existing pattern of vehicle movement through Quincy Square and create two islands that could be suitably landscaped and serve as a visual amenity to the community. These islands would be less easily accessible, thus discouraging loitering and active use.

Memorandum

To: Susan Clippinger, Director
Department of Traffic Parking and Transportation

Fr: Barry Pell, P.E.
Vice President, Rizzo Associates Inc.

Re: Technical Memorandum
Summary of Traffic Analyses of Quincy Square

Dt: September 14, 1995

Rizzo Associates' analysis of the traffic performance and safety of the proposed design for Quincy Square has been completed. This evaluation includes review of existing traffic data, additional data collection and analysis, lane capacity and Level of Service analysis, evaluation of geometrics, and evaluation of pedestrian and bicycle access and safety. The data were compiled and analyzed as follows:

Traffic volumes and flow

Review of 1989 traffic volumes on Quincy Street, Harvard Street and Massachusetts Avenue. Data from this time period was adjusted by inflating the volumes to account for past background and future growth in traffic.

Review of Vanasse, Hangen, Brustlin Traffic Study prepared for construction of The Inn at Harvard.

Collection and review of 1995 traffic volumes on Massachusetts Avenue between Remington Street and Quincy Square.

Traffic Analysis/Level of Service

The data was analyzed to determine the volumes of traffic moving through Quincy Square both under current conditions and adjusted to reflect potential growth in traffic volumes in the future. The analysis

of future conditions was conducted by applying a significant increase in the traffic projections to accommodate potential future growth, thus ensuring a very conservative and reliable evaluation of the function of the intersection. The results of this analysis indicate that automobile traffic flow through the intersection will be at a Level of Service C or better during peak periods. This excellent service level will be characterized by smooth flow of automobile traffic through the Quincy Square intersection without congestion or diversion of vehicles to other area streets.

In addition, these data were used to analyze lane configuration and capacity needs for Massachusetts Avenue approaching Quincy Square from the East (Putnam Square) and from Quincy Square west toward Harvard Square. Careful consideration of the friction along the corridor (cars maneuvering into parking spaces, unauthorized double parking, etc.) was included in evaluating the appropriate lane configuration. This analysis concluded that the proposed lane configuration (i.e., two motor vehicle travel lanes, a bicycle lane and parking lanes along the curb, except adjacent to the triangular open space, where parking activity would cause a safety hazard) will afford proper vehicle flow and avoid congestion. The analysis indicates that the proposed lane configuration has substantial excess capacity, allowing for accommodation of additional motor vehicles beyond likely growth in future traffic volumes in this area. In addition, this lane configuration remedies the safety hazards of the presently undifferentiated and unmarked pavement on Massachusetts Avenue entering Harvard Square.

Roadway Geometry

All roadway alignments and turning radii were evaluated to ensure safe access for large vehicles, including large emergency fire apparatus and trucks. These vehicles will be able to safely travel through the Quincy Square intersection with the proposed curb relocations, including the turn from Massachusetts Avenue to Bow Street. The geometry was evaluated by overlaying the large vehicle turning templates over the plans. I am aware that in 1991, to further confirm the adequacy of the turning radii, the Traffic and Parking Department placed cones in the intersection to simulate and test, by means of drive-throughs, the geometry of the intersection under the proposed conditions. In addition, the Cambridge Fire Department reaffirmed in their recent letter their support for the plan.

Pedestrian and Bicycle Circulation

The plan was reviewed to ensure safe pedestrian and bicycle movement through Quincy Square. Consistent with the City's goals of improving pedestrian and bicycle facilities and supporting non-motorized travel in the City, the proposed plan includes several helpful features that work in tandem to address pedestrian needs. Pedestrian crossings have been enhanced through the addition of neckdowns at intersections and crosswalk locations. These neckdowns, as detailed in the attached technical memorandum of September 13, 1995, serve to improve visibility of both pedestrians and motorists approaching roadway crossings. They also decrease the roadway crossing distance for pedestrians and thus their exposure to potential motor vehicle hazards. The proposed plan also includes careful placement of street trees and other design features to channel pedestrian traffic to boldly marked thermoplastic crosswalks that complement pedestrian travel desire lines. In summary, the proposed plan includes a comprehensive approach to providing safe and convenient pedestrian circulation in and through Quincy Square.

With respect to safe bicycle travel, the proposed plan affords a more clearly organized and safer facility for bicyclists. The inclusion of designated bicycle lanes informs bicyclists, motorists, and pedestrians where bicycles should travel. These designated bicycle lanes encourage bicycle circulation in a more predictable location on the roadway, improving safety for motorists and pedestrians. They also provide a safer alternative to bicycling on the sidewalk, which although prohibited in Harvard Square, occurs because of fear of traveling in the motor vehicle travel lanes. The proposed bicycle facilities will enhance safety of travel for all users of Quincy Square.

Conclusions

The evaluation of the proposed design for Quincy Square included thorough analysis of existing and proposed conditions. The analysis was based on very conservative assumptions applied to the data that support substantial confidence in the results. In conclusion, the proposed design will afford safe and efficient travel for pedestrians, motorists and bicyclists in and through Quincy Square.

enclosure

Memorandum

To: Liz Epstein
Cambridge Community Development Department

Fr: Barry Pell, P.E.
Rizzo Associates, Inc.

Re: Traffic Implications of Neckdowns at Intersections

Dt: September 13, 1995

A neckdown is a narrowing of a street, either at an intersection or midblock, in order to reduce the width of the traveled way.

Street neckdowns have been successfully applied in numerous projects in the Boston area (including Cambridge) and throughout the United States. Their primary safety benefits have been to increase pedestrian visibility of approaching cars, reduce required crossing time, provide more sidewalk space in crowded street areas, and focus motorist attention and readiness at nodes of pedestrian activity. Furthermore, neckdowns offer an opportunity for expanded landscape and pedestrian amenities treatment.

While neckdowns provide primary benefit for pedestrian safety, it is important that their application does not restrict the efficiency or safety for users of the traveled way, including cars, truck, fire apparatus and bicycles. The Institute of Transportation Engineers has studied the application of neckdowns with regard to travelway impacts. Their conclusions for street design are summarized as follows:

- a. **Effects on Traffic Volume.** Studies to date have shown that neckdowns reduce traffic capacity only when they either reduce the number of lanes of travel or add friction to a considerable length of street.
- b. **Effects on Speed.** Neckdowns appear to have insignificant effect on speed.
- c. **Effects on Noise, Air Quality, and Energy Conservation.** No significant effects have been identified.

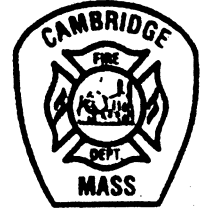
- d. **Effects on Traffic Safety.** Neckdowns can improve the safety of an intersection by providing pedestrians and drivers with an improved view of one another. They also reduce pedestrian crossing distance, thereby lowering their exposure time to vehicles.
- e. **Uniform Standards.** Neckdowns can be considered to be either normal extensions of the existing curb or channelizing islands as defined in the *Manual on Uniform Traffic Control Devices* (MUTCD) and equivalent design manuals.

Neckdowns should be designed with sufficient travelway width so that the largest trucks and fire vehicles which are normally expected to use the roadway can turn smoothly with a single-point turn and with conventional maneuvers (e.g., left turn from left lane, right turn from right lane).

399501M1.BMP



CITY OF CAMBRIDGE
FIRE DEPARTMENT
HEADQUARTERS
491 BROADWAY, CAMBRIDGE, MA. 02138



KEVIN J. FITZGERALD
CHIEF OF DEPARTMENT

WALTER J. ELLIS
ASSISTANT CHIEF

(617) 349-4921
FAX (617) 349-4912

Memorandum

To: Mr. Lauren Preston, Traffic Department
From: Deputy Chief Gerald Reardon
Re: Quincy Square
Date: 09-05-95

I have reviewed the recent plans for the changes to Quincy Square that were received on September 1 1995.

As you are well aware the Fire Departments concerns are that of accessibility of emergency vehicles especially the various large pieces of fire apparatus that we operate.

The new design provides for a adequate turning radius and lane width for the movement of Fire Department emergency equipment .



H. RVARD SQUARE BUSINESS ASSOCIATION

OFFICERS:

President

RICHARD R. BEATY
Hammond/IRB/Ellis & Andrews

Vice-President

FRANK S. KRAMER
Harvard Book Store

Vice-President

MARTHA W. SULLIVAN
The Charles Hotel

Treasurer

JAMES H. SMITH
Cambridge Center
for Adult Education

Secretary

SUE E. KUELZER
Grendel's Restaurant

Executive Director

KRISTIN T. SUDHOLZ

September 13, 1995

Cambridge City Council
City Hall
795 Massachusetts Avenue
Cambridge, MA 02138

Dear Members of the City Council:

DIRECTORS

ROBERT BANKER
The Banker Company

CAROL BARTALUSE
BayBank

SARIEL BOOY
The Cambridge Current

GRENVILLE P. BYFORD
John Harvard's Brew House

ALISON CHARELLO
Cambridge Savings Bank

MICHAEL W. DREEST
Newbury Comics

CYNTHIA FRIDE
Woolcott & Co.

RICHARD K. GETZ
Richard Getz Associates

LISA R. GOREN
HMV Music Superstore

CHILLA JACOBSON
Omnit Travel

SCOTT LEVITAN
Harvard Real Estate

JEREMIAH MURPHY
The Harvard Coop

RICHARD M. OLKEN
Harvard Student Agencies

KATHLEEN O'NEILL
WordsWorth Books

HARVEY STEINER
Art Related Technology, Inc.

EDWARD P. VER PLANCK
Dickson Bros.

ERIC A. WALKER, D.M.D.
Dentist

LEVIN A. WATERS
Cambridge Trust Company

This letter is to apprise the Cambridge City Council of progress made concerning tour bus parking in Harvard Square since 1993. The Harvard Square Business Association has worked continually with the Cambridge Department of Traffic and Parking, and with the recently established Cambridge Office for Tourism, to develop a reasonable solution to accommodate tour buses that frequent Harvard Square year-round.

