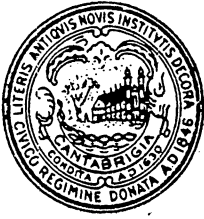


August 8, 1977



CITY OF CAMBRIDGE

CAMBRIDGE, MASSACHUSETTS 02139
Tel. 876-6800

EXECUTIVE DEPARTMENT
JAMES L. SULLIVAN
City Manager

August 5, 1977

The Honorable The City Council

Dear Councillors:

Following is a progress report on plans for improvement of the City's major high school athletic facilities now located on Russell Field.

As you recall, \$100,000 in Community Development Block Grant funds have been allocated this fiscal year for improvement to or replacement of these facilities. Plans for this work necessarily have to be coordinated with those for the MBTA Red Line extension because this extension will cut across a corner of Russell Field.

But, other aspects of the MBTA project can have a far greater impact on the City's plans for these athletic facilities, as well as on plans for re-use of the former City dump, if we accept the opportunities available to us through that project.

The aspects of the transit extension that I am talking about are the vast quantities of excavated material that will be generated and the need of the MBTA for construction staging areas.

Any development that takes place on the dump site will require beforehand the distribution of fill material several feet in depth to accelerate the inevitable settlement of the dump subsurface to manageable post-development proportions, and to bring the development site to the desired final grades. The MBTA will have available from the tunnel extension all the fill material that we would ever need on the dump site and they would be able to deliver most or all of it via the B & M Railroad right-of-way.

In the course of constructing the transit line, the MBTA will require large sites near the extension right-of-way for construction staging, including storage of equipment, supplies and backfill material and facilities for equipment maintenance and shop work. Russell Field and the former dump are among the few sites suitable in size and location for these construction staging activities.

Enclosed is a letter from the MBTA Board Chairman, Robert Kiley, on this matter.

On the basis of this letter and our present informal understanding with the MBTA, if the City were to allow them to use the dump site and Russell Field as construction staging areas, the MBTA would be obliged to do at least the following at no cost to the City:

1. Relocate the Russell Field facilities to the dump site. Any new facilities that go substantially beyond existing facilities in scale, such as an enlarged field house, would be pro-rated in cost.
2. At the conclusion of Red Line construction, restore Russell Field to open space recreation use.
3. Deliver and distribute at the dump site whatever fill material the City requires to meet anticipated development requirements.

This seems to me to be a unique opportunity for the City to obtain free several hundred thousand dollars worth of needed capital improvements within a short period of time and at a minimum inconvenience to the surrounding community. But decisions must be made soon on this coordinative effort with the MBTA in order for them to complete their plans on schedule and in order for the City to take full advantage of whatever benefits could be made available.

To assist us in making these decisions, and to avoid costly delays in the execution of this work, should we go forward, I have commissioned the necessary engineering and design studies to provide us with the following information:

1. Use layout and grading plan for the dump site to determine types and quantities of fill that can be used. This work will include an update of the dump site re-use plan prepared in 1973 and reviewed with the City Council at that time. That plan provided for a combination of athletic field and other recreation facilities and sites reserved for possible future development.
2. Site location and design of the high school athletic facilities to include football field, track, baseball field, field house, spectator facilities, access, parking and lighting.
3. Recommendations for interim improvements to Russell Field so that the facilities there, including the track, can be made fully usable until the new facilities are completed.

Our engineers on the project, Haley and Aldrich, Inc., located in Kendall Square, will complete later this month a preliminary report on the pre-loading (settlement acceleration) requirements of the potential uses.

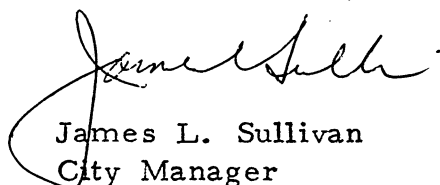
Our designers on the project, Carol R. Johnson & Associates, Inc., located on Mount Auburn Street, will develop, with Haley and Aldrich, a preliminary use layout and grading plan for the dump site by mid-September, and will complete recommendations on Russell Field interim improvements by mid-August.

The MBTA's consultants will complete sometime in September the aspects of their preliminary designs and schedules that would relate to Russell Field and the dump site.

In the meantime, Community Development Department staff is coordinating all related design and engineering work and construction scheduling. Currently it is estimated that MBTA excavation material will become available starting the spring or summer of 1978, which would allow the earliest completion date for the new high school athletic facilities to be the fall of 1979.

I should like to request that the City Council endorse the approach that I have outlined above for improving the City's high school athletic facilities and for proceeding with pre-development site preparations at the dump site. By early fall, I expect to be able to present you with full design and engineering details and construction scheduling and with a proposed cooperation agreement with the MBTA.

Very truly yours,



James L. Sullivan
City Manager

JLS:ljm



MASSACHUSETTS
BAY
TRANSPORTATION
AUTHORITY

Board of Directors
50 High Street, Boston, Mass. 02110

July 12, 1977

Mr. James L. Sullivan
City Manager
City of Cambridge
Cambridge, Mass. 02139

Dear Mr. Sullivan:

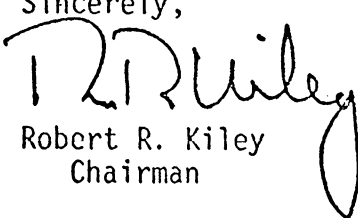
The pre-grant engineering for the MBTA's Red Line Extension is progressing in a satisfactory manner. Final construction plans and specifications are expected to be ready for advertising in the spring, with construction beginning shortly thereafter. Consequently, we have reached the time when a storage site for construction materials needs to be discussed with the appropriate City Officials.

The Authority's two engineering firms, Bechtel Incorporated and Sverdrup & Parcel and Associates, have reviewed our need for space for a construction staging area, construction employee parking, and the disposal of excavation materials.

Our review of available sites in the area has identified Russell Field and the City Dump as two possible locations, which are ideally located for our needs and could benefit from recreational improvements. We would therefore like to meet with the appropriate City Officials to formulate an agreement for the use of these two sites for construction activity with the understanding that existing recreational facilities at Russell Field will be relocated, if necessary, by the MBTA prior to its use. Additionally, improvements to both sites after construction will be in accordance with the City's future recreational needs.

An early opportunity to discuss this would be greatly appreciated.

Sincerely,


Robert R. Kiley
Chairman

S-437
Communication from City Manager
relative to the Red Line Extension
in regard to Russell Field.

In City Council,
August 8, 1977

Placed on file.