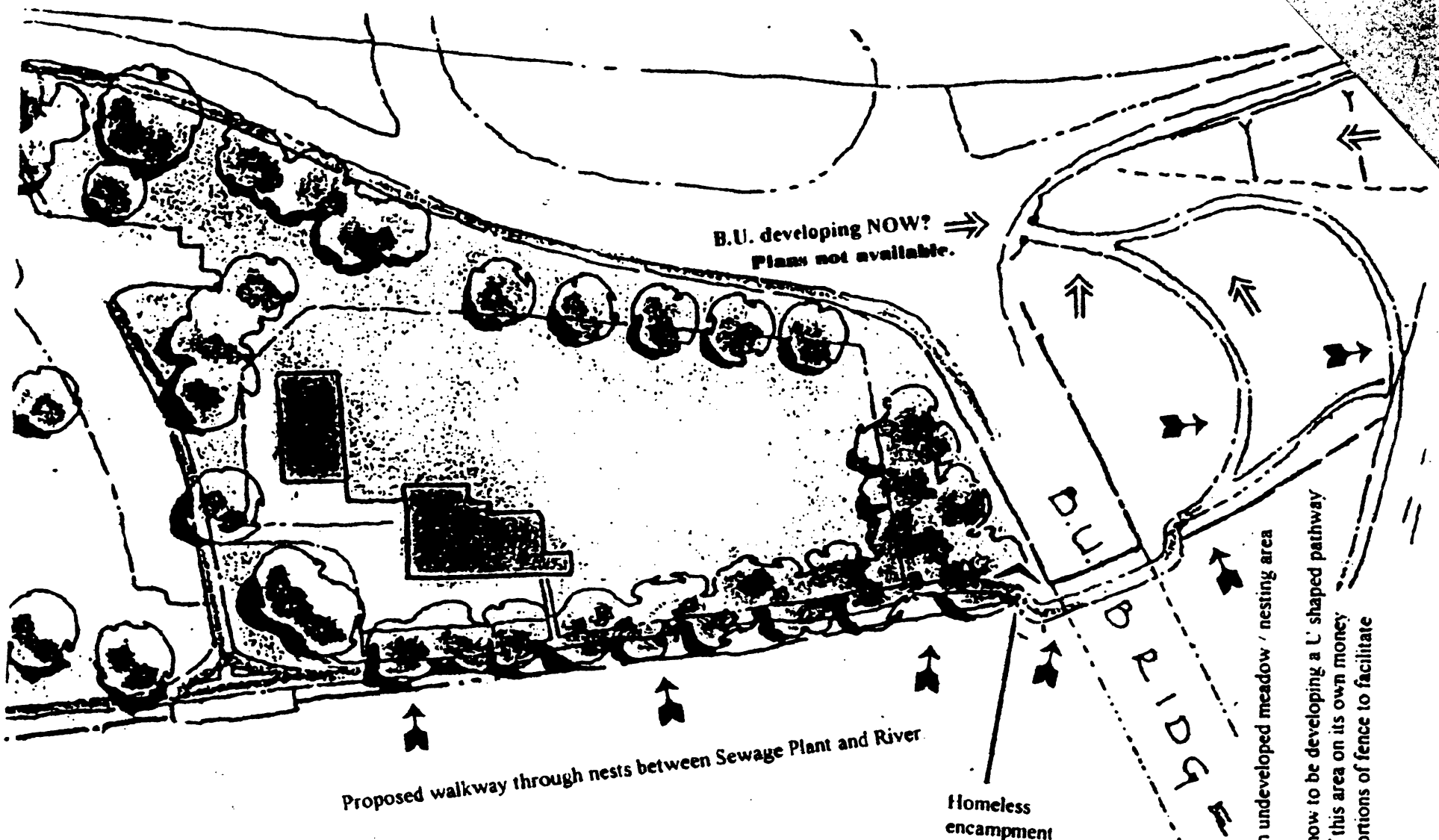


Plant. K. Shermville

(A)

DRAFT



MDC Draft Plans Proposed Development in Nesting Area of Charles River White Geese

Original Plans Drawn by Cambridge Development Department



Proposed walkways through undeveloped meadow / nesting area east of B.U. Bridge
 Boston University appears now to be developing a U shaped pathway through the northern half of this area on its own money
 MDC would remove two portions of fence to facilitate

(B)