This effort has included a complete tour of the Square, several meetings with Traffic and Parking officials and tour operators, measuring street widths, parking spaces, traffic flow, and much more. Several options are presently being entertained, though no official decision or policy has yet to be determined. We will continue to work towards a resolution that will accommodate residents, businesses, and tour operator needs, while taking public safety, noise, and visitor enjoyment into consideration.

Thus, we hope the City Council will support the improvements to the Quincy Square area, and be assured that efforts are being made to accommodate the buses elsewhere that previously parked in the Square prior to commencement of the sewer project.

Sincerely,

Kristin T. Sudholz
Executive Director



CITY OF CAMBRIDGE
COMMUNITY DEVELOPMENT DEPARTMENT

SUSAN B. SCHLESINGER,
*Assistant City Manager for
Community Development*

July 20, 1995

Quincy Square Park Project

Funding for the project will come from three sources. First, the Harvard Square Improvement Fund will provide \$114,000. Second, \$501,000.00 will be available from an escrow account established by the City and Harvard University; these funds were set aside expressly for the Park to settle the Sacramento Field taking issue. Finally, all roadway and sidewalk work associated with the Park will be funded through the Chapter 90 funds administered by the Public Works Department in association with the sewer separation project, at a value of approximately \$200-250,000.00. Thus, the total funds for design and construction come to \$815,000-865,000 (\$114,000 + 501,000 + 200-250,000).

40 Arlington Street
Cambridge MA 02140
617-876-2281

September 13, 1995

Quincy Square Design Review Committee
c/o Community Development Department
57 Inman Street
Cambridge MA 02139

fax: 349-4669

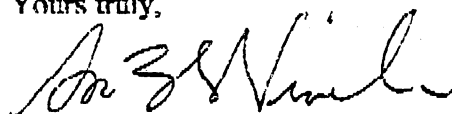
Dear Design Review Committee:

I am writing to express my support for the best possible facilities and amenities for pedestrians in the new Quincy Square. It is essential to remedy the very unattractive and unsafe situation that now exists. I strongly approve of plans to create neck-down, narrow Massachusetts Avenue for a short distance, and add street furniture and landscaping. These and other elements of the proposed design will provide a vastly improved environment for non-motorists without interfering with adequate traffic flow.

I walk to work every day, and have nearly been hit by cars in several intersections near Harvard Square. I strongly support safe pedestrian passages to encourage walking in the City and to promote a more pleasant and less stressful environment for all non-motorists.

I very much hope the City will implement the proposed design. Thank you.

Yours truly,



Ann B. Winslow

Post-it® Fax Note	7671	Date	9/13/95	# of pages	1
To	Design Review Com.	From	Ann Winslow		
Co./Dept.		Co.			
Phone #		Phone #			
Fax #	349-4669	Fax #	496-4670		

Post-It™ brand fax transmittal memo 7671		# of pages > 1
To: The Committee	From: Armond Cohen	
Co.	Co.	
Dept.	Phone # 350-0990	
Fax # 349-4669	Fax #	

One Pemberton Terrace
Cambridge, Ma. 02140

September 13, 1995

Quincy Square Design Review Committee
c/o Community Development Department
57 Inman Street
Cambridge, Massachusetts 02139

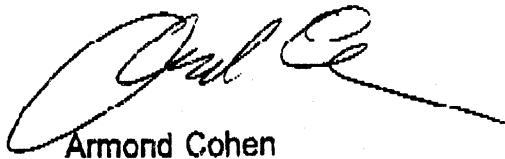
Dear Design Review Committee:

As a sixteen year resident of Cambridge, and one who has brought and will continue to bring many business meetings and other visitors there to enjoy the unique and successful urban environment (and, incidentally, generate income for the commercial establishments), I have a strong interest in seeing Harvard Square developed in a manner which preserves its unique urban character. Quincy Square's development is a linchpin to enhancing that quality. It is a site whose potential has not been remotely realized.

In particular, I strongly support measures there which make Quincy Square more pedestrian friendly, including traffic-slowng (including the narrowing of Mass. Avenue for a short distance) and the addition of pedestrian amenities such as landscaping and benches, which I have been told are under consideration. These measures will help extend the commercial vitality of Harvard Square at its eastern edge while accommodating reasonable traffic flow.

Thank you for your consideration.

Sincerely,



Armond Cohen

To: Quincy Square Design Review Committee (c/o Community Development)

From: Bette Davis

Re: Impending Changes to Quincy Square

Date: September 13, 1995

I live at 13 Ware Street, in the immediate vicinity of Quincy Square, and I am a pedestrian; I do not own a car. I have attended one of the previous meetings concerning Quincy Square, but I cannot attend the one this evening. I would just like to state, very briefly, that I feel pedestrian improvements are critical for the Quincy Square area.

Thank you for your attention.

Charles Bahne
224 Concord Avenue
Cambridge, Massachusetts 02138
617/354-0539

September 13, 1995

Quincy Square Design Review Committee
c/o Community Development Department
City of Cambridge
57 Inman Street, 3rd floor
Cambridge, Massachusetts 02139

To the members of the Committee:

I wish to address two areas of controversy that are still before the committee: the issue of curb neckdowns at pedestrian crosswalks, and the issue of a stop sign vs. a yield sign at the intersection of Harvard Street and Massachusetts Avenue (adjacent to Harvard Yard, roughly opposite Bartley's Burger Cottage).

Curb neckdowns provide an important measure of safety for pedestrians and should be encouraged for this reason. Neckdowns also effectively prevent illegal parking at crosswalks and thus near intersections. If neckdowns are not provided, then cars and trucks will park as close to the corner as they can. This will block sightlines for other motorists, and will result in more frequent vehicular accidents. Cars and trucks parked close to the intersection will also affect the turning radius for large vehicles, including emergency vehicles and MBTA buses. For all of these reasons, I recommend that neckdowns be provided throughout the revised design for Quincy Square.

At the Harvard Street/Massachusetts Avenue intersection, I understand that original plans for Alternative 3 called for a yield sign — not a stop sign — at this location. With a yield sign, motorists are more likely to speed through the intersection and less likely to look carefully for pedestrians and bicyclists. Many drivers may look only for auto traffic coming from the left, without looking for pedestrians who may be coming from the right. A stop sign will improve safety for pedestrians and should be installed at this location.

It is important that the revised design for Quincy Square be as pedestrian-friendly as possible. I would urge the committee to consider pedestrian issues when it makes its recommendations.

I understand that the committee has received some anonymous communications regarding the proposed design of Quincy Square. I would urge the committee to disregard any communications which it may have received from "unknown sources", and to concentrate on statements by people who are willing to give their name and address to the committee.

Thank you for the opportunity to comment,

Sincerely yours,



9/12/95

TO: QUINCY SQUARE
PLANNING COMMITTEE

Hi - I AM A MEMBER OF
THE CAMBRIDGE PEDESTRIAN
ADVISORY COMMITTEE IN
SUPPORT OF SCHEME 3.

DON FACEY
90 HAMPSHIRE ST
CAMBRIDGE

9 Chauncy Street #31
Cambridge, MA 02138

September 13, 1995

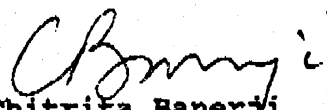
Quincy Square Design Review Committee
c/o Community Development Department
57 Inman Street
Cambridge, Massachusetts 02139

Dear Design Review Committee:

I am writing to express my support for the best possible facilities and amenities for pedestrians in the new Quincy Square. It is essential to remedy the very unattractive and unsafe situation that now exists. I strongly approve of plans to create neck-downs, narrow Mass. Avenue for a short distance, and add street furniture and landscaping. These and other elements of the proposed design will provide a vastly improved environment for non-motorists without interfering with adequate traffic flow.

I very much hope the City will implement the proposed design.

Sincerely,


Chitrita Banerji

qusq

12 September 1995

To: Quincy Square Design Committee

From: Kathryn L. Carleton
1 Ellery Place
Cambridge

Re: Support for Scheme 3

I am writing to express my strong support for the design for Quincy Square identified as scheme 3. This design is a combination of the best use of park space and pedestrian ways within a major intersection in which smooth traffic flow is essential. The projected bump-outs will be especially helpful for pedestrian visibility so that their safety can be a major consideration without disrupting traffic.

I hope that the design committee can approve the overall scheme so that the curb work can begin immediately. It is also important to continue the discussion with the community on the use of plantings, benches and paths so that the concerns about noise, litter, loitering and safety can be properly addressed.

Would you also consider avoiding, whenever possible, using grass in small public areas? Looking at dead grass in Putnam Square and avoiding the sprinklers in the library park during this summer has reminded me that this is not a good area for growing grass. Water conservation should also be included in design considerations from now on.

4ARCHITECTURE INC.

William L. Porter
Catharine A. Verhulst
E. Daniel Broggi
Daniel P. Anderson

17A Concord Avenue
Cambridge, Massachusetts 02138
Tel/Fax: (617) 576 6464

TO: Quincy Square Design Review Committee
Cambridge Community Development Department
City Hall Annex
Cambridge, MA

FROM: Daniel Anderson
4Architecture Inc.
17A Concord Ave
Cambridge, MA

RE. Quincy Square Park

Dear Committee,

I wanted to send you a quick note regarding your efforts to realize a navigatable and pleasant pedestrian crossing at the difficult intersection of Harvard, Quincy and Mass Ave. As a resident of Grant St who crosses this intersection on foot while walking to my office on Concord Ave. everyday, I wholeheartedly support your endeavor and accurately represent the approval of many of my neighbors. Additionally, from the point of view of a driver, I welcome this intervention as a means of announcing and beautifying the main vehicular entrance to Harvard Square. I believe that this project will also provide some incentive for the commercial establishments in this area to follow Omni Travel's lead and continue to improve the neighborhood. Thank you again for all your work.

