



CITY OF CAMBRIDGE
MASSACHUSETTS
CAMBRIDGE CITY COUNCIL

COMMITTEE REPORT

TRANSPORTATION AND PARKING

MEETING HELD AT M.E. FITZGERALD SCHOOL AUDITORIUM ON SEPTEMBER 14, 1977

COUNCILLORS DUEHAY, CLEM, DANEHY AND RUSSELL – PRESENT

MEETING CONVENED BY COUNCILLOR DUEHAY AT 7:45 P.M.

Councillor Duehay opened the meeting by explaining the purpose of the meeting which was to provide a public forum for the North Cambridge residents and representatives of the Massachusetts Bay Transportation Authority to discuss their proposal for the renovation of the MBTA repair facility. He indicated that once the presentation of the plan was made the meeting would then be opened to all present in order for questions to be asked.

PRESENTATION OF PROPOSAL

Mr. Thomas Reagen, representing the architectural firm of Sverdup and Parcel, stated that his firm has been a consultant of long duration to the MBTA and that they have been working on this particular project for the past 2½ months.

Mr. Arnold Sherock and Thomas Ward also representing Sverdup and Parcel then went into the proposal before the committee giving a brief history of the existing repair facility along with explaining the fact that a light repair facility handles only minor repairs of buses and trackless trolleys. They went on to further explain the goals of this particular project which are as follows:

1. To provide the minimum facility required by the MBTA to continue trackless trolley service in North Cambridge.
2. To minimize interruption of trolley service during construction of the new facility.
3. To screen the facility to the extent feasible from the neighborhood.
4. To make available any excess MBTA property to the City of Cambridge for future development.

Furthermore, they stated the requirements of the project were the storage of 32 trolleys plus circulation, a small office, an inspection house, an on-site employee parking lot and a shelter for North Cambridge MBTA patrons.

TRANSPORTATION AND PARKING COMMITTEE MEETING SEPTEMBER 14, 1977

Mr. Ward stated the entire project would be broken out into two phases, Phase 1 would take place as soon as possible and would, upon completion, provide for a total of 41,000 square feet of land for future development. This phase will be in existence during the construction of the Red Line extension, a period of approximately 4 years.

Phase 2 will commence once the construction of the extension is completed. Upon completion of Phase 2, an additional 12,000 square feet of land will become available for development.

PUBLIC COMMENT

Various questions were raised by people in attendance concerning this proposal and resulted as follows:

1. The construction of a new repair facility would cause the elimination of the Dudley Street Parking Area.
2. The MBTA currently has no alternative site for this construction.
3. No on-site repairs will take place after midnight and only tire changing and bus cleaning will take place during the day and early evening hours.
4. No additional lighting has been planned for the general area.
5. The garage and washing bays will all be enclosed.
6. No out-right gift of excess land will be made by the MBTA to Cambridge.

Mr. Keville, representing the MBTA, stated that all of the land which will be available after Phase 1 and 2 will be disposed of in the following way:

This land will be disposed of by the MBTA and the City of Cambridge shall participate in a joint development for the property involved, whereby mutual consent of both parties is necessary. Further, the MBTA shall work with the Cambridge Community Development Department on writing a Request for a Proposal from developers for the use of the site and that consideration be given that said site in part be used for elderly housing as well as for tax producing uses.

Councillor Danehy raised particular objection to these alternatives, stating that he had been led to believe that the MBTA would turn over to the City, at no cost, the excess land. Councillors Duehay, Russell and Clem likewise raised concern over the issue and requested a legal clarification of this matter from the MBTA.

Upon being questioned by Councillor Duehay, Mr. Keville did state that it is the intent of the MBTA to definitely make this excess land available to Cambridge, but that currently he was unsure of the manner in which this will be done.

TRANSPORTATION AND PARKING COMMITTEE MEETING SEPTEMBER 14, 1977

REQUESTS MADE

The following requests were made of the MBTA:

1. A legal clarification of the land transfer issue.
2. A land appraisal be done as soon as possible in order to determine early in the project the fixed cost of acquisition of the excess land at fair market value, assuming the city chooses to enter into this type of an arrangement.

Councillor Duehay stated the committee would take this entire matter under advisement and report to the full Council in the near future.

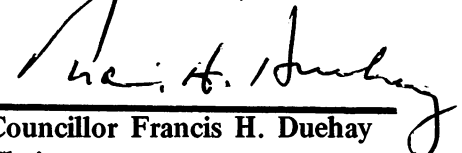
RECOMMENDATIONS

The Committee recommends that any excess land which will become available should be transferred for the purpose of future development at no cost to the city in the following manner:

The MBTA and the City of Cambridge shall participate in a joint development of the property involved, whereby mutual consent of both parties is necessary. Further, the MBTA shall work with the Cambridge Community Development Department on writing a Request for a Proposal for developers for the use of the site and that consideration be given that said site in part be used for elderly housing as well as tax producing uses.

THE MEETING WAS ADJOURNED AT 8:55 P.M.

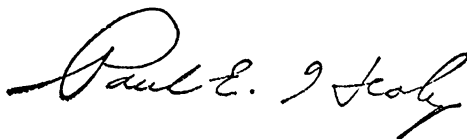
For the Committee,


Councillor Francis H. Duehay
Chairman

In City Council October 24, 1977.
Adopted by the affirmative vote of 9 members.
Attest:- Paul E. Healy, City Clerk.

A true copy,

ATTEST:-





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RECOMMENDATIONS

The Committee recommends that any excess land which will become available should be transferred for the purpose of future development at no cost to the city in the following manner:

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For the Committee,

Councillor Francis H. Duehay
Chairman

S-547

Report from the Committee on Transportation
relative to the MBTA North Cambridge Carbarns

In City Council,
October 3, 1977

10/24/77

L. Dochay removed
from the table.

Report adopted -
Copy to City Manager.