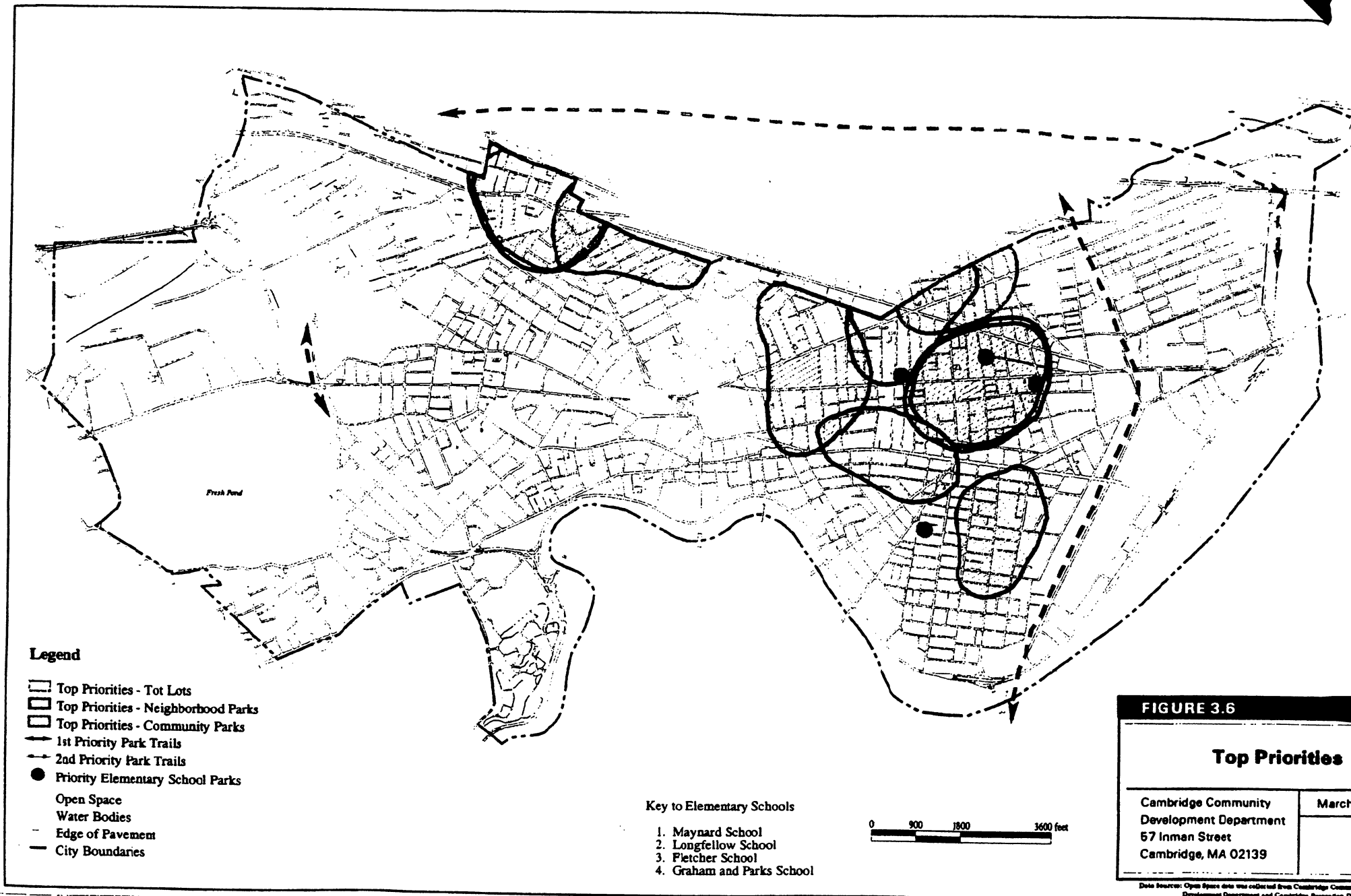


FIGURE 3.6

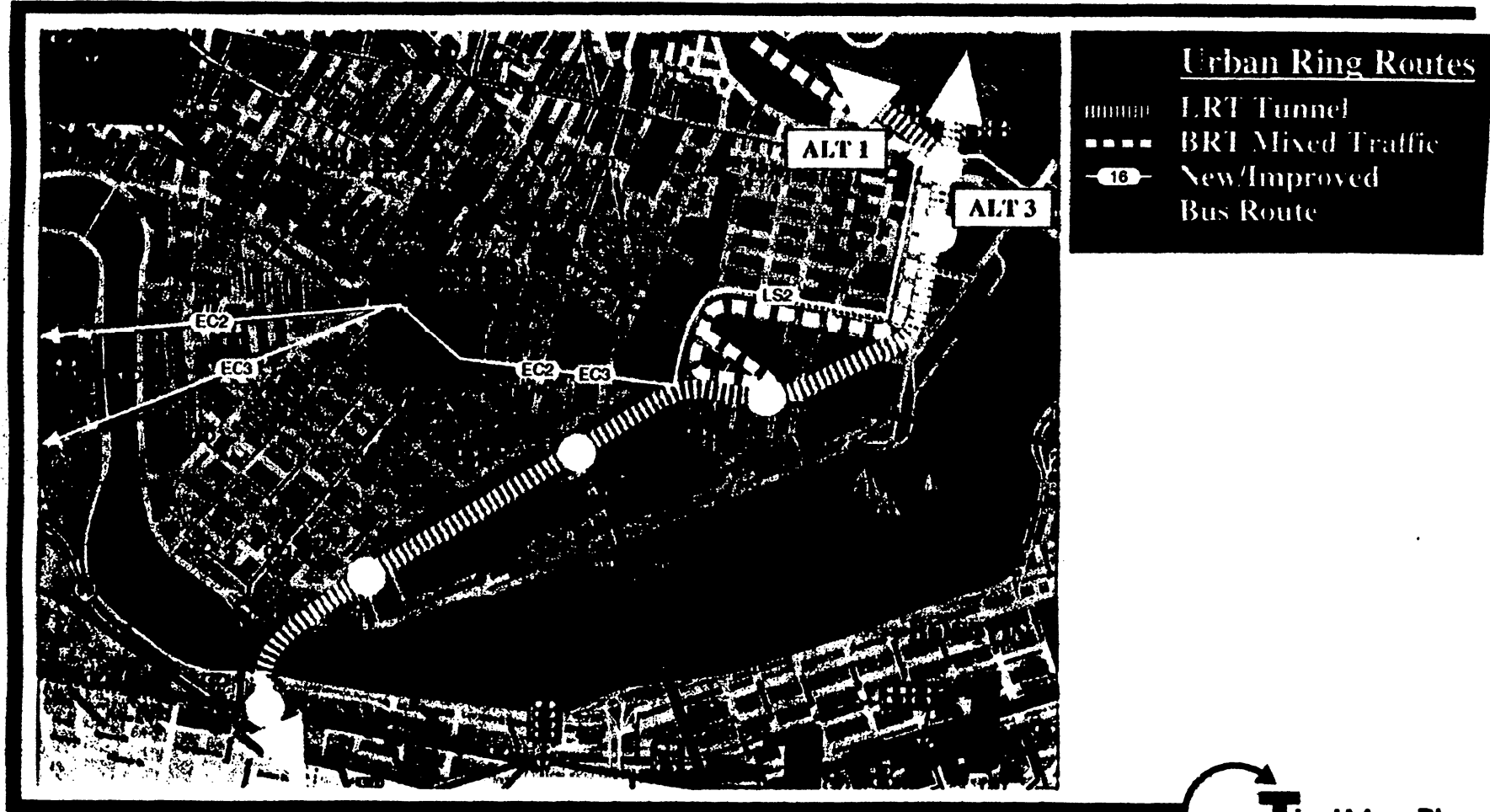
Top Priorities

Cambridge Community Development Department 57 Inman Street Cambridge, MA 02139	March,
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Data Source: Open Space data was collected from Cambridge Community Development Department and Cambridge Recreation Dept.

Cambridge

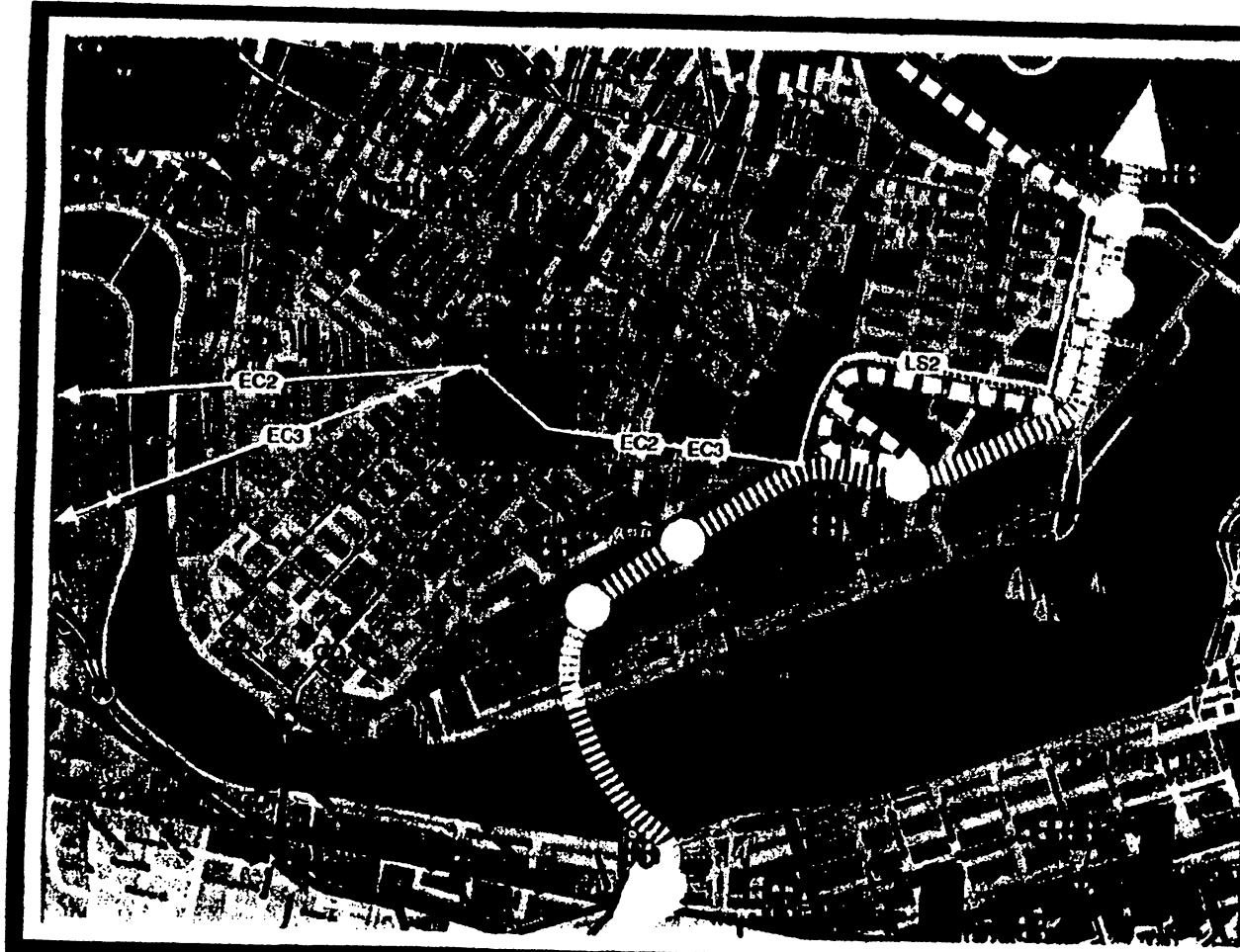
Urban Ring Alternatives #1 and #3



5

Cambridge

Urban Ring Alternative #2



Urban Ring Routes

- ||||| LRT Tunnel
- - - BRT Mixed Traffic
- 16 New/Improved Bus Route

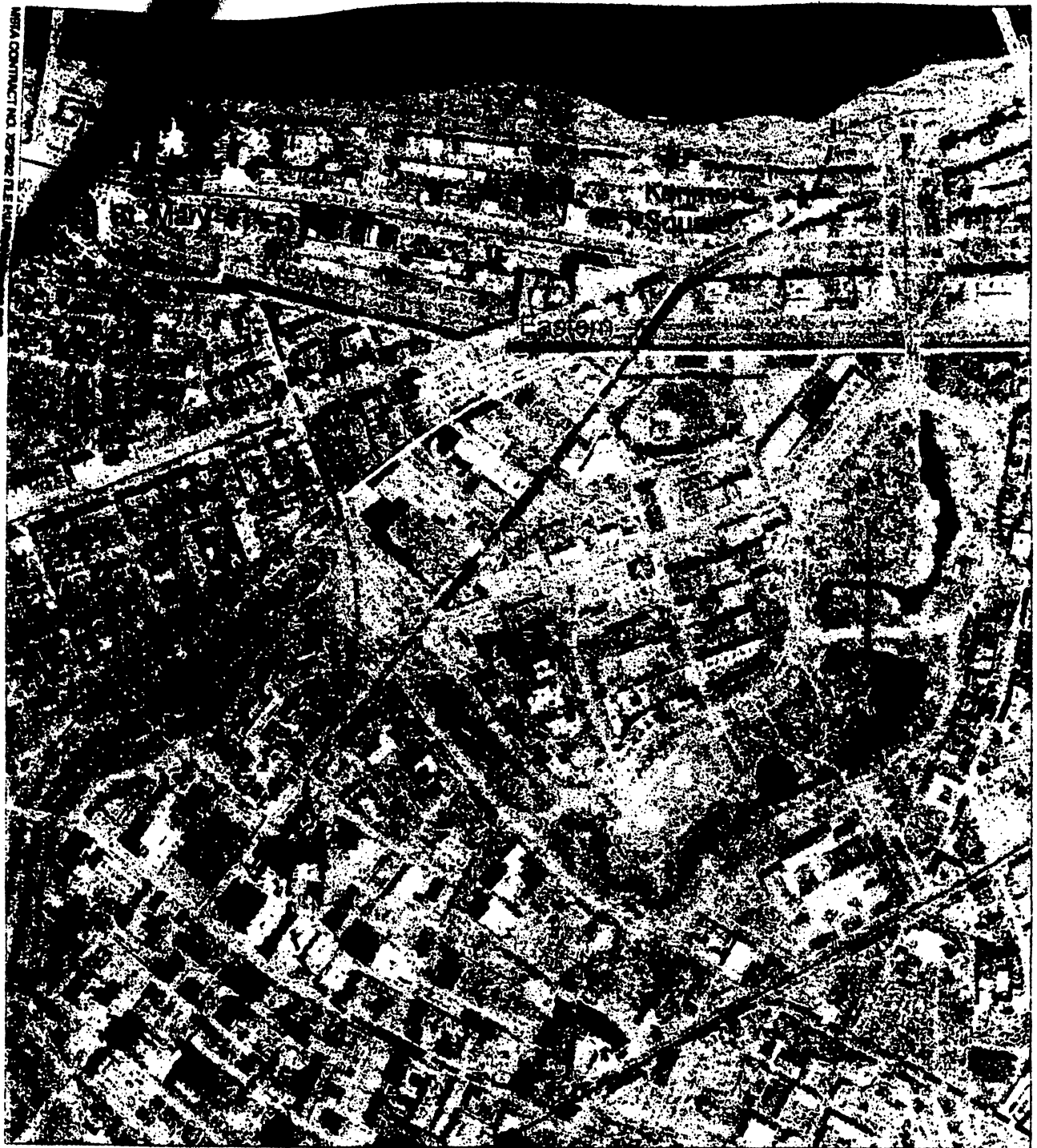


(E)

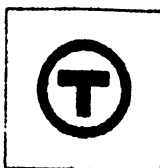
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URBAN RING MAJOR INVESTMENT STUDY 

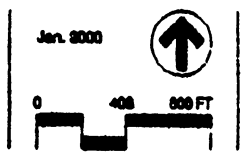


- Legend:
- -
 -
 -
- Urban Ring Alternatives Commuter Rail
- Shuttle Green Line



Fenway / Kenmore Area
 Commuter Rail and Urban Ring Alternatives

◆ Kaiser Engineers



(F)

Robert J. La Trémouille

875 Massachusetts Avenue, #31
Post Office Box 391412
Cambridge, MA 02139-0015
Telephone: 617-576-9780

June 1, 2000

2000

TO THE HONORABLE, THE CAMBRIDGE CITY COUNCIL:

To the Honorable, the Cambridge City Council:

RE: The City Manager's Plans for Destruction of Cambridge's Most Valuable Asset on the Charles River and His Partial Implementation of Those Plans

After I had completed drafting most of the following letter, Marilyn Wellons informed me of a conversation with the MWRA that indicates this analysis to be too kind to the Cambridge City Manager. It is my understanding that she will issue her own letter which will supplement my comments.

