

City of Cambridge

In City Council April 7, 1975

The Transportation

Committee of the City Council

to which was referred the Harvard Sq. Comprehensive Policy Plan as prepared by the Department of Community Development providing for the construction of an off street parking facility in the Mount Auburn-Nutting Street area in conjunction with owners of parcels proposed to be included in the parking facility.

REPORTS, After hearing held on April 1, 1975 at which time the committee heard from the following persons:

Robert Bowyer, Planning Director
Paul Lawrence, Cambridge Ten Association
Mr. Stockwell, President Harvard Trust Company
Louis D. Giovanni, Esq., owner of parcels
Robert Jones, President of the Cambridge Chamber of Commerce
Howard Davis, President Harvard Square Business Mens' Association
Pebble Gifford, Harvard Square Task Force

REPORTS, That at the conclusion of the hearing the committee viewed the proposal favorably but decided to table same for further information.

For the Committee,

Councillor, Francis H. Duehay,
Chairman.

MID-CAMBRIDGE NEIGHBORHOOD ASSOCIATION

1 Corliss Place, Cambridge 02139, 864-9596

1 April 1975

Committee on Transportation
Cambridge City Council
City Hall
Cambridge

Honorable Councillors,

The Red-Line alignments proposed for Harvard Square have been carefully studied by people in Mid-Cambridge. We are prepared to support alignment "D" providing we can be assured that an adequate plan can be worked out minimize disturbances to our neighborhood during construction.

We are most concerned over additional traffic generated during two year's construction, the potential that this traffic may not go away once construction is complete, that no permanent street improvement be made that will encourage traffic through our neighborhood, the loss of street parking for residents during construction, the location of temporary and permanent bus stops for the Broadway and Cambridge Street busses, and the threat to street trees posed by the construction. We want the city, the MBTA, and the eventual construction contractor committed to solving these problems and committed to involving neighborhoods in decision making through the planning and construction period.

Thank you for this opportunity to state our views,



Hugh Adams Russell
Chairman - Mid-Cambridge Land Use Committee

Received April 1-1975

Harvard Square Technical Study

Massachusetts Bay Transportation Authority
Sverdrup & Parcel and Associates, Inc.

This sheet is provided for any comments you may have on the various proposals developed by the consultant. All comments received will be submitted to the City of Cambridge and the MBTA prior to the selection of a preferred alignment.

Please return to: Domenic E. D'Eramo, Sverdrup & Parcel and Associates Inc.
648 Beacon Street, Boston, Mass. 02215

Alignment Preferred: All alignments can be modified to be acceptable to Mid-Cambridge
Reasons for Preference:

Alignment A: Good station location; least impact during construction to Mid-Camb.

Alignments D1 & D2: Good station location; most likely to proceed rapidly;
temporary inconvenience can be minimized by changes in proposal

Reasons for Opposition to Other Alignments:

None of the alignments shown are fully acceptable for the following reasons. However, we believe that modifications can be made to the provisions for temporary measures during construction that will make any alignment acceptable.

Alignment A: Mid-Cambridge cannot endorse an alignment opposed by the most impacted neighborhood.

Alignment D1 & D2: Traffic re-routing through underpass and on Quincy Street (as revised in last week) will still cause hardship to neighborhood. There is danger that temporary traffic re-routing will be permanent.

Alignments G1 & G2: Station location is less convenient; cost is unwarranted by benefits; temporary traffic re-routings cause hardship to the neighborhood.

Additional Comments:

Any alignment selected must meet the following criteria:

- No traffic re-routing on residential streets in Mid-Cambridge, note particularly Prescott Street in this regard
- All temporary improvements to traffic flow through Mid-Cambridge during construction to be removed following completion - this includes, signals, signs, widening, channelization, etc
- Bus stop locations for Broadway and Cambridge St. busses (Lechmere and Kendall lines) to be adjacent to rapid transit station during and after construction (note that original proposal for D1 and D2 were unacceptable for this reason)
- No loss of street parking used by Mid-Cambridge residents during or after construction
- No loss of street trees - trees taken during construction to be replaced by trees of equal size following completion
- No taking of land for street widening in Mid-Cambridge during construction
- Review process by community to be established to see that criteria are met during detailed design and implementation phases of work

Name: Mid-Cambridge Neighborhood Assn, Land Use Committee Address 1 Corliss Pl, Camb.

Affiliation (if any) Communities Organized to Protect our Environment (COPE)

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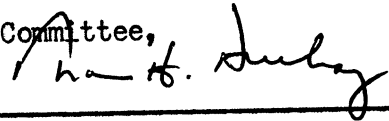
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REPORT

130A

Committee on Transportation.

Off street parking at Mt. Auburn St. &
Nutting St.

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