Sincerely,

Daniel P. Anderson

cc: Cara Siederman
Cambridge Environmental Program

September 11, 1995

cc: Roger Booth
Liz Epstein
Susan Schlesinger
City Council
John Pitkin

To: Cambridge Community Development

From: Concerned Citizens for Quincy Square

Subject: September 13th meeting on Quincy Square

As you know, from past meetings both public and private, the "Concerned Citizens for Quincy Square" came together because of our common concern that the final outcome of the Quincy Square project be something acceptable to the entire community. From the public meetings, a consensus seemed to emerge that in designing any new green space which effects so many people in the city, there needs to be serious consideration to both automobile and pedestrian traffic, as well as business and residential considerations.

While we are gratified that the city has moved away from the scheme four approach which appeared to present some questionable consequences for automobile traffic in the area, we are concerned about some of the details yet to be worked out around the modified scheme three plan. Furthermore, there appear to be some new developments to the plan which were not unveiled at the public discussions. Now it would appear, that it is the intention of the Park committee to alter the sidewalk and street configuration on Massachusetts Avenue extending from Plympton Street to the Inn at Harvard.

Given that Massachusetts Avenue has traditionally been a major traffic corridor through which automobiles flow through the city, it seems remarkable that no traffic study was done to measure the effects of all proposed changes to this area, and its ramifications for the immediate and surrounding neighborhoods. More to the point, however, we question whether it is within the scope of a committee who's expressed purpose was to create a satisfying green space in front of the Inn to tinker with major traffic alterations which will affect the lives of all Cambridge residents. If, as it appears, the intention of this committee is to turn this part of Massachusetts Avenue from Plympton Street to the Inn into a pedestrian way, we wonder where this mandate come from?

And so, before any decisions are made about curb cuts, we feel that the committee and the public should be clear on what the scope of its work should be. There are, as well, some unresolved issues such as where the tour buses will park, that need to be dealt with before any final decision is made. If, and it is

currently unclear, the parking meters are not restored to Quincy Street and this becomes a parking area for tour busses, the neighborhood will have lost a significant number of parking spaces, as well as acquiring a significant nuisance.

Although the committee has come a long way in meeting our concerns about the park, there are still some major concerns that need to be worked out. It was our understanding, that the public would be able to have its input into the working out of some of these details, both as to the design of the park and the curb cuts. And so, we offer the following concerns and recommendations:

Traffic and Parking

We understand the need to slow down the traffic at certain points in the square, but there is concern that this effect can be taken to extreme and have the effect of backing up traffic to the extent that Massachusetts Avenue becomes such a frustrating driving experience that drivers chose to drive down neighboring arteries and side streets instead. We wonder at the concept of creating a pedestrian way without regard for the businesses who by their very nature attract automobile traffic, both customer and loading vehicles.

Concerns:

1. Narrowed lanes - the proposed narrowing of automobile lanes would cause a problem in an area where you have motorists frequently trying to enter and exit parking spaces and the double parking of delivery trucks
2. Double parking - Most of the businesses in the area require the service of loading vehicles. Extending the sidewalk with the proposed "neck downs" or "bump outs" will require them to double park, backing up oncoming traffic.
4. Increased pedestrian activity - If the intention of the park in front of the inn and the green space in front of Roosevelt gate is to create a pedestrian draw, one has to account for the added number of people who will be tempted to cross Mass Avenue in an already difficult traffic situation.
5. Emergency Vehicles - With all these obsticals put in the way of a smooth flow of traffic we wonder if this might not become a serious problem for emergency vehicles, including all police and fire vehicles trying to go through this area.

Recommendations:

1. Maintain current lane size
2. Shift traffic island - The current plan would shift the traffic triangle into Mass Ave, narrowing lanes for existing traffic; we propose shifting island back toward the yard or making it smaller.
2. Elimination or significant scaling back of "neckdowns"
 - a. elimination of neckdowns in front of Roosevelt gate and similarly not widening sidewalk near Plympton Street.
 - b. Scaling back neckdowns at Bow and Mass Ave.
3. Adequate parking - minimize the time it takes to enter and exit parking spots by providing adequate space - ie. snow removal and minivans. Restore total parking area.
3. Sitelines - Any planting of trees should take into consideration the visibility by automobiles of oncoming traffic
Move bus stop in front of church instead of park; as currently proposed, stopped busses would block site lines of traffic.
4. Fewer crosswalks - Some of the crosswalks are unnecessary
5. Paving street with cobblestone or using signage to slow cars where pedestrian safety is of concern - ie. the newly established right hand turn from Mass Ave to Harvard Street.
6. Passive Park and minimized seating - A greenspace which does not act as a pedestrian draw

Park Design

While the committee has addressed many of our concerns regarding seating, the design remains conducive to the congregation of significant numbers of people, particularly the large areas of paved area. Aside from creating an "attractive nuisance", it is questionable, as well, whether the city wants to create a pedestrian draw in an area that has no traffic light.

Recommendations:

1. Paved areas - limit pathways to a generous ten foot width and fill remainder with groundcover.
2. Benches on Mass Ave should be limited to the west of Roosevelt gate

Finally, there are certain issues we feel have been touched on but not adequately addressed.

1. Snow removal

2. Tour busses

3. Noise ordinance

4. World War II memorial and the naming of the park - We have yet to see a plan of the park including the World War II memorial which the original traffic island was meant to commemorate. We would like to see the park named for this member of our neighborhood who was felled during the war.



CITY OF CAMBRIDGE

ENVIRONMENTAL PROGRAM

57 Inman Street • Cambridge MA 02139 • 617.349.4604

August 29, 1995

To: Quincy Square Design Review Committee
From: Cambridge Pedestrian Advisory Committee
Re: Quincy Square plans

At its August 25, 1995 meeting, the Cambridge Pedestrian Advisory Committee unanimously agreed on the following recommendations to make Quincy Square safer for pedestrians:

- The committee strongly supports the neckdowns (flare-outs) proposed in Scheme 3. Neckdowns/flare-outs in this area are extremely important for pedestrian safety. They improve visibility for both pedestrians and motorists, which is always important, but particularly at uncontrolled intersections (i.e., with no traffic light to provide pedestrians with a protected crossing opportunity). These flare-outs will shorten the crossing distance for pedestrians and put them in a position where they are more visible to drivers. They will also indicate to drivers that they are entering a busy area where many people are crossing the street.
- The committee recommends that a stop sign be placed where Harvard Street merges into Mass. Ave. Without one, motorists may not look to their right for pedestrians.
- The committee recommends that a sign reminding drivers to stop for pedestrians in crosswalks be placed in the crosswalk at the intersection of Mass. Ave. and Bow Street. This kind of sign has worked well in Central Square.

The citizen members of the committee are:

Charles Bahne
Richard Bock
Kathryn Carleton
Bette Davis
Astrid Dodds
Don Facey
Wendy Fearing
Carolyn Fuller
Happy Green
Douglass Lee
Gavin Malenfant
Marie Manis
Michael Owu
Thomas Reisz
Elizabeth Thagard
Frances Wirta

August 20, 1995

Ms. Susan Schlesinger
Community Development Dept.

City Hall Annex
57 Inman St.
Cambridge MA 02139

Dear Ms. Schlesinger:

As a longtime resident of Harvard Square (35 years)
I respectfully urge you to resist supporting the
inclusion of benches in the new park area to be
constructed at the corners of Mass. Ave. and
Harvard and Quincy Streets. There is already
an uncommon amount of noise emanating from
that area when the Bow & Arrow pub & the Hong
Kong restaurant close in the early hours and
send their well-oiled clientele into the streets.
Benches will attract more of these revelers, including
motor bikers & musicians who on summer nights make
sleep difficult.

Thank you
Arthur M. Friedman

Mr Arthur M Friedman
1200 Mass Avenue 59 W
Cambridge MA 02138

876
822



CITY OF CAMBRIDGE

ENVIRONMENTAL PROGRAM

57 Inman Street • Cambridge MA 02139 • 617.349.4604

August 15, 1995

To: Quincy Square Design Review Committee
From: Pedestrian Advisory Committee
Re: Quincy Square plans

At its July 27, 1995 meeting, the City of Cambridge Pedestrian Advisory Committee agreed unanimously to support Scheme 4 for Quincy Square as the most pedestrian-friendly of the plans proposed at the public meeting on July 26.

The committee agreed that Scheme 3, while less desirable than Scheme 4, is clearly preferable to Scheme 5.

The citizen members of the committee are:

Charles Bahne
Richard Bock
Kathryn Carleton
Bette Davis
Astrid Dodds
Don Facey
Wendy Fearing
Carolyn Fuller
Happy Green
Douglass Lee
Gavin Malenfant
Marie Manis
Michael Owu
Thomas Reisz
Elizabeth Thagard
Frances Wirta

Ric Bayly
63 Ellery Street
Cambridge, MA 02138

10 August 1995

Mr. John Pitkin and Ms. Phoebe Bruck
Quincy Square Design Committee
c/o Cambridge Community Development Department
57 Inman Street
Cambridge MA 02139

Dear Mr. Pitkin and Ms. Bruck,

This letter is, in part, to thank you, the Committee, the city, and the design professionals involved in the Quincy Park planning for your good efforts to make the process open to the public while furthering a high quality design of lasting value to the community.

I was pleased that during the 9 August Committee meeting attention began to turn to issues such as maintaining aesthetic integrity of design and having high quality plantings. I am confident that given the quality of the members of the Committee and design team, the final design will be commendable.

The rest of this letter is to consider potential users of Quincy Park and appropriate seating in response to those users.

Questions have been raised by myself and others about who the park is intended to serve and in what ways. These questions came initially in the context of concerns about whether the park would be attractive to users such as an after-bar crowd or those looking for a place to sleep.