- I. The City Manager is aggressively driving away the most valuable asset of the City of Cambridge on the Charles River, the magnificent Charles River White Geese, without consulting the City Council and without permission of the City Council - Documentation.
- II. How this plan has been put into place.
 - a. Phase 1. Destroy the Nesting Area of the Charles River White Geese.
 - b. Phase 2. Gentrify Magazine Beach and destroy the area which is the living room of the geese 9 months of the year.
 - c. Phase 3. Install the path connecting the gentrified Magazine Beach with the destroyed Nesting Area, destroying the balance of the geese' core habitat.
 - d. Phase 4. Finish the connection to the proposed Regatta Station on the Urban Ring BU alternative, as shown on the city's open space plans.
- III. This is outrageous.
 - a. At no time has this plan been submitted to the Cambridge City Council.
 - b. Even the part given to the City Council did not state that it would needlessly destroy the softball field / goose area of Magazine Beach.
 - c. Phase 3 will drive out the geese if Phase 1 and 2 do not.
 - d. Driving away the Charles River White Geese destroys an asset which cannot be replaced.
 - e. Saving the BU Subway alignment and the Regatta Subway Station under the Grand Junction tracks between Putnam Avenue and Memorial drive, is the purpose for the Magazine Beach gentrification.
 - f. The BU Subway alignment is the inferior of the two alignments by far.
 - (1) The strongest argument for the BU alignment is original momentum.
 - (2) The Kenmore Alignment provides ideal connections.
 - (3) The Commuter Rail connection alone could make the Kenmore crossing of the Charles River the only reasonable alternative.
 - (4) The Kenmore Alignment drops a station with inferior ridership projections, the Regatta Station.
 - g. The Regatta Station would be unnecessary and would be highly destructive to the Cambridgeport residential neighborhood.
- IV. Summary.
 - I. The City Manager is aggressively driving away the most valuable asset of the City of Cambridge on the Charles River, the magnificent Charles River White Geese, without consulting the City Council and without permission of the City Council - Documentation.

Attachment A is general plans for Magazine Beach - the Nesting Area, based on the City Manager's plans. I obtained this map from the Metropolitan District Commission in August 1999. The City Manager's plans, upon which these are based, were first shown at a public presentation by the Cambridge Development Department at the Howard Johnson's on Memorial Drive in September - October 1997.

The City Manager, on May 8, 2000, informed the City Council that he would make Magazine Beach unusable, due to construction, from May 3, 2001 to June 2, 2002.

The softball fields at Magazine Beach are a crucial part of the goose habitat for 9 months of the year.

Attachment B is a blow-up with markings of the Pollution Control Plant - BU Bridge - Nesting Area portion. This was prepared by me before the City Manager, through the MDC and Boston University, destroyed the Nesting Area of the Charles River White Geese in October 1999.

The destroyed Nesting Area appears to the right of the BU Bridge on this map.

The crucial part of the habitat of the geese is (1) their Nesting Area, which has been destroyed except for a tiny edge next to the Charles River and (2) the undeveloped area between the Pollution Control Plant (phase 1 of the City Manager's plans).

Marked on Attachment B is a pathway between the pollution control plant and the destroyed Nesting Area going through that same undeveloped area between the Pollution Control Plant and the Charles River, under the BU Bridge, on a wooden walkway-type arrangement and through the undestroyed part of the Nesting Area (phase 3 of the City Manager's plans).

This walkway would destroy the remaining crucial parts of the habitat of the geese.

This walkway would implement the City Manager's September-October 1997 plans for this area, except that the City Manager's plans called for a wooden structure in the water all along the length of the Pollution Control Plant.

Attachment C is the City Manager's open space plans for the City of Cambridge. It is copied from his report.

You will note a top priority item, the broken line extending northeasterly from the Nesting Area of the White Geese. The City Manager proposes to provide vegetation on top of the existing railroad tracks.

This vegetated area provides the final link in connecting to Magazine Beach the City Manager's hoped for Regatta Station (between Putnam Avenue and Memorial Drive) on the Urban Ring BU Charles River crossing.

Attachments D, E and F relate to the plans of the MBTA for the Urban Ring transit line. These attachments were created by the MBTA and provided by the MBTA.

Attachment D shows the Cambridge side of the BU crossing of the Charles River, with the Regatta Station next to the destroyed Nesting Area. I first opposed this station in 1987 because of its clear destructive impact on the Cambridgeport neighborhood.

Attachment E shows the Cambridge side of the Kenmore crossing of the Charles River. I first proposed this general alignment in 1987. It was independently created by MBTA planners in the interim.

Attachment F shows the alignment of the two crossings on the Boston side of the Charles. The Kenmore Crossing portion is, of course, new. The BU Crossing portion is a significant change, to my knowledge, from previously announced versions.

The MBTA stated at their May 17, 2000, presentation at MIT that they will select one of these two crossings within the next year. The City Manager has been aggressively lobbying for the BU Crossing.

The \$1.5 million expenditure on gentrification of Magazine Beach is an attempt by the City Manager to persuade the MBTA into selecting the BU crossing with the Regatta Station. A gentrified Magazine Beach would be connected by the series of paths to the Regatta Station as shown on these maps and would be a selling point for the BU Crossing alignment.

II. How this plan has been put into place.

The City Manager has been working behind the scenes in many contacts with the MDC and the MBTA.

In particular, the city's two key transportation planners have expended considerable effort lobbying Peter Calcaterra, the MBTA's chief planner, for the BU alignment and the Regatta Station.

The public effort has been handled through a fake environmental group, the so-called "Friends of Magazine Beach." This front organization first presented the gentrification plans to the public at meetings at the Howard Johnson's on Memorial Drive in September - October 1997. It has since then been highly visible in aggressively lobbying for the plans, including outrageous lies about the geese.

The only known other activity of this fake environmental group has been known to do is an annual clean-up of the Magazine Beach area by volunteers. This clean-up has regularly occurred one week prior to BU's use of the area for Commencement activities. Volunteers are not informed that the principal beneficiary of their work is Boston University. Volunteers are not told that Boston University destroyed the Nesting Area based on plans that the fake environmental group fought for.

The MDC and the fake environmental group have proclaimed the existence of many complaints against the geese.

Marilyn Wellons demanded all the complaints against the geese in a freedom of information act demand. One and only one complaint was produced. It was a two-page complaint from the fake environmental group.

Also produced was a communication from the MDC to the fake environmental group asking for the complaint. The MDC request came not long before the fake environmental group provided the complaint.

This sole complaint against the geese was provided to the MDC by the fake environmental group approximately 10 months after the fake environmental group first showed the City Manager's plans for construction in the Nesting Area.

The City Manager's plan for construction affecting the geese have been split into four phases. Three phases simply split up the plans first shown in September - October 1997. The fourth is shown in the citywide open space plan.

The fourth phase leaves very little question why phases 1 to 3 are being done.

- a. Phase 1. Destroy the Nesting Area of the Charles River White Geese.

This was accomplished in October 1999 by the MDC / Boston University in essential conformance with the City Manager's September - October 1997 plans, and with no meaningful public warning. It constitutes an initial implementation of the MDC / City of Cambridge plans shown in Attachment A and which I have outlined in Attachment B.

- b. Phase 2. Gentrify Magazine Beach and destroy the area which is the living room of the geese 9 months of the year.

This was funded in the amount of \$1.5 million by the Cambridge City Council at the end of 1999, apparently without mention of the attacks on the geese or mention of the other phases of the plans.

We have attempted to obtain the plans upon which this approval was based. We have not been able to obtain such plans. To the best of our understanding, the only outstanding plans are the plans shown by the City Manager and the fake environmental group in September - October 1997.

On May 8, 2000, the City Manager notified the City Council that Magazine Beach would be under construction, and thus not available to the geese, from May 3, 2001 to July 2, 2002.

- c. Phase 3. Install the path connecting the gentrified Magazine Beach with the destroyed Nesting Area destroying the balance of the geese' core habitat.

This implementation is being kept as secret as possible, as was the actual time table for the destruction of the Nesting Area. The City Manager, as with the destruction of the Nesting Area, will keep everything uninformed until it is done. Then as with phase I, the pitch will be "How dare you object! I have already done it."

This, as with Phase 1, is shown in Attachments A and B.

- d. Phase 4. Finish the connection to the proposed Regatta Station on the Urban Ring BU alternative, as shown on the city's open space plans.

I understand these plans are being presented to the City Council on June 7, 2000 at 6:30 pm.

With the connection shown on the open space plan, everything falls into place. The idea is to connect a gentrified Magazine Beach to the new Regatta Station by a continuous pathway, and to use that connection and regional recreation area as a selling point to try to get the Regatta Station and the BU river crossing in spite of the very real defects of both.

This vegetated area is shown on those plans as a broken line coming out of the Nesting Area on Attachment C.

III. This is outrageous.

The City Manager is destroying the city's most valuable asset on the Charles River, the Charles River White Geese. He is doing this to save a subway alignment which, from a transportation point of view, is by far the inferior of the two proposed alignments. He is doing so without the approval or the consent of this City Council.

- a. At no time has this plan been submitted to the Cambridge City Council.

The plan has been very carefully split up to keep its impact from the Cambridge City Council. The only portion presented to the City Council was the gentrification plans for Magazine Beach.

Even when the City Manager presented his timeline for construction, he did not mention that the timeline calls for driving the geese away from their living room, the Magazine Beach softball field area, for 14 months. That 14 month destruction was first announced in his communication on May 8.

- b. Even the part given to the City Council did not state that it would needlessly destroy the softball field / goose area of Magazine Beach.

This key part of the Phase 2 proposal presented to the City Council would apparently destroy the softball field area / goose area of Magazine Beach for 14 months, including reseeding time, from May 2001 to July 2002, according to the communication received by the City Council on May 8, 2000. Why the softball field / goose area is being destroyed has never been explained and seems to be unjustifiable.

Those softball fields look in fine condition. It should be noted, however, that the only known plans for the softball fields, the September - October 1997 plans, showed the softball fields being destroyed, along with a major grove of trees. The September - October 1997 plans show the softball fields and the major grove of trees being replaced with four soccer fields.

It is not unreasonable to assume, however, that this destruction and reconstruction would make the area more useable by Boston University. The phase 3 connection would also make the destroyed Nesting Area more useful to Boston University.

It would appear that the City Manager is wasting city money on tearing up the softball fields and wasting the city resources with the associated driving away of the Charles River White Geese.

The City Manager, with the assistance of the MDC and Boston University, has destroyed Nesting Area of the geese, their principal habitat for three months and a crucial part of their living cycle. This one action could yet drive away the White Geese.

Destruction of softball field area, the principal living room of the White Geese the other nine months would likely give the White Geese no choice but to leave.

Clearly, the City Manager does not care.

Clearly, his fake environmental group has visibly and directly attacked the White Geese, going so far as to spread outrageous lies that they are a health hazard.

- c. Phase 3 will drive away the geese if Phases 1 and 2 do not.

Phase 3 has been kept as secret as possible, just as the actual implementation of phase 1 was accomplished as secretly and as ruthlessly as possible. It is shown on Attachments A and B as described above.

Phase 3 is a crucial part and the most irresponsible part of the plan. This would destroy the core part of the geese' habit, the area between the Pollution Plant and the Charles River and the undestroyed part of the Nesting Area. It would replace these crucial areas with another formal path and with a wooden walkway under the BU Bridge.

Safety considerations, as well, are irrelevant to the City Manager. The comparable structure on the Boston side of the Charles River is a major problem with regard to assaults because it is, by its nature, so very isolated.

Present plans clearly are to do this connection in maximum secrecy as was done the original destruction of the Nesting Area in Phase 1.

The argument, as with Phase 1 will be: "How dare you demand that we be responsible? We have stolen the status quo."

Phase 3 would destroy the balance of the Nesting Area and would destroy the area which is the home of the geese the other 9 months of the year.

The geese would have no choice but to leave.

- d. Driving away the Charles River White Geese destroys an asset which cannot be replaced.

Until the City Manager's destruction of the Nesting Area, Cambridge had a vibrant ecosystem on the Charles containing beautiful, living beings of which city residents had good reason to be proud.

Those geese have regular and multiple visitors, adults and children, enjoying them and admiring them. They are a pride and joy for commuters on Memorial Drive. They are our Public Garden Swans. Destroying this asset is outrageous and incompetent.

Planners cannot artificially create such a situation.

Bad planners can destroy such a situation.

Bad planners are in the process of doing so.

- e. Saving the BU Subway alignment and the Regatta Subway Station under the Grand Junction tracks between Putnam Avenue and Memorial drive, is the purpose for the Magazine Beach gentrification.

The MBTA, according to their presentation at MIT on May 17, 2000, will decide between the BU Crossing of the Charles River and the Kenmore Crossing of the Charles River within the next year.

The BU Crossing alignment is being fought for by the City Manager. Rather clearly this pathway system and destruction of the Nesting Area is intended to give value to the proposed Regatta Station on the Urban Ring BU alignment. The Regatta Station would be located under the Grand Junction Railway tracks, between Putnam Avenue and Memorial Drive. It would directly connect to the destroyed Nesting Area under Memorial Drive as shown in the City Manager's open space plan, Attachment C hereto.

The City Manager is spending \$1.5 million on repairs to a recreation area which does not even belong to the City of Cambridge while letting other recreation areas rot which are owned by the City of Cambridge. Magazine Beach is in good shape without real need for major repair.

The Cambridge Common is in terrible shape. Why is Magazine Beach being repaired and the Cambridge Common not?

The Regatta Station and associated possible development.

You look at all four phases together. You look at the choice between river crossings. You look, as analyzed below, at the very major advantages of the Kenmore Crossing and the very real defects of the BU Crossing and the Regatta Station. You can only come to the very clear decision that the Magazine Beach gentrification with pathway system is intended to provide a badly needed selling point for the station and crossing.

That selling point is far deficient.

The City Manager is driving away the Charles River White Geese in an attempt to save a Rapid Transit alignment that is far inferior to the alternative.

f. The BU Subway alignment is the inferior of the two alignments by far.

(1) The strongest argument for the BU alignment is original momentum.

The original subway plans intended to save money by crossing the Charles on the existing railroad bridge.

The planners looked into the matter more closely. They thought out the needs of the route, the need to connect with the Green Line branches west, the need to connect at a reasonable location with the Orange Line, and the need for service to the Harvard Medical Area.

The railroad bridge crossing simply makes no sense in light of the needs of the line. It winds up too far out in Allston on the Boston side to make appropriate connections.

The planners, at first, took the easy way out. They converted the bridge crossing proposal to an under-the-river crossing proposal in the same basic location, next to the BU Bridge. Then, once they had made the decision to go to a subway crossing, other factors came into play showing the BU crossing to be very much inadequate.

(2) The Kenmore Alignment provides ideal connections.

The purpose of the Urban Ring subway line is to catch as many riders as possible before they go into the overloaded central part of the subway system and to give them an alternate, less crowded way to go to their destinations.

The Kenmore alignment is shown on the Cambridge side in Attachment D and on the Boston side on the left hand side of Attachment F.

Careful examination of Attachment F will disclose the proposed station under Brookline Avenue, connecting with the existing Kenmore Station on one end and with a new Framingham branch commuter rail station on the other end.

The new station would provide excellent connections for commuter rail passengers and for green line passengers. It would put the commuter rail passengers in Kenmore Square, right next to Fenway Park.

The BU alignment, by contrast, uses two stations to make the same connections and those two stations are very close together.

One station is located under Park Drive, connecting to the Fenway Park station on the Riverside Green Line branch and to a new underground Beacon Street station on the Cleveland Circle / Beacon Street Green Line branch.

The other station is located a block away under Mountfort Street at St. Mary's Street. This station would directly connect with the Framingham / Worcester Commuter Rail line. It would, by an underground tunnel, connect with the Commonwealth Avenue / Boston College Green Line branch at the BU Middle surface station. Mountfort Street is parallel to and a few feet from the Mass. Pike and the Framingham / Worcester Commuter Rail line.

The BU alignment puts two stations closely together in a part of the city which cannot justify two stations.

The Kenmore alignment puts all connections together in one compact, sensible unit.

(3) The Commuter Rail connection alone could make the Kenmore crossing of the Charles River the only reasonable alternative.

The BU crossing gives BU a private commuter rail station, but the commuter rail riders would much rather be in Kenmore Square and closer to Fenway Park. The BU Crossing presents commuter rail riders with a far inferior connection to the Riverside and Cleveland Circle branches.

The commuter rail passengers would have much worse inbound Green Line service on the BU crossing, since they can only go inbound on one of the three Green Line branches, the Commonwealth Avenue / Boston College line.

Commuter rail passengers would be forced to take a pedestrian tunnel to Commonwealth Avenue, where they would then be exposed to the weather while waiting for surface trolleys on one of the three Green Line branches. They would connect to the BU Middle station by a walkway about the same distance as the connecting walkway between the Park Street and Downtown Crossing stations.

The Kenmore crossing would provide a weather protected connection to all three Green Line branches. The walkway, presumably would be above the Urban Ring station. It would work, however, as a connection walking along the platform of the Urban Ring station as well.

Additionally, there are 7 trains arriving in Boston between 7 am and 9 am on the Framingham / Worcester line. These trains carry hundreds of passengers. Dumping a very large number of riders on one Green Line branch (as would be done under the BU crossing) would swamp that branch at the times of transfer. This dumping of large numbers of passengers would create the same sort of congestion the Urban Ring line is intended to prevent.

By contrast, under the Kenmore crossing, the commuter rail transfers would be spread among incoming cars on three Green Line branches, far more feasible.

On the BU crossing, to make it worse, commuter rail passengers would have to travel from the commuter rail station on the Urban Ring one stop to get to the Riverside and Beacon Street / Cleveland Circle lines, creating an avoidable one stop overloading of the proposed Urban Ring line. That overloading can be avoided by using the Kenmore crossing with its direct connection to all three Green Line branches west.

From a transportation point of view, there is no meaningful comparison between the benefits of the two alignments. The Kenmore alignment is far superior.

(4) The Kenmore Alignment drops a station with inferior ridership projections, the Regatta Station.

The only ridership figures I have been able to obtain are those which were passed out in 1987. At that time, ridership projections for the Regatta Station were way below that of any other station on the line. Those figures showed projections to be less than one quarter that of the nearby Mass. Ave. / Grand Junction station.

- g. The Regatta Station would be unnecessary and would be highly destructive to the Cambridgeport residential neighborhood.

Cambridge is on an explosive spiral of development, but it does not need that station.

The Simplex area is well served by the Mass. Ave. / Grand Junction station. It does not need the second station.

The neighborhood is, additionally, well served by the Central and Harvard Stations on the Red Line. The neighborhood is not that inconvenient from the BU Middle and West Stations on the Green Line. The neighborhood has excellent bus service, as well, from the 47, 64, 70, 70A and CT2 lines, plus the 1 and CT1 on Massachusetts Avenue.

The combination provides extremely good public transportation service.

The neighborhood, however, would see the usual massive pressures on housing near that station and would see major harm from traffic associated with that station.

IV. Summary.

It seems impossible to explain the City Manager's reprehensible destruction of the Nesting Area of the Charles White Geese and related plans as anything other than an attempt (1) to save an unnecessary and destructive rapid transit station, the Regatta Station and (2) to save a inferior Charles River Crossing, the BU Crossing, on the proposed Urban Ring rapid transit line.