Certainly the greatest number of "users" will be those who simply view the park on their way by in cars and buses and on bikes and foot.

Park users will also include:

- people with plenty of time who want a pleasant place to sit;
- parents with baby strollers;
- students and faculty from Harvard at a variety of times for a variety of reasons;
- workers at lunch time;
- Mass. Ave. shoppers resting on their way to or from Harvard Square;
- Harvard Square users at all times of day;
- ice cream eaters;
- The Inn at Harvard guests for a variety of purposes;
- neighborhood residents stopping on their way to or from home.

This list would indicate a park with the potential to be occupied throughout the day and evening, both weekdays and weekends.

I question whether reducing seating, as has been suggested, would be helpful in establishing a diverse use of the park. Most potential park users are active people who would have only a relatively short period of time to spend in the park. If there are few benches and they are occupied by a few people who have a great deal of time to spend, many users may too frequently be excluded. Consideration must be made for the potential number of instances of use as well as duration of uses.

Obviously, this park can not be designed for solitude. Quincy Park will be located at a geographical focal point. This is a park to meet, to talk, to rest, to "people watch". A larger number of benches will allow more people to come, add diversity to the park clientele, and enhance safety. Seating should attempt to handle possible peak use times such as lunch times and weekend shopping hours.

More seats will allow more people to enjoy the art. But I suggest that the complete aesthetic experience should accommodate many and that "the many" be allowed to use the park in ways that are not necessarily focused on the experience of art.

Certainly, no one wants this park considered as simply decoration to go in front of The Inn at Harvard. Success equals vitality in this environment, and vitality comes with people.

Further, I propose that Robert Winters' idea about extending seating from Quincy Square to Harvard Square be seriously considered. These benches would likely act to relieve any "pressure" that might be found to occur on benches at Quincy Square and would be a worthy investment regardless of whether Quincy Park was built or not. A walk along this stretch of Massachusetts Avenue reveals at least two good opportunities for bench placement within the current sidewalk configuration. Lexington Center's sidewalk benches can be seen as a very successful and analogous model. Costs for four to eight benches would be a small fraction of the cost of the Quincy Park development. Acquisition could be pursued by the Community Development Department on the recommendation of the Quincy Square Design Committee. Such seats would provide additional resting places outside of the Holyoke plaza, the Pit, and Brattle Square. These benches, as well as Quincy Park, would be for, as Ms. Bruck puts it, "the rest of us."

Sincerely,


Ric Bayly

OMNI TRAVEL

August 7, 1995

Ms. Susan B. Schlesinger,
Asst. City Manager for Community Development,
City of Cambridge
57 Inman Street, Cambridge MA 02138

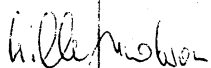
Dear Ms. Schlesinger;

This letter is in confirmation of my support for the implementation of the modified Scheme Three proposal for improvements to Quincy Square.

As an abutting resident and business owner, I concur with the arguments for Scheme Three articulated in your report of August 1st.

I would like to thank you, Roger Boothe, and the other members of your team for the constructive co-ordination and response to eleventh hour concerns. I am looking forward to a handsome park which will be a real asset to this area.

Sincerely,


Csilla Jacobson,
President

Omni Travel Service, Inc.

OMNI TRAVEL MANAGEMENT
THREE BOW STREET, HARVARD SQUARE
CAMBRIDGE, MA 02138 USA
TEL: (617) 864-3600
FAX: (617) 354-7027



*Stephen H. Kaiser
191 Hamilton Street
Cambridge, Mass. 02139*

**To : Susan Schlessinger
Cambridge Community Development Department
57 Inman Street
Cambridge, Mass. 02139**

SUBJECT: Quincy Square Improvements

Dear Susan,

Thank you for your August 1 update on the status of the Quincy Square planning. You and your staff did an excellent job at the July 26 meeting in the Old Cambridge Baptist Church in dealing with a long history of factional differences which are now focused on how we should redesign Quincy Square. I must admit that when I first looked at the plans, Plan 4 appeared to be the best, with improvements to pedestrian circulation and landscaping for an area which in recent history has been a chaotic blacktop wasteland. Today, a closer look requires that we identify two key problems in the area which will affect the quality of any park we attempt to design.

- 1. The southwest corner of the square represents a source of irritation from the activities of the Bow and Arrow Pub, the Hong Kong restaurant and Bartlett's Restaurant. Primary concerns have focused on boisterous and drunken behavior at 2-3 AM in the morning. Outdoor tables have been located on the public sidewalk -- restricting the pedestrian walkway to less than 5 feet. Neighbors also speculate that street performers might use the park to appeal to activities in the area, thus bringing noise and possibly objectionable musical styles into the area.**
- 2. The concern about privatizing the square has not been clearly addressed. Plan 4 would have created one area of green space joined to Harvard near Lamont Library and another park parcel joined to the Inn at Harvard. Both of these elements could be perceived as a transfer of effective public control over the square and a reduction in its public purpose and accessibility by neighbors. Ancient concerns about Harvard expansion may be still in the back of some people's minds.**

Clearly, we are now in a situation where the City is changing its preferred plan to respond to local concerns which were not anticipated.

In addition to the above concerns about boisterous behavior and privatization, I would note two additional problems :

- 1. The plan does not appear to be part of a master plan for Mass. Avenue and its traffic/pedestrian/bicycle/landscaping environment. Aside from neckdowns on one side of Mass. Avenue, it does not deal with pavement widths and traffic speeds on the South side of the project. The plan accepts existing Mass. Avenue traffic as part of the park environment it is trying to create. With all of the deserved discussion of bicycle lanes on Mass. Avenue from Central Square to the Charles River, it is surprising to see no clear bicycle policy being expressed at Quincy Square for either Mass. Avenue or Harvard Street.**
- 2. The presence of numerous buses on the Quincy Street route contributes to the lessening of the quality of any new park development. The purchase by the MBTA of new, much noisier buses makes the immediate problem worse.**

There is no question that with good landscaping of the area, there can be a vast visual enhancement to Quincy Square. The parcels in front of Lamont Library could be made into flower gardens in the summer and ground cover green space in the winter. By contrast, the park area in front of the Inn is much less dominated by ground level green space. It could become a small-scale version of the Post Office Square Park in Boston, one of the major achievements of the Halvorson Company. However, the smaller the park the more difficult it is to make it into a good park-like environment. Its smallness does have one benefit -- it can be policed and controlled more easily.

I do not believe that the success of the park can be achieved without dealing with the issues of boisterous behavior from nearby land uses and of reducing the impacts of traffic in the area. Possible solutions would include :

- 1. Limiting operations of the Bars and Restaurants to 11 PM. Prohibit all amplified street music.**
- 2. Instituting higher fees for liquor licenses and using these funds to deal with problems of alcohol abuse and homelessness.**
- 3. Working with the MBTA to reduce the noise from the exceptionally loud new buses. Tighter turns for buses would help reduce the considerable acceleration noise which the buses can produce.**
- 4. Adopting a city policy of seeking to slow cars down on both Harvard Street and Mass. Avenue as traffic approaches Quincy Square.**

5. Changing the nature of Massachusetts Avenue after Putnam Square.

It is currently a high speed launching pad for vehicles headed towards Quincy Square. Mass. Avenue coming from Central Square is only one lane up to Putnam Square, where it is suddenly transformed into a wide 2-lane acceleration strip. Today, with the construction, traffic entering Quincy Square is slowed down and restricted to one wide lane.

I suggest that Mass. Avenue be restriped as one wide lane plus a bike lane and that the neckdowns duplicate the existing narrowing that slows traffic into Quincy Square. Furthermore, the existing 3-lane section between Quincy Square and Harvard Square can be made consistent with the 2-lane portion of Mass. Avenue which passes through the Square. In the vicinity of Baskin & Robbins, Mass. Avenue would widen out from 1 lane to 2, while retaining the bicycle lane.

The net effect would be to reduce the speed of vehicles, improve safety at Quincy Square, and provide for bicycle lanes. The reduced vehicle speeds should improve the quality of the park environment (Note that the high vehicle speeds on the Congress Street side of the Post Office Square park represent the only negative attribute of this otherwise very successful urban park).

- 6. Restoring parking for the south side of Harvard Street, at least for one block.** The goal would be to slowing cars down on the approach to Quincy Square. Bicycles would share the travel lanes on this last block. The tradeoff is lower vehicle speeds in this lightly traveled section of road, in exchange for an officially painted bike lane. Additional parking would be available for residents in the area.
- 7. Widening the sidewalk in front of Bartlett's and the Hong Kong.** This added area would provide more pedestrian space for walking past the existing tables and chairs.
- 8. We need to think about the pros and cons of having a connector road in front of the Inn, as shown in Plan 5.**

The connector road past the Inn has the following positive results :

- (+) Resulting in slower right turns for cars going from Mass Avenue to Harvard Street (less conflict with pedestrians)
- (+) Possibly producing less pavement in the square.
- (+) Replacing one long crosswalk with two shorter and simpler ones.
- (+) Establishing a separate, public park not linked to any one private abutter.
- (+) Reducing the chance that the Inn will claim the park as its own and exclude the public.

The plan has the following negative attributes :

- (-) Producing a small park surrounded by roadways.
- (-) Reducing the size of the functional park by separating it from the private landscaped area now in front of the Inn.
- (-) Making the Inn less willing to "adopt" the park and provide either maintenance or policing functions.

9. The Harvard Street Connector in front of Lamont Library is common to both Plans 3 and 5. Again we need to consider the pros and cons.

- (+) The connector road assures that the traffic island is public and not connected to any one private abutter.
 - (+) It provides for the historical continuity of Harvard Street into the Harvard Square area.
 - (+) It can provide for additional parking, compared to Plan 4.
 - (+) Bicycle access from Harvard Street is more direct.
 - (+) Less traffic is concentrated at one point on Mass. Avenue.
- Therefore, there will be less need for a traffic signal.
(Visually, a traffic signal could have a very detrimental effect on the park).