The City Manager's attempted argument is that a regional recreation area is a major advantage for the Regatta Station, and to Hell with the associated environmental destruction and the driving away of Cambridge's most valuable asset on the Charles River, the Charles River White Geese.

The MBTA will make the key decisions on the Rapid Transit alignment within the next year

The responsible transit and environmental decisions are mutually consistent.

The Regatta Rapid Transit Station and the BU Crossing of the Charles River should be scrapped.

The attacks on the Charles River White Geese in all phases, 1 through 4, should be ended. The Nesting Area of the Charles River White Geese, destroyed with such secrecy and reprehensible behavior, should be restored.

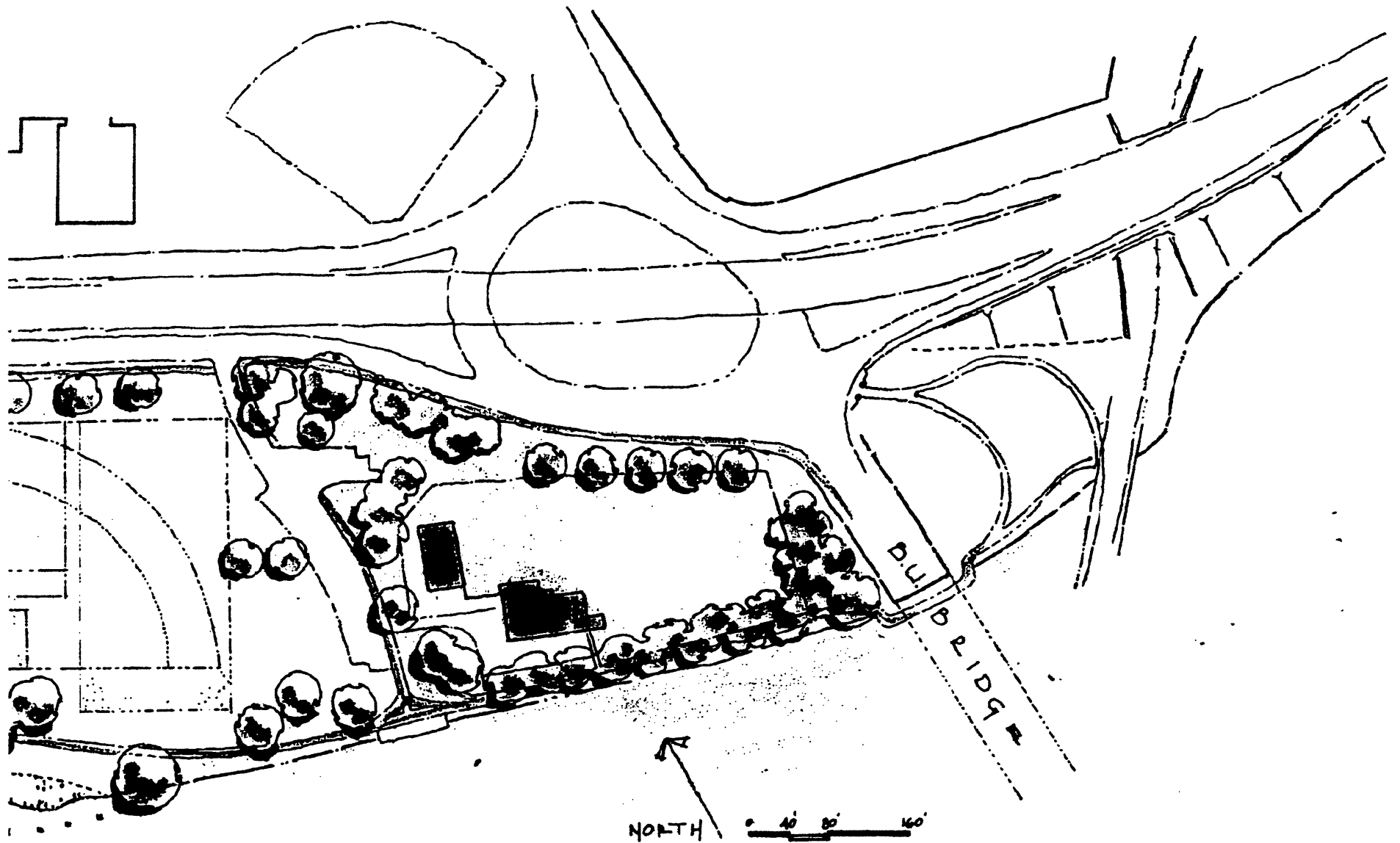
Sincerely,



Robert J. La Trémouille

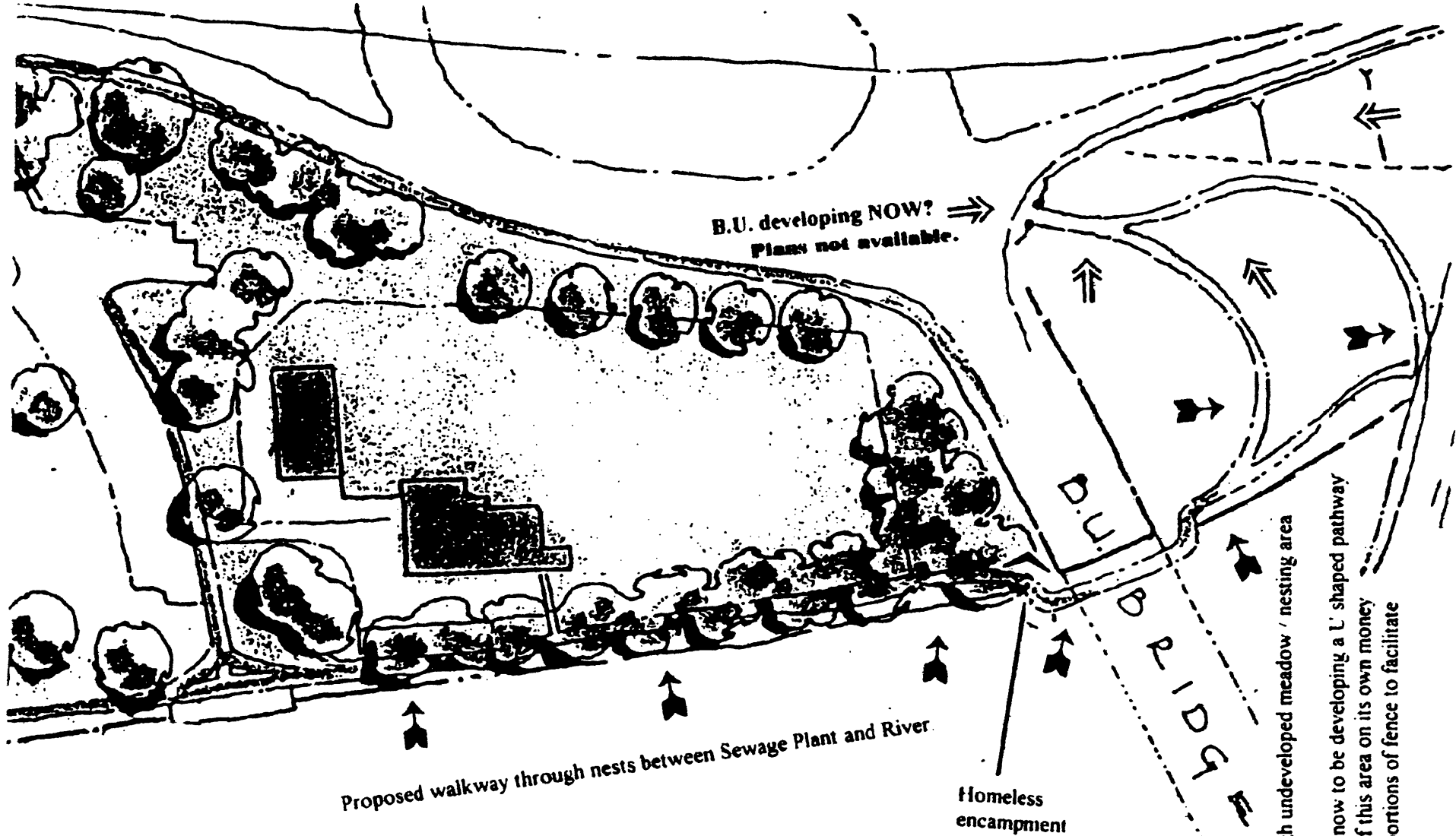
Attachments:

- A. General plans for Magazine Beach - the Nesting Area, prepared by the MDC, based on the City Manager's plans.
- B. Blow-up, with markings, of the Pollution Control Plant - BU Bridge - Nesting Area portion of the plans shown in Attachment A, prepared before the City Manager, through the MDC and Boston University destroyed the Nesting Area of the Charles River White Geese in October 1999.
- C. City Manager's open space plans for the City of Cambridge.
- D. MBTA Plans. The BU crossing of the Charles River, Cambridge side.
- E. MBTA Plans. The Kenmore crossing of the Charles River, Cambridge side.
- F. MBTA Plans. The alignment of the two MBTA river crossings on the Boston side of the Charles.



(A)

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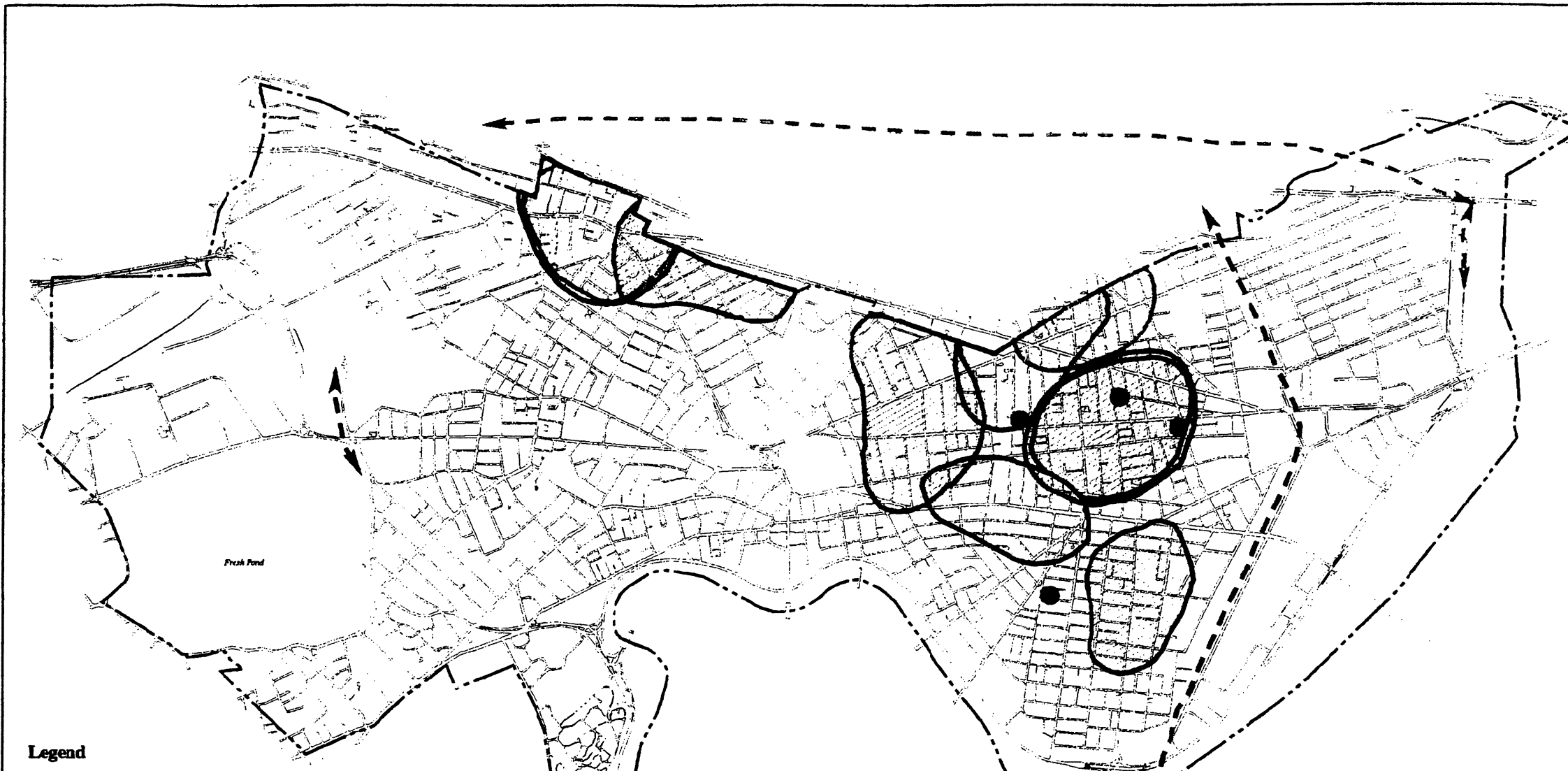


MDC Draft Plans Proposed Development In Nesting Area of Charles River White Geese

Original Plans Drawn by Cambridge Development Department

Proposed walkways through undeveloped meadow / nesting area east of BU Bridge
 Boston University appears now to be developing a U-shaped pathway through the northern half of this area on its own money
 MDC would remove two portions of fence to facilitate

(B)



Legend

- Top Priorities - Tot Lots
- Top Priorities - Neighborhood Parks
- Top Priorities - Community Parks
- 1st Priority Park Trails
- 2nd Priority Park Trails
- Priority Elementary School Parks
- Open Space
- Water Bodies
- Edge of Pavement
- City Boundaries

Key to Elementary Schools

1. Maynard School
2. Longfellow School
3. Fletcher School
4. Graham and Parks School



FIGURE 3.6

Top Priorities

Cambridge Community
Development Department
57 Inman Street
Cambridge, MA 02139

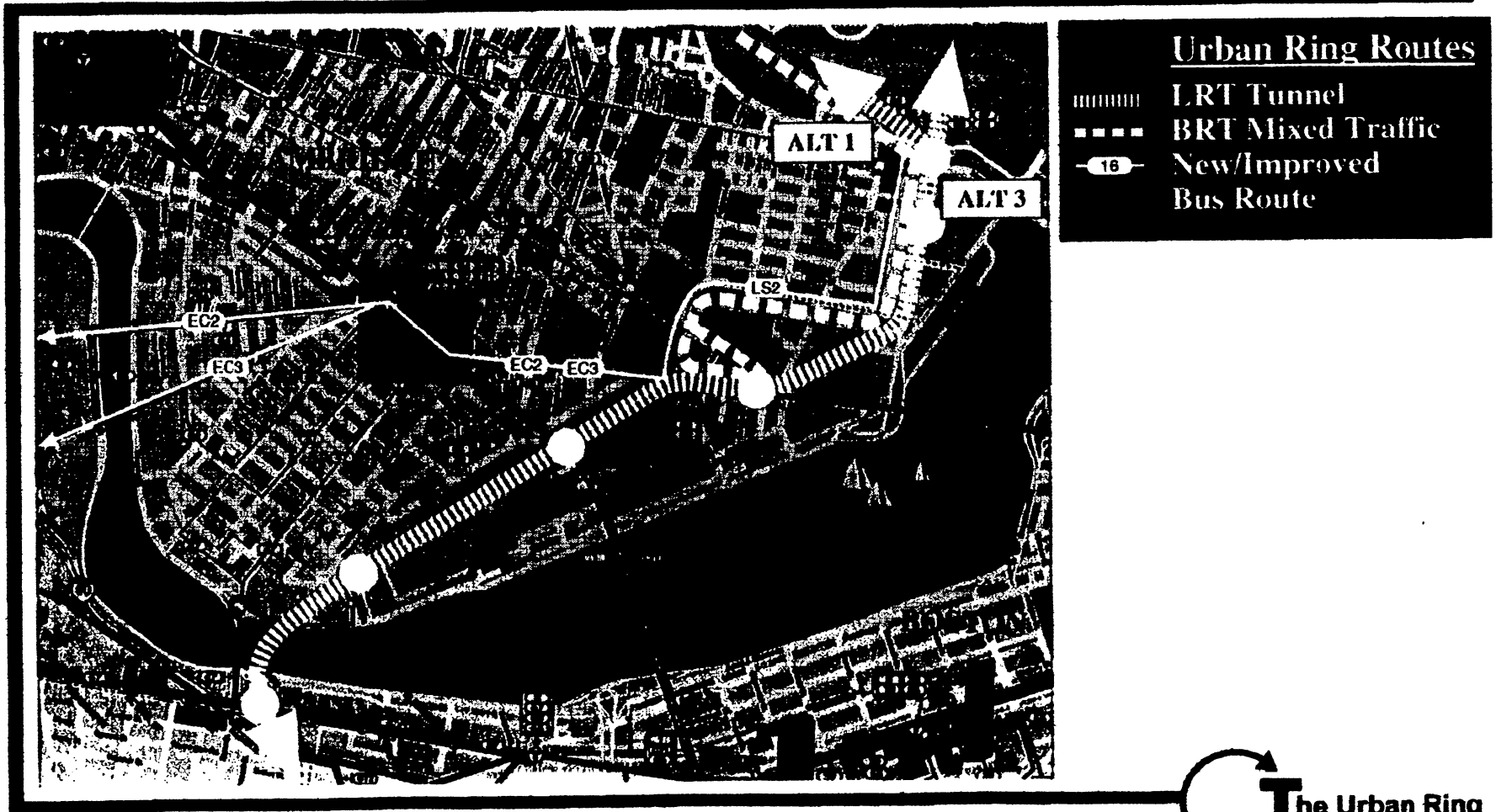
March,

Data sources: Open Space data was collected from Cambridge Community Development Department and Cambridge Recreation Dept.