The negatives are :

- (-) Traffic on Harvard Street will be traveling straight and could be traveling faster at the merge into Mass. Avenue.
- (-) A new crosswalk is created at Mass. Avenue and Harvard street. Cars worried about the traffic merge could be less alert for pedestrians.
- (-) More space in Quincy Square is retained as pavement, with less area available for landscaping.
- (-) Less opportunity to join the landscaping area in front of Lamont Library with those in the center of the square.

=====

The challenge is to provide reasonable consideration for all of the factors which go into a quality urban park : visual enhancement, reducing excessive pavement, reducing vehicle speeds, reducing bus noise, controlling park problems with boisterous/alcoholic behavior, controlling noise from street musicians, preventing drug sales, achieving good parks maintenance and responsibility for enforcement. I think your list of proposed actions moves well in the direction of addressing most of these issues.



Stephen H. Kaiser

cc. E. Epstein
S. Clippinger

14 Wau St #44

Cambridge, MA 02138

Aug. 7, 1995

Susan B. Schlessinger

Assistant City Manager for Community Development.

City Hall Annex

57 Sumner St. Cambridge MA 02139

Dear Ms. Schlessinger,

Thank you for sending me the Report on Recent Public Review of the Quincy Square Enhancement Proposal.

I am sorry that I was not able to attend the meetings and regret that I cannot be at the meeting scheduled for Aug. 9th 5:30 p.m.

Having read and considered the report, I strongly favor scheme 5. I think the Sullivan Square planing and can see a similar configuration for Quincy Square.

I believe this would be a prudent choice - the present traffic flow pattern would be maintained and the cost of construction.

(cont.)

^{of}
and, ^{of} cars and upkeep over an extended time would be reasonable for the city.

Sincerely,

May A. Kendrick

RECEIVED BY
CITY CLERK
388 Harvard Street
Cambridge, Ma. 02138-3924
July 20, 1995
CAMBRIDGE MA.

23

Susan
Pick.

Councillor Michael Sullivan
City Hall
Mass. Ave
Cambridge, Ma 02139

Councillor Sullivan,

As a residence of Harvard Street and a lifelong residence of the area, I am extremely upset regarding the Quincy Sq. Development. I was unaware of the May 15, 1995 outcome until I received a flyer on my car. On May 16 I called and spoke to you about the outcome of the councillor's meeting. I felt that my concerns were answered by you. But I also contacted the Cambridge Development Department and spoke to Roger Boothe. At that time I asked to be notified of all upcoming meeting regarding the Quincy Sq. development. I asked to be put on ALL the mailing lists that pertained to the Quincy Sq. Development. I feel that the residence in the area should be notified of what is happening in their immediate neighborhood, but it appears that the Cambridge Development Department doesn't want the neighbors to know what actually is happening. In addition, my parents live at 15 Remington Street and also have not received anything regarding this development. I live at 388 Harvard St., the first residential house behind the Inn, Church, and former ELK's.

I read about the recent meetings in the Cambridge Chronicle, but I do not feel that is sufficient when a request has been made to be notified. I would like to request that the Council verify if the neighbors have been contacted. I would also like to request of the Council to be notified personally via the US Mail or a door drop of All upcoming meetings regarding the Quincy Sq. Development.

I greatly appreciate all your time and concern in this very important matter.

Thank you,

Nancy Ferullo

Nancy Ferullo

cc: Councillor Anthony Galluccio

William C. Craig
14 Greenough Avenue
Cambridge, MA 02139

August 2, 1995

Susan B. Schlesinger
Assistant City Manager for
Community Development Department
57 Inman Street
Cambridge, MA 02139

Dear Susan;

Attached is a Proposed List of Design Features for Park Areas in Quincy Square dated August 2, 1995. A copy of this document was delivered directly to Roger Booth on this date. This list was prepared based on the meetings that were held on July 18 and July 25, 1995 with the Concerned Citizens for Quincy Square and the Community Development Department.

I wish to express my appreciation for the efforts of your department in meeting with our group and listening to their concern. The one item that I have developed an appreciation for is the concern of the neighbors living in the Quincy Square area about the future commercial development on Massachusetts Avenue between Quincy Square and Putnam Square and the subsequent elimination of residential housing and rental units. The park is perceived to be a prelude to that development.

Our group supports the development of a passive park which is a passage way for pedestrian and beautifies the area which not supporting any indirect commercial use or function.

If there are any questions, please contact me or other members of the committee.

Sincerely

A handwritten signature in cursive script that reads "Bill Craig". The signature is written in dark ink and is positioned above the printed name.

William C. Craig

August 2, 1995

PROPOSED LIST OF DESIGN FEATURES FOR PARK AREAS IN QUINCY SQUARE

The following are intended to assist in confirming the conversations on July 18 and July 25, 1995 between the Community Development Department and the Concerned Citizens for Quincy Square. The proposed list of design features for the park areas are based on the understanding that a design scheme other than Scheme 4 will be adopted.

1. To provide maximum safety, maintain line of sight for buses, cars, and pedestrians using the intersection. This would require that plantings be set back at least eight feet from the curb lines. Trees must be placed so that trunks and branches do not block the view of oncoming traffic and pedestrians. There should be no trees along the Mass Avenue side of the park.
2. Do not provide any type of seating in the park.
3. Install a permanent watering system
4. Limit paved areas to that necessary for pedestrian pass through. Pathway can be designed for aesthetic considerations.
5. Consider the use of a fountain or other traditional sculpture as a centerpiece for the large park.
6. Enclose the open ground areas with a low fence. The top of the fences should not be spiked, but should have a decorative top rail that is smooth and curved and not suitable for sitting.
7. Landscape in such a way that there is no open ground. Use evergreen ground covers
8. Use flowering shrubs such as Magnolia, Dogwood, Weigela, Azalea, Euonymus, mixed with evergreens, narcissus, and hemerocalis. Make the park a palette of color.
9. Use lighting systems for nighttime security that are incorporated into the landscaping in term of color, shape and size. Lighting should be down facing so as not to produce shine on abutting building and residences and the standards should not be more than five feet high. Do not use high intensity lights. Consider lighting shrubs and trees.
10. Maintain current curb line along the north side of Harvard Street between Quincy and Mass Avenue.
11. Integrate the World War II memorial into landscaping of one of the green areas of the

park.

12. Shorten the bumpouts along the south side of Mass Avenue that are located on either side of the entrance to Bow Street.

13. Review and reduce the number of pedestrian crossings. A driver making the right turn off of Mass Avenue onto Harvard must cross four cross walks while making what is essentially a U-Turn with the associated limited visibility.

14. There should be Police presence at the park between the hours of 12 to 2:30 a.m.

ELENA SAPORTA LANDSCAPE ARCHITECT

August 1, 1995

Mr. Richard Rossi, Deputy City Manager,
City of Cambridge
795 Massachusetts Avenue, Cambridge, MA 02139

RE: Letter of Support: Quincy Square Park

Dear Mr. Rossi:

It was not until last Wednesday morning, July 26, that I heard that there was a "public" review process with regard to the proposed park at Quincy Square. Even though it was very last minute, I rounded up a handful of park supporters and we attended the meeting that night. We are totally dismayed by the fact that a majority of Cambridge residents are not aware that a series of meetings has already taken place. The people who have been attending the meetings, are for the most part, abutters, whose proximity to Harvard Square makes them hyper-sensitive to any proposed changes, for better or for worse. I strongly feel that a majority of the people who have been in attendance at these meetings do not represent the views of Cambridge residents at large and I resent the fact that they are attempting to rob the rest of us of a wonderful new resource.

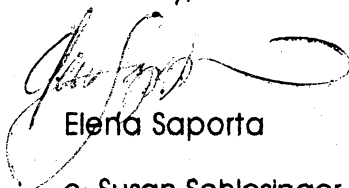
I have lived in and around Cambridge for the past fourteen years. I was originally attracted to the Boston area because it is a strong urban/cultural center with a magnificent network of public open spaces. It is these open spaces which are crucial to making cities livable. Over the years, I have witnessed the erosion of a number of open spaces. From my own house, I have seen two back yards paved over and given over to parking, diminishing my own quality of life. In Harvard Square, we have all witnessed a decrease in the level of charm and character as more and more parcels are taken over by large scale developments. Post Office Square Park in Boston represents a hopeful reversal in the trend to pave over and privatize our open spaces. Quincy Square Park could, like Post Office Square on a much smaller scale, provide an important urban oasis.

I am writing because I feel that it is important for the Cambridge City Council to know that there are those of us who live in Cambridge because of Harvard Square and not in spite of it. There are those of us who love parks and we view parks as places which include the following basic ingredients: trees/ grass/ shrubs/ flowers and places to sit and enjoy it all. City Council should be commended for all its efforts to recommend ordinances which would prevent the park from becoming an attractive nuisance during non-daylight hours.

Finally, I want to register support for Scheme 4. I favor this scheme as I feel that it presents a win-win proposition which accomodates ease of movement for pedestrians and automobiles alike. The solution achieves this, while capturing the maximum amount of contiguous open space! Scheme 3, though less favorable to pedestrians presents an acceptable fall-back position. Anything less than Scheme 3 does not appear to provide a significant improvement for the City of Cambridge.

Thank you for your attention to this important matter.

Sincerely,



Elena Saporta

c. Susan Schlesinger

RECEIVED
95 AUG -3 AM 9:53
OFFICE OF THE CITY MANAGER

BRETT DONHAM

269 UPLAND ROAD

CAMBRIDGE, MASSACHUSETTS 02140

August 1, 1995

Robert Healey, City Manager
Cambridge City Hall
795 Massachusetts Avenue
Cambridge, MA 02139

Re: Quincy Square Park

Dear Bob,

I have reviewed the proposed plans for Quincy Square Park and strongly support Scheme 4. There are three reasons that I recommend Scheme 4.