Cambridge

Urban Ring Alternatives #1 and #3

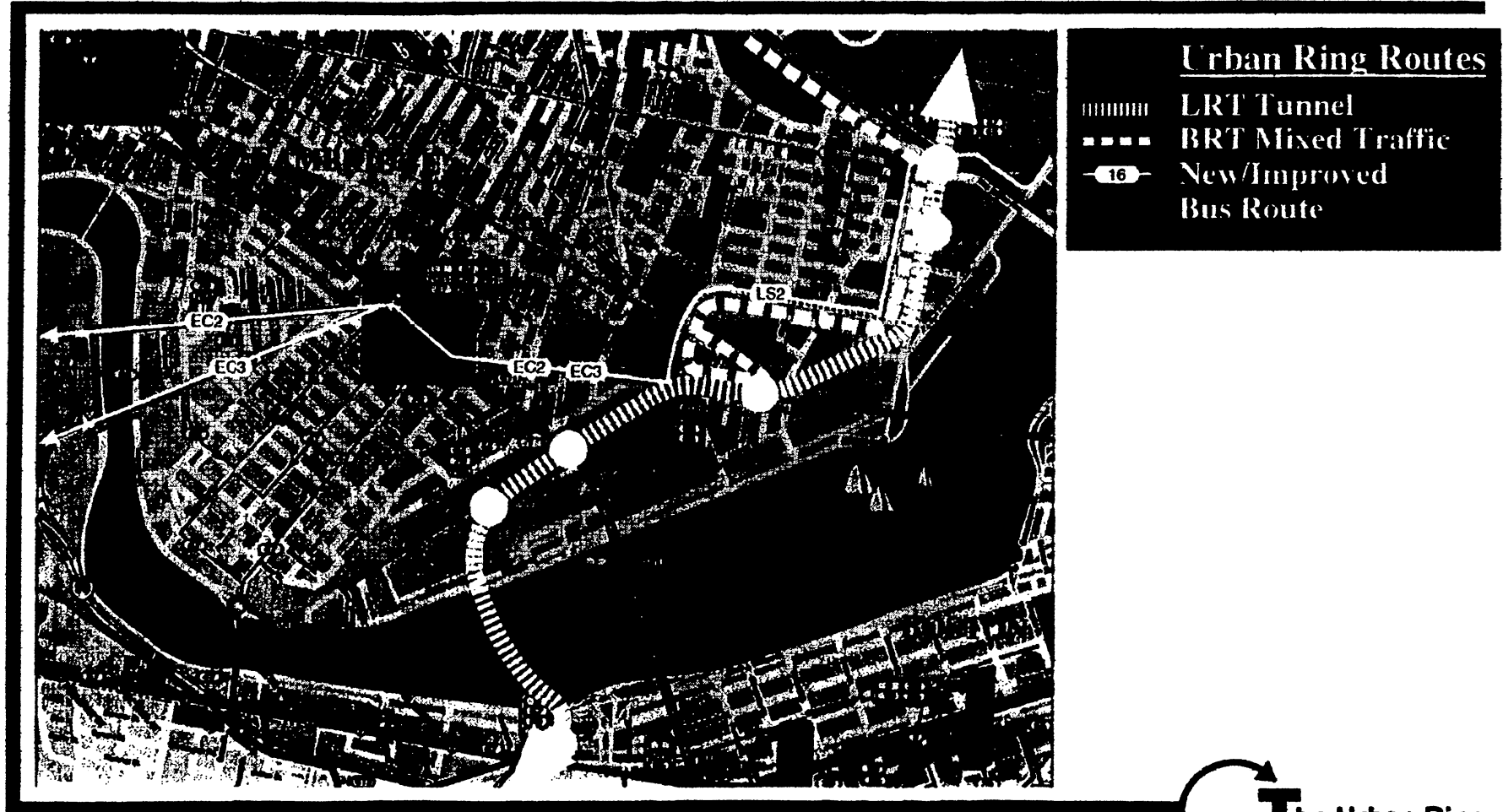


 The Urban Ring

9

Cambridge

Urban Ring Alternative #2

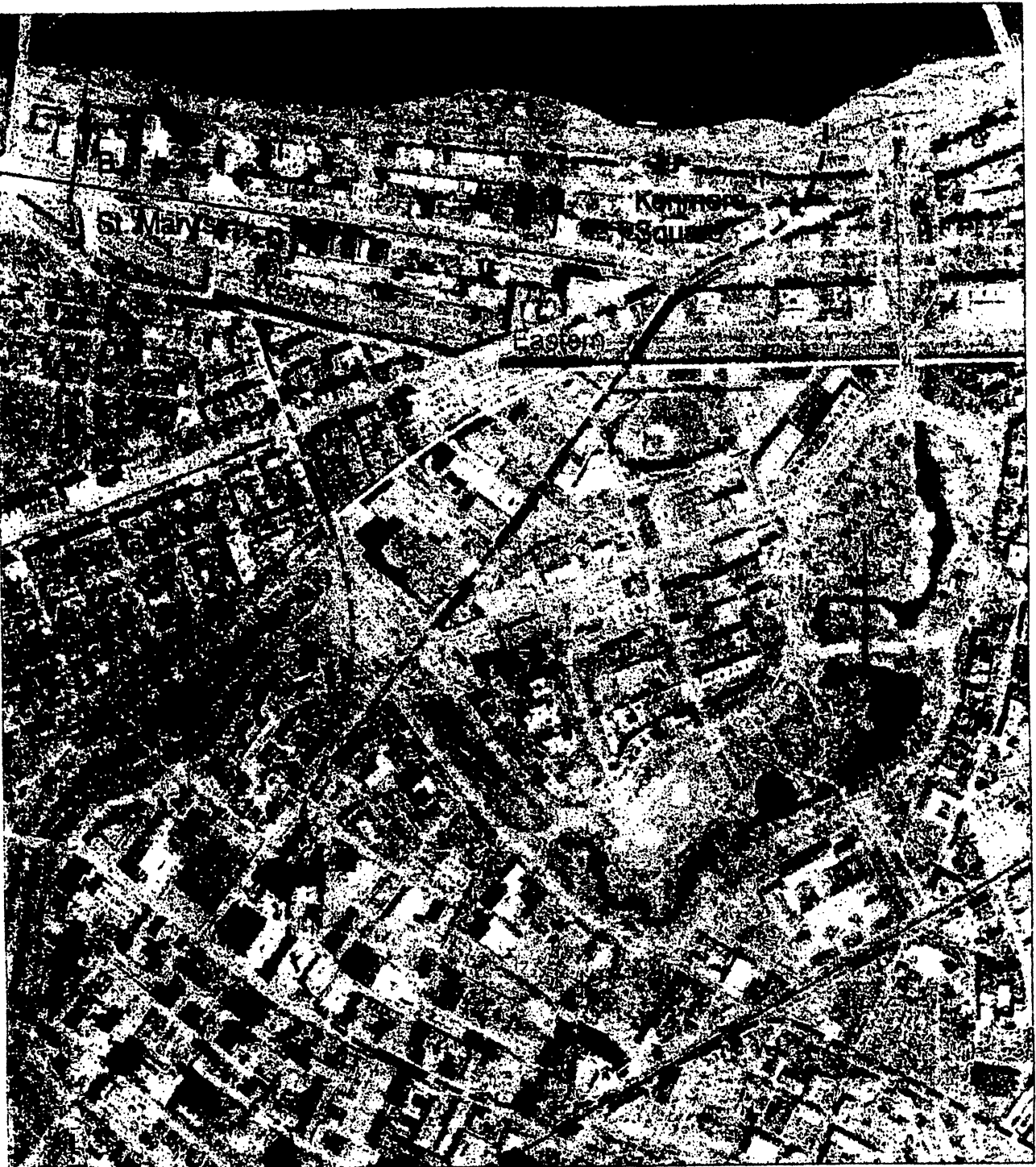


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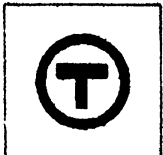
 The Urban Ring

URBAN RING MAJOR INVESTMENT STUDY 

MIRA CONTRACT NO. 2000-01-0001 (THE MITRE/MBTA PROJECTS)

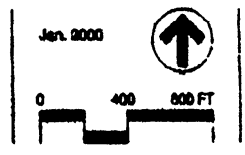


- Legend:**
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 - Urban Ring Alternatives
 - Commuter Rail
 - Shuttle
 - Green Line

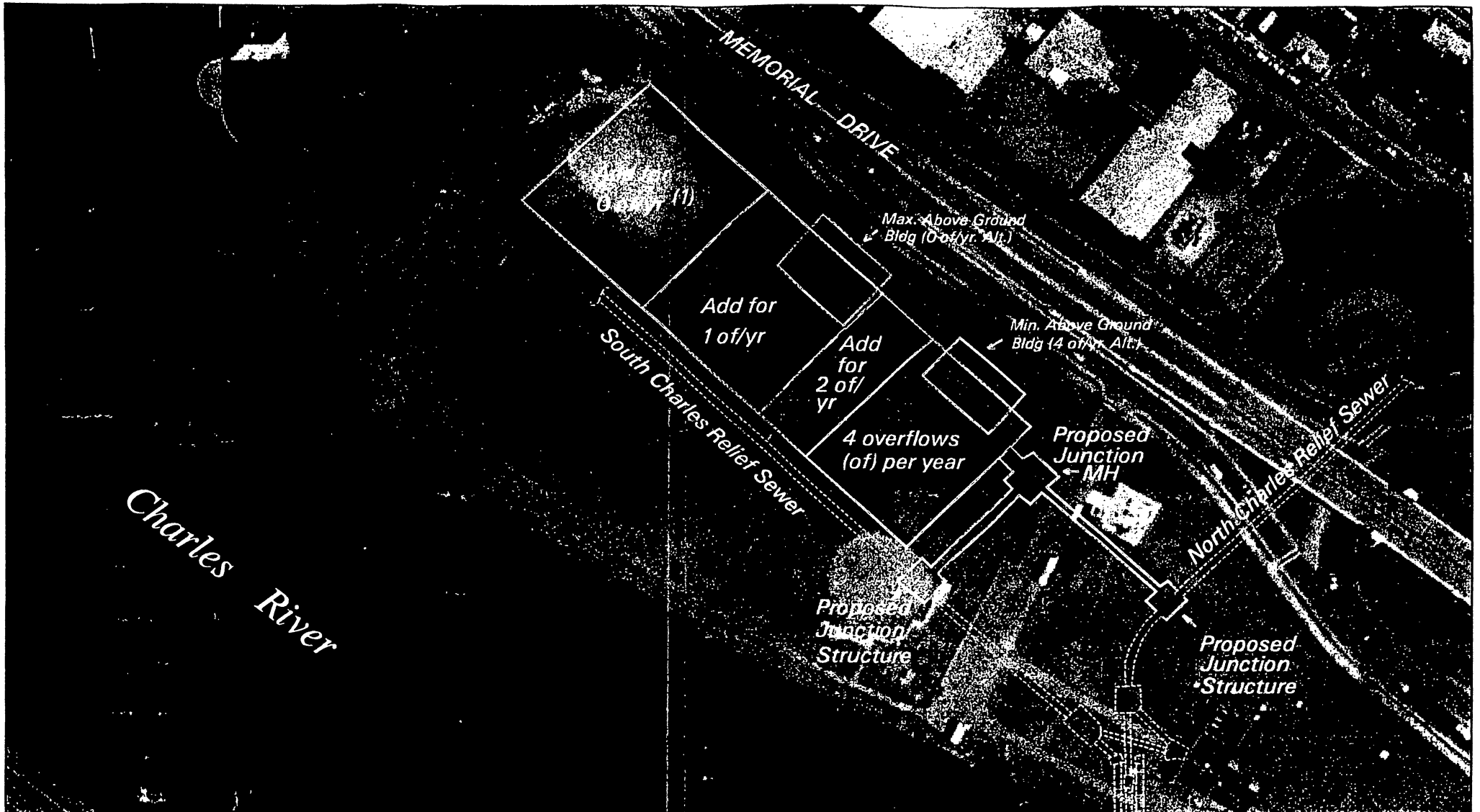


Fenway / Kenmore Area
Commuter Rail and Urban Ring Alternatives

◆ Kaiser Engineers



P



LEGEND

- Existing Features
- Proposed Features

NOTE: 1. Zero overflows based on typical year CSO volumes. Storm volumes larger than tank volume would still result in overflows.

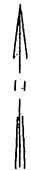


Figure 25.2-7.

LOCATION PLAN FOR INCREMENTAL STORAGE TANK ALTERNATIVES FOR THE COTTAGE FARM CSO FACILITY.