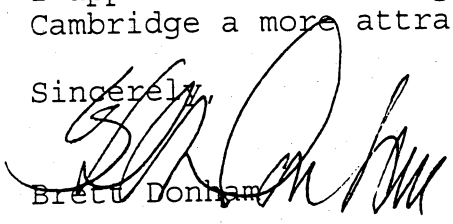
- 1) It is the result of a legitimate, long-standing, community participation process.
- 2) The park space generated is more useful than the other schemes in that it is attached to the sidewalks rather than being an island surrounded by traffic.
- 3) The traffic pattern is safer, because it requires Harvard Street traffic to intersect Massachusetts Avenue at a right angle.

My only concern about Scheme 4 is to make sure that the park in front of the Inn at Harvard doesn't become fenced in a way that makes it appear that this public park is a private reserve for the Inn.

In the event that Scheme 4 is not acceptable, I encourage the adaption of Scheme 3, although it is nowhere near as good as Scheme 4. Scheme 5 is, in my opinion, not worthy of Cambridge's tradition of quality design.

I applaud and encourage your efforts in making Cambridge a more attractive and livable city.

Sincerely,


Brett Donham

Copy: Susan Sleisinger, Assistant City Manager

TALITHA FABRICIUS
53 Ellery Street
Cambridge, MA 02138
617-864-0921

Aaron Schlessinger
Com. Dev.

28 July 1995

Mr. Richard Rossi
Deputy City Manager
City of Cambridge
795 Massachusetts Avenue
Cambridge MA 02139

RE: Quincy Square Park

Dear Mr. Rossi:

This letter is in reference to the Quincy Square Park designs which were presented by the City on the evening of 26 July 1995. I attended the meeting and thank you for providing the opportunity to comment.

I have been a resident of the Mid Cambridge neighborhood for over eight years. I lived three and a half years on Harvard Street at Ware Street and have lived on Ellery Street since 1990. Throughout my life I have lived in 14 cities and 7 countries and am very happy to call Cambridge my home. One of the most appealing aspects of life in this city is that one can easily walk everywhere and do not have to get into the car do errands, visit friends, recreate, go to the theater or attend a lecture. Mid Cambridge is vibrant neighborhood that includes residential, commercial and institutional uses all intermingled and very accessible.

The park you are proposing reinforces all the positive qualities that make Cambridge such a livable City and eliminates one of the biggest obstacles for pedestrians traveling from the MidCambridge neighborhood to Harvard Square. Of the alternatives presented Scheme 4 gets my strong and unequivocal vote. Here's why:

1. Scheme 4 is safer for pedestrians because it organizes the flow of traffic so as to minimize the width and number of crossing points. It thus makes the square less hostile to pedestrians who now have to cross large expanses of asphalt to move through the square. Scheme 3 does not address this problem and perpetuates the dominance of the automobile.
2. Scheme 4 is safer for drivers who no longer have to contend with traffic merging at an acute angle where Harvard Street and Massachusetts Avenue come together. This is not only uncomfortable for the driver but also unsafe because sight lines are difficult at these angles. Scheme 3 does not address this issue and essentially keeps the traffic patterns at a status quo.
3. Scheme 4 provides much needed green to the streetscape of Harvard Square and offers the opportunity for creating a gateway to the square. Contrary to the objections regarding the possible misuses of the park, green open space will vastly improve this intersection. At present there is far too much black top and too little sidewalk, a condition which is hazardous and unattractive. I usually cut through

Mr. Richard Rossi
Quincy Square Park
Page 2

7/28/95

Harvard Yard at this point which means that I do not often frequent the businesses between Quincy and Harvard Squares.

I strongly recommend trees NOT be eliminated from the design you select to develop. The many positive environmental and psychological benefits of trees and greenery have been well documented. In addition because trees are vertical elements they will provide a visible structure and interest to the square. I do not recommend the extensive use of flowers and small or delicate annual plant materials because they are very difficult to maintain in a public space. Beds surrounded by a structure of broadleaf evergreens seem to work best in this type of setting so that even in the winter the park has some green is appealing to the eye.

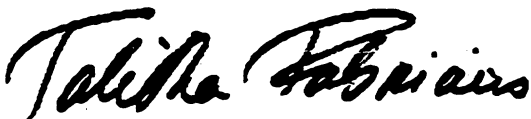
I would recommend some design refinements be considered for the reclaimed land in front of the Lamont Library to widen the sidewalks in this area so that this triangle does not inadvertently become an island, pushing pedestrians to the perimeter.

4. Scheme 4 will benefit businesses in the neighborhood of the proposed park by providing better access through the square, organizing traffic and making the area a more attractive destination. People working in the area will also be better served by the creation of a park adjacent to their offices, both visually and functionally. Related to this, if seating is to be incorporated, I recommend it be in the form of seat walls or seats that do not encourage overnight stays.

I hope these comments are helpful. I am delighted that the City is undertaking this project and heartily endorse proceeding with Scheme 4 if sufficient consensus can be reached. Schemes 3 and 5 would perpetuate the present condition which many agree is unacceptable.

I wish you all the best. Please feel free to call if there is anything I can do to support your efforts.

Very truly yours,



Talitha Fabricius, ASLA, RLA

cc: Roger Booth
Laurie

205 Mt. Auburn St., 1C
Cambridge, MA 02128
July 28, 1995

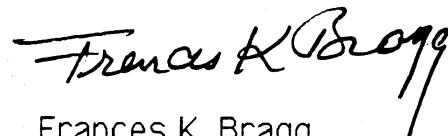
Susan Clippinger
Director of Traffic and Parking
City of Cambridge, MA
and
Cambridge City Council

Gentlefolk:

How can you consider removing a long-established right-of-way,
--the section of Massachusetts Avenue at Quincy Square --
from the public domain? Quincy Park, as I see it, will be primarily
for the benefit of The Inn at Harvard.

If more parks are needed in Cambridge, I would propose closing Mt.
Auburn Street from Hawthorne to Sparks, or Memorial Drive, which
now gives pleasure to many people only on Sundays.

Indignantly yours,



Frances K. Bragg
Mrs. E. Kendall Bragg

F. FREDERICK BRUCK, ARCHITECT & ASSOCIATES, INC.
148 COOLIDGE HILL, CAMBRIDGE, MASSACHUSETTS, 02138 TEL. (617) 547-2124

F. FREDERICK BRUCK, AIA
PHOEBE MASON BRUCK, ASLA

27 July 1995

Ms. Susan Schlesinger
Asst. City Manager for Community Development
City Of Cambridge
City Hall Annex
57 Inman Street
Cambridge, MA 02139

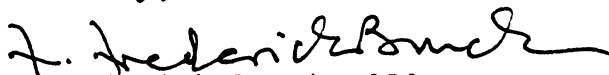
Dear Ms Schlesinger,

I am a longtime resident of Cambridge having lived and worked in or near Harvard Square since 1937. Cambridge is my City, (as much as anyone else's), and Harvard Square has been at the center of my life for these past 58 years.

I attended your meeting last night at The Old Cambridge Baptist Church on QUINCY SQUARE. I am sorry you did not give those of us who did not speak the opportunity to vote.

In my opinoin SCHEME 4 for the development of QUINCY SQUARE is by far the best and safest solution for the pedestrian as well as the motorist. Scheme 3 is a poor second and scheme 5 barely worth consideration.

Sincerely,


F. Frederick Bruck, AIA

Dear Mr. Rossi,

July 26, 1995 Susan

I am writing to express my support
for the city's pedestrian friendly design
for Quincy Square - Scheme 4. I think this
shall greatly enhance the area.

Sincerely yours,

Sarah Cullen

Sarah Dehon Cullen
43 Linnaean Street, No. 35
Cambridge, Ma 02138

PALMER & DODGE

One Beacon Street
Boston, Massachusetts 02108

Susan Stenger

Casimir de Rham, Jr.
(617) 573-0124

Telephone: (617) 573-0100
Facsimile: (617) 227-4420

July 26, 1995

To the Mayor and
Members of the Cambridge City Council
c/o City Clerk
795 Massachusetts Avenue
Cambridge, MA 02139

RECEIVED
95 JUL 27 AM 10:47
OFFICE OF THE CITY MANAGER

Dear Mayor Reeves and Member of the Cambridge City Council:

I am a resident of Cambridge, living at 47 Lake View Avenue, and have been a resident since 1947. I write to support the plan of having a park next to the Harvard Inn at the confluence of Quincy and Harvard Streets and Massachusetts Avenue. I cannot attend the public hearing this evening and so am stating my support in writing.

I understand that the planning for the location, done by the Harvard Square Advisory Group and an ad hoc committee appointed for the purpose several years ago, was detailed and that the plan for the park was determined to be the best option from an aesthetic and use viewpoint. I further understand that Harvard University has agreed to turn over to the City moneys it received from the City in a non-related damage suit so that the cost of the park's creation and the beautification of the area will in fact not be borne by the City. I believe it would be a shame to derail all the planning and common sense decision making at the last minute.

Yours sincerely,

Casimir de Rham, Jr.

Casimir de Rham, Jr.

cc: Assistant City Manager, Richard Rossi
City Hall, 795 Mass. Ave., Cambridge, MA 02138

Cambridge Community Development Dept.
57 Inman Street, Cambridge, MA 02139

OAKTREE DEVELOPMENT, INC.

11A Mount Auburn Street, Cambridge, MA 02138
Phone 617-491-9100 Fax 617-354-1476

July 26, 1995

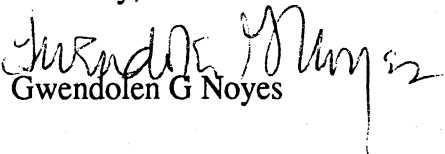
Re: New Park in Quincy Square

Dear Assistant City Manager Rossi,

We live and work in the neighborhood of Quincy Square, and can't help being aware daily of the scarcity of public amenity on the eastern end of Harvard Square. We walk to work, walk to the services that we use in both Central and Harvard Squares and we believe that any improvements to the quality and delight afforded to pedestrians (as they lessen the pollution and congestion that car traffic causes) would be a welcome addition to this part of Cambridge. Indeed, we believe that every such opportunity that comes up throughout Cambridge should be seized and designed for.

Thank you.

Sincerely,


Gwendolen G Noyes


Arthur Klipfel

Mid-Cambridge Neighborhood Association

P.O. Box 907, Cambridge, MA 02238

To: Susan Schlesinger, Roger Boothe, Stuart Dash —
Cambridge Community Development Department
Quincy Square Design Committee
From: John Pitkin, President
July 26, 1995

Statement by MCNA Coordinating Committee on Plans for Quincy Square

In keeping with 1990 and 1991 votes by the Association in favor of creating a significant green space in the Quincy Square triangle and in view of the evident lack of neighborhood support for Scheme 4 as developed, we urge the Community Development Department and the Quincy Square Design Committee

1. to abandon Scheme 4 and
2. to move forward with construction of the curbing and grading for Scheme 3, or a modified version of Scheme 3, this fall.

Other aspects of the design should adequately address the neighborhood's concerns about creating an attractive nuisance. This design should be developed in a process which incorporates participation by concerned neighbors.

OMNITRAVEL

July 25, 1995

Frank Kramer
President
Harvard Bookstore
Massachusetts Avenue
Cambridge, MA 02138

Dear Frank:

I have followed with great interest the planning stages of the proposed Quincy Square project in the past two months.

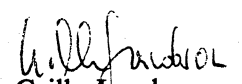
It is unfortunate that because of my European and domestic trips I have been unable to attend any of the neighborhood meetings. I have managed to keep up on the details through William Gaynor, our architect. He appraised me of the various options that were discussed. However, he will not be able to attend the July 26 meeting.

Since I will be on the road again myself, I want to relay to you how important this project is to me since I not only work, but live, just across from Quincy Square. My major concern is how to avoid attracting street musicians during the day and drunks at night. Having a design that necessitates a traffic light to be installed would also be a most disturbing addition.

I very much appreciate the city officials' concern and patience and their willingness to listen to community feelings and sentiments. On the other hand, being what Cambridge is, I know they could listen for several months, and ideas and concerns would still be pouring in.

Since this long term sewer project is coming to an end seemingly, it is crucial that the design review, in no way, holds up the completion of the park. I trust that a decision will be forthcoming shortly and the construction and completion of the park will remain on schedule.

Sincerely,


Csilla Jacobson
President & CEO

OMNI TRAVEL MANAGEMENT
THREE BOW STREET, HARVARD SQUARE
CAMBRIDGE, MA 02138 USA
TEL: (617) 864-3600
FAX: (617) 354-7027



7.25.95

Mary Kindra
14 - Ware St

Cannot come to meeting
but wants to voice her
opinion:

1) Traffic pattern should
remain the same

2) There should be a
park at end of
Quincy Street

Her fear is that Quincy
Street will become closed
off and eventually become
part of Harvard or be
used for storage of

of their busses or
become drop off
area for busses.

Wants street to remain
open.

To: Susan B. Schlesinger

Assistant City Manager for Community Development

From: Jean B. Cargill, Ph. D.

Resident - 8 Plympton Street, Apt. 56

(Overlooking Quincy Square)

Date: July 25, 1995

Re: Public review of the Design for the New Quincy Square

I will not be able to attend the public review of the Design for the New Quincy Square on July 26th, and so ask you to take my thoughts with you in the form of this FAX. I am prompted to voice my opinions because of the flyer written by the "Committee to Defend Quincy Square" that was posted in the entry to my apartment building. I do not share the opinions expressed by that committee.

I am enthusiastic at the prospect of a *GREEN* Quincy Square. *Trees and other green plantings actively clean and cool the air.* I know from my studies in botany, for which I was awarded a Ph. D., that green = clean & fresh. But you don't need an advanced degree to figure that out. Just walk across the present Quincy Square (or, the CDQS's favored Putnam Square) and then walk into one of the treed areas of Harvard Yard and note the improvement in air quality.

More plantings will produce more fresh air for the residents of Quincy Square. And God knows our lungs need it. The apartment-dwellers of Quincy Square have suffered years of construction dust and diesel fuel emissions. Let's make a healthy change.

Ellery Square Owners Association

Five Ellery Square

Cambridge, Massachusetts 02138

617-864-8995 Fax: 617-661-8401

*Rich
Ross
Susan
Schlenger*

95 JUL 27 AM 10:44
RECEIVED
OFFICE OF THE CITY MANAGER

July 24, 1995

Mr. Robert Healy
City Manager
City Hall
Cambridge, Mass. 02139

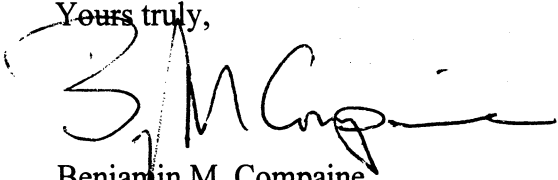
Dear Mr. Healy:

Ellery Square includes 18 households in mid-Cambridge. We wish to be on the record as staunch supporters of the Quincy Square park plan at the merging of Harvard and Quincy Streets and Massachusetts Ave.

We believe it will be a big improvement over the wasted patch of asphalt that had little utility other than as a place for tour buses to idle. We have heard some of the arguments opposing the park and find them spurious and inconsistent with upgrading our neighborhood.

We urge Cambridge to move ahead with this positive addition to our environment.

Yours truly,



Benjamin M. Compaine
Treasurer, Board of Managers.

RECEIVED
95 JUL 25 AM 9:27
OFFICE OF THE CITY MANAGER

Susan
Schlesinger

27 Pleasant Street, No. 1
Cambridge, MA 02139

July 24, 1995

Richard Rossi
Deputy City Manager
Cambridge City Hall
Cambridge, MA 02139

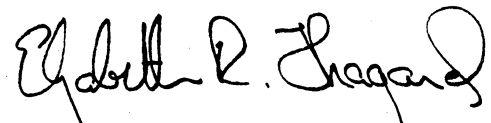
Re: Quincy Square

Dear Mr. Rossi:

I am writing to express my support for the city's pedestrian friendly design for Quincy Square. Scheme 4 would transform the Square from a hot and unpleasant sea of asphalt that is dangerous for both pedestrians and bicyclists into a shady, calm and welcoming park.

As a frequent walker from the Riverside neighborhood to Harvard Square, I am thrilled that the city has proposed to build this pedestrian-oriented park. It will cure one of the eyesores of our city and help to make it an even lovelier place to live.

Sincerely,


Elizabeth R. Thagard



HARVARD SQUARE BUSINESS ASSOCIATION

Liz Epstein
95 JUL 17 AM 9:55
OFFICE OF THE CITY MANAGER

OFFICERS

President

RICHARD R. BEATY
Hammond/Ingram, Rettig & Beaty

Vice-President

FRANK S. KRAMER
Harvard Book Store

Vice-President

MARTHA W. SULLIVAN
The Charles Hotel

Treasurer

JAMES H. SMITH
Cambridge Center
for Adult Education

Secretary

MELANIE RAY
Harvard Real Estate

Executive Director

KRISTIN T. SUDHOLZ

July 12, 1995

Mr. Robert Healy
Cambridge City Manager
795 Massachusetts Avenue
Cambridge, MA 02139

Dear Mr. Healy:

We are writing to urge you to commence the construction of Quincy Square Park in a timely fashion. We are very concerned that the series of issues raised at the City Council meeting of June 12 will result in delays or possibly a lesser quality of work due to the expenditure of limited funds on unanticipated meetings and redesign.

DIRECTORS

ROBERT BANKER
The Banker Company

CAROL BARTALUSSI
BayBank

JOHN A. CARVER
Cambridge Offset Printing

MARY-CATHERINE DEIBEL
Upstairs at the Pudding

LISA DESISTO
Boston Phoenix

MICHAEL W. DREESE
Newbury Comics

CYNTHIA FRUDE
Woolcott & Co.

RICHARD K. GETZ
Richard Getz Associates

ELLEN J. KLAPPER
Cambridge Savings Bank

SUE E. KUELZER
Grendel's Restaurant

M. MILLIS MCLAUGHLIN
Good Good the Elephant

JEREMIAH MURPHY
The Harvard Coop

RICHARD M. OLKEN
Harvard Student Agencies

KATHLEEN O'NEILL
WordsWorth Books

HARVEY STEINER
Art Related Technology, Inc.

EDWARD P. VER PLANCK
Dickson Bros.

ERIC A. WALKER, D.M.D.
Dentist

LEVIN A. WATERS
Cambridge Trust Company

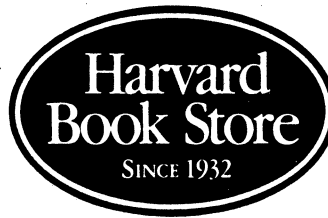
As noted in the City Council order that came out of that meeting, a dedicated group of people spent a great deal of time working with the City and the designer to come up with a preferred design. The Quincy Square Design Committee is a very good representative body, including people from the Harvard Square Business Association, the Harvard Square Advisory Committee, the Planning Board, Harvard University, the Mid-Cambridge Neighborhood Association, and Riverside, as well as City staff. This group worked diligently and came up with an excellent design recommendation, one that is consistent with the character of Harvard Square. It is inappropriate and extremely inefficient to revisit these issues at this late date.

We understand that there are concerns about traffic and urban design details. Given the need to proceed with the work this fall, we urge the City to listen to these concerns and to be as responsive as possible, but within a concise time frame. It would be unacceptable to us for the project to be derailed, leaving the community with a hazardous site over the winter. Thank you for your attention to the points we have raised. We would be happy to help however we can to expedite the process.

Sincerely,

Richard R. Beaty

Richard R. Beaty
President, Hammond/IRB/Ellis & Andrews
President, Harvard Square Business Association



Susan Schlesinger
95 JUL 10 AM 10:44
RECEIVED
OFFICE OF THE CITY MANAGER

July 6, 1995

Mr. Robert Healy,
City Manager
City Hall
Cambridge, MA 02139

Dear Mr Healy:

As the owner of Harvard Book Store at 1256 Mass Ave, an abuttor to Quincy Square as well as a member of the Design Committee, I am writing in support of the design which was recommended by the committee.

I believe that the committee represented the community well and I am convinced that the issues of traffic flow, pedestrian site lines and safety and neighborhood noise were adequately discussed and dealt with during the many meetings that were held. The new park and streetside trees will provide a most attractive gateway to the square. I am pleased with the recommendation as well as the process used to make it.

I encourage the city to proceed with the construction of the park with all haste necessary to make use of the funds which are available from the repaving portion of the sewer project.

Sincerely yours,

Frank S. Kramer, President



CITY OF CAMBRIDGE
COMMUNITY DEVELOPMENT DEPARTMENT

SUSAN B. SCHLESINGER,
*Assistant City Manager for
Community Development*

Quincy Square Design Meetings

July 17, 1995

1. Will there be meters on Quincy Street again? Yes, after street is reopened
2. Is there an option that has more parking?
3. Is a signal required in either of the designs?
4. Is there a traffic study?
5. Is the S curve a problem?
6. Massachusetts onto Bow becomes more difficult with the curb change.
7. How will the pedestrian cross to Baskin Robbins? The crossing is three different operations.
8. Could you show buses on a drawing?
9. The area in front of Baskin Robbins serves a parking need.
10. Will music be allowed in the park?
11. How does this compare to other squares?
12. Is Cronin Park similar?
13. Will there be a stop sign on Quincy?
14. Will it be safer for pedestrians?
 - Yes, with less time to cross and a normal intersection
15. Can buses make the turns?
 - It works according to the template.
16. (See document from Bill Craig Et.Al.)
17. Will the war memorial be put back?
 - Yes
18. Who will use the park? Will it be used for a gathering space? Is it a tourist trap?
19. Make it more like Putnam Square.
20. Where would the tour buses go?
 - In discussion with tour operators about layovers and stops, using Harvard Stadium or other locations
21. For walking at night, #4 is not as safe walking between Lamont and the park
22. How will tour bus enforcement occur?
23. Can 2 islands be done?
24. How will street people be kept out?
25. Will backed up buses cause problems with fumes?
26. People don't use the crosswalks
27. Improvement of the square is good

Park Design

28. Who will use the park?
29. Will homeless stay there?
30. Will musicians perform there?

31. Will it attract the Putnam Square - Harvard Square regulars
 - It is in Harvard's interest to keep the park clear .
32. Will alcohol or drug use occur in the park?
33. Will teen trouble occur?
34. Can performance be prohibited?
35. #3 has better visibility, better safety
36. Make it more like Putnam Square
37. It's too pretty
38. If the Inn is not an Inn, will Harvard still protect the space?
39. It's different than Putnam Square - traffic is faster at this point of Mass. Ave. - how do you slow down traffic?
40. The curve allows fast turns
41. The cutback at the turn at Quincy is a problem.
42. There is too much blacktop there now.
43. Will Harvard police it like Holyoke?

Riverside Meeting - July 20, 1995

1. Would a signal cause a backup?
 - No
2. How can a traffic study be done in the summer.
 - It is intended to update existing data; existing numbers are several years old.
 - there is a problem with summer traffic; therefore will not be able to say definitely that a signal is needed.
3. The time frame is too short to make a decision.
4. People will congregate here.
5. Noise ordinance alone will not keep down crowds. Magicians and jugglers do not make noise.
 - Use the noise ordinance, close the space at a certain hour.
5. Persons who have young children will use it.
6. Is there any reason a light cannot be added.
 - No
7. Persons with young kids is concerned about safety, concerned about drunks. No benches or places to pause, just trees.
8. The noise ordinance is not effective.
9. No benches.
10. Another new story? confused about the public purpose. Monster park has to stay (?) City misbehaving.
11. "Buy this scheme or we'll lose money". Re loss of \$200,000 - could do some percent of the proposal like the peninsula.
 - Won't put plants in this fall in any case. want to use the \$200,000 to set curbs.
12. Will go back to City Council and Committee with outcome of this process.
13. Wants to have other schemes drawn up to show neighbors' concerns. does not want stairs or benches.

14. What about the "Putnam Square" alternative.
Graham Gund triangle would have to be modified as per the sketch. Layout could be defensively safe.
15. Do another, 4th meeting to incorporate changes and then do a postcard poll.
16. How many people informed. I never go notice.
17. Are there changes in traffic routes.
all movements will be the same.
18. Capacity will be the same (may or may not need a signal).
19. Traffic backs up onto Green Street. Concerned about slowing traffic, pinching. Light would make people avoid Quincy Square and result in diverted trips.
20. Traffic light would increase neighborhood traffic.
21. Green space looks wonderful but concerned about. Likes three/does not like bumpout/right turn from Mass. Ave to Harvard Street/turn to Bow Street. New Scheme - end triangle useless, will be brown.
22. Lots of people do not like four, why not drop it. Delay sewer project until consensus is formed. would like to see data that supports safety.
23. Would a temporary over be put over square.
Yes, but drainage has to be worked out to do that.
24. Does not like four. Prior condition has the same moves as 3. Important that Quincy Street can flow to Massachusetts Avenue. Real advantages: much safer turn from Mass Ave to Harvard. Much safer crosswalk at Bow; it limits exposure of pedestrians to traffic.
25. Neckdown in front of Baskin Robbins won't work. Worries about busses with scheme 4 with right angle turn. MASCO busses - free public transit. almost no one likes 4.
26. Oversight committee is OK; but points out that the Green Street Committee hasn't met in ten years. CDD has not convened it.
27. What about direct mail
28. A show of hands showed no one in favor of scheme 4.
29. At the Monday City Council meeting people were against scheme 4; we're meeting out

July 26, 1995

Old Cambridge Baptist Church

1. Right turn onto Massachusetts Avenue (?)
2. attraction for street people, issues need attention
3. Bar closing, Hong Kong, at 3 am
4. spill over of alcohol purchases from the Broadway supermarket
5. Concerns on congregating, benches, trees and brick areas
6. Creation and enforcement of ordinances regarding congregating and noise
7. do not need so many islands
8. make traffic support residences
9. convenience for cars only, not pedestrians
10. proposal in 1989 for neighborhood benefit by Mid-Cambridge Neighborhood

Association

11. Community park, not be a place to linger in this area
12. Go forward with plans for the curving on modified 3
13. Scheme 5 would have 2 more pedestrian crossings
14. Two island scheme need not look like Putnam Square
15. daily safety concerns
16. living close by is different experience
17. remove the pedestrian bump outs
18. if area is grassed, then less likely to be a hang out
19. bar patrons parking on the street
20. scheme 5 is more dangerous
21. improve traffic with right angle turns
22. 5&4 are extremes - #3 allows for separation of the traffic, and is the best compromise
23. Were all three schemes reviewed?
24. Pedestrian Committee Member - Will isolation encourage antisocial activity?
25. 4 to 3 to 5; becomes more dangerous for pedestrians
26. #3&5 need lights for safety
27. No tour bus facilities
 - We will work with the tour buses
28. Wouldn't residents nearby sit here?
29. 5 would need lights
30. Deputy City Manager Rich Rossi - Will work on bars problem with you and the license Commission to solve
31. #3 is balanced:
 - similar traffic flow to what is there
 - safe for pedestrians
 - not likely to need light
32. Putnam Square is very complex - #5 chops things up
33. Parks should have single seats for elderly, children
34. In evening, walking is dangerous because of cars
35. #4 achieves more - cover grass with ground cover
36. All improve on the existing #3 preferred
37. Neckdowns cause sightline problems - #3,5 allow option lane #3 preferred
38. Prefer #4 for drivers and pedestrians
39. #4 funnels traffic, #3 is better
40. tour buses
 - we are looking at other places for stopping, and if stopping to turn engines off
41. Make less vehicle space in Quincy Square - openness equals speed - the streetscape is a signal to slow down - #4 is better
42. This conflict is 5% traffic, 95% land use - minimize the conflicts between autos and pedestrians, it's too busy for a high quality park - maximize the landscaping
43. Dawes Park works as a passive area - with little green space and more hard surface
44. The park should be for the neighborhood
45. The key to the park is lighting and botanical - don't use trees - if #4 have Harvard maintain it
46. Will people want to sit there? Emphasize the visual enjoyment

44. For safety problems
Deputy City Manager • curfew on parks now <5000 square feet for hours of operation ordinance - drawing up ordinance to do ALL parks
45. Work with License Commission on bar closings - e.g. warning to one bar, they added security
46. Should be some seating
47. Add shrubs to #5
48. #5 is safer to walk through at night
49. Park in #3 could be in #4
50. Landscape in #3,4 could be in 5
51. Design not for sit and stay but rather for look and book
52. Trees have problems with blocking view and shadows
53. #3 or #4 would be a big improvement



EXECUTIVE DEPARTMENT
ROBERT W. HEALY
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September 18, 1995

To The Honorable, The City Council:

Please find attached a response to Awaiting Report Item No. 48, regarding an update on the design plans for Quincy Square, received from Susan Schlesinger, Assistant City Manager for Community Development.

Very truly yours,

Robert W. Healy
City Manager

RWH/mec
attachment

Consent Agenda # 7 *S-288*

Response to Awaiting Report Item Number
Forty-Eight regarding status of design
plans for Quincy Square.

for original order

See Order #96 of

9/11/95.

In City Council,

Sept. 18, 1995

Placed on file