MWA

651 Green Street
Cambridge, MA 02139
June 1, 2000

To the Honorable, the Cambridge City Council:

With other friends of the Charles River white geese, I have leafleted passers-by in cars, on bikes, and on foot, weekdays since March. Our fliers tell of these animals' plight: that through the combined actions of the Metropolitan District Commission, Boston University, and the City of Cambridge, the main portion of their nesting area on state parkland in Cambridge between the BU bridge and the Conrail tracks has been destroyed. Further, more destruction of their habitat at the hands of the same institutions is yet to come.

During these thirteen weeks of leafleting, I have discovered that the vast majority of people from the metropolitan region and visitors to the area from the United States and overseas find the geese fascinating and charming. There is a great reservoir of affection for these animals and a corresponding alarm when people learn that plans for the area eliminate them. The argument advanced by the MDC, that the geese are immigrants who do not belong here, offends them. The argument advanced by others that the geese are diseased and dangerous animals, is contradicted by the beautiful creatures themselves--and by scientists at the Centers for Disease Control and Massachusetts Fisheries and Wildlife.

The only argument that explains actions against these geese, who have lived here and been cherished for nearly twenty years, is that they interfere with plans for the development of the area. These are the plans for Magazine Beach and a possible river crossing for an important new T line, the Urban Ring. Robert La Tremouille has outlined those plans in detail in his letter to you of this date. To his analysis I add one item for your consideration.

The City of Cambridge has voted to spend \$1.5 million to develop Magazine Beach. Construction is scheduled to finish July 2, 2002. It is possible that less than a year later, as early as the spring of 2003, the work would be completely undone by new construction of storage tanks and buildings for the Cottage Farm CSO facility on the very playing fields so recently finished. Officials at the Massachusetts Water Resources Authority and the Department of Environmental Protection say that a study now underway, and one to begin this summer, will allow the DEP and the Federal Environmental Protection Administration to decide whether such tanks and buildings are necessary. Thus while the tanks and buildings are not certain, they are certainly possible.

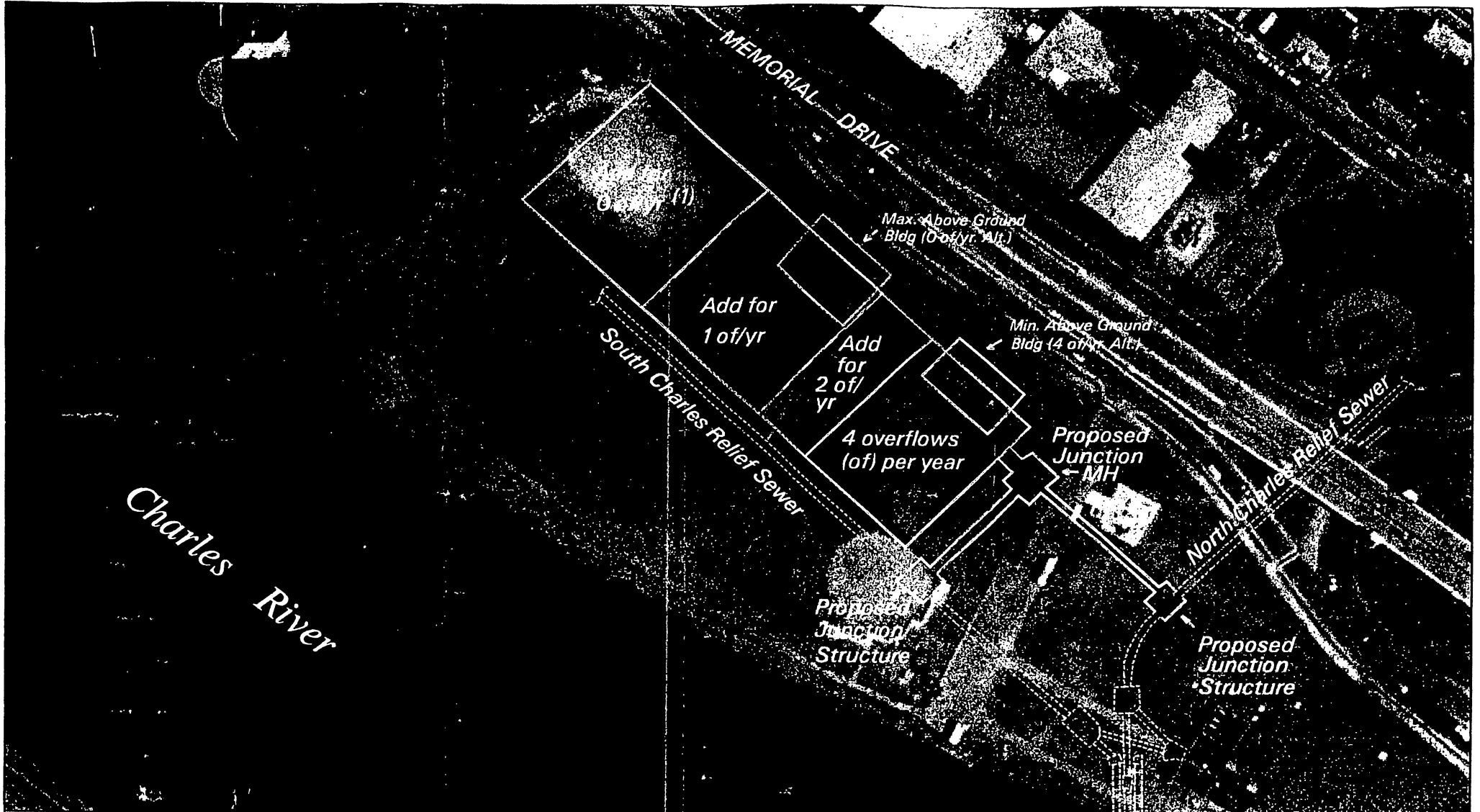
Is it wise for the City of Cambridge to invest taxpayers' dollars in a project that may require a second such investment, simply to gain four months' playing time in 2002? I enclose a reduced photocopy of MWRA Figure 25.2-7, "Location Plan for Incremental Storage Tank Alternatives for the Cottage Farm CSO Facility." You can see that the tanks would be directly under the playing fields at Magazine Beach, and the above-ground portions of the project would be on top of those fields.

I ask you to steer the City of Cambridge to the protection of these geese and the restoration of their habitat, rather than toward their destruction. Our city is foolishly squandering a priceless natural resource to chase after yet more development and its consequent displacement of yet more humans from their habitat. Who gains from this?

Yours sincerely,

Marilyn Wellons

Encl.



LEGEND

— Existing Features

--- Proposed Features

NOTE: 1. Zero overflows based on typical year CSO volumes. Storm volumes larger than tank volume would still result in overflows.

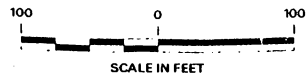
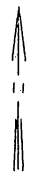


Figure 25.2-7.
 LOCATION PLAN FOR INCREMENTAL STORAGE TANK ALTERNATIVES FOR THE COTTAGE FARM CSO FACILITY.

MWA

The City Manager, on May 8, 2000, informed the City Council that he would make Magazine Beach unusable, due to construction, from May 3, 2001 to June 2, 2002.

The softball fields at Magazine Beach are a crucial part of the goose habitat for 9 months of the year.

Attachment B is a blow-up with markings of the Pollution Control Plant - BU Bridge - Nesting Area portion. This was prepared by me before the City Manager, through the MDC and Boston University, destroyed the Nesting Area of the Charles River White Geese in October 1999.

The destroyed Nesting Area appears to the right of the BU Bridge on this map.

The crucial part of the habitat of the geese is (1) their Nesting Area, which has been destroyed except for a tiny edge next to the Charles River and (2) the undeveloped area between the Pollution Control Plant (phase 1 of the City Manager's plans).

Marked on Attachment B is a pathway between the pollution control plant and the destroyed Nesting Area going through that same undeveloped area between the Pollution Control Plant and the Charles River, under the BU Bridge, on a wooden walkway-type arrangement and through the undestroyed part of the Nesting Area (phase 3 of the City Manager's plans).

This walkway would destroy the remaining crucial parts of the habitat of the geese.

This walkway would implement the City Manager's September-October 1997 plans for this area, except that the City Manager's plans called for a wooden structure in the water all along the length of the Pollution Control Plant.

Attachment C is the City Manager's open space plans for the City of Cambridge. It is copied from his report.

You will note a top priority item, the broken line extending northeasterly from the Nesting Area of the White Geese. The City Manager proposes to provide vegetation on top of the existing railroad tracks.

This vegetated area provides the final link in connecting to Magazine Beach the City Manager's hoped for Regatta Station (between Putnam Avenue and Memorial Drive) on the Urban Ring BU Charles River crossing.

Attachments D, E and F relate to the plans of the MBTA for the Urban Ring transit line. These attachments were created by the MBTA and provided by the MBTA.

Attachment D shows the Cambridge side of the BU crossing of the Charles River, with the Regatta Station next to the destroyed Nesting Area. I first opposed this station in 1987 because of its clear destructive impact on the Cambridgeport neighborhood.

Attachment E shows the Cambridge side of the Kenmore crossing of the Charles River. I first proposed this general alignment in 1987. It was independently created by MBTA planners in the interim.

Attachment F shows the alignment of the two crossings on the Boston side of the Charles. The Kenmore Crossing portion is, of course, new. The BU Crossing portion is a significant change, to my knowledge, from previously announced versions.

The MBTA stated at their May 17, 2000, presentation at MIT that they will select one of these two crossings within the next year. The City Manager has been aggressively lobbying for the BU Crossing.

The \$1.5 million expenditure on gentrification of Magazine Beach is an attempt by the City Manager to persuade the MBTA into selecting the BU crossing with the Regatta Station. A gentrified Magazine Beach would be connected by the series of paths to the Regatta Station as shown on these maps and would be a selling point for the BU Crossing alignment.

II. How this plan has been put into place.

The City Manager has been working behind the scenes in many contacts with the MDC and the MBTA.

In particular, the city's two key transportation planners have expended considerable effort lobbying Peter Calcaterra, the MBTA's chief planner, for the BU alignment and the Regatta Station.

The public effort has been handled through a fake environmental group, the so-called "Friends of Magazine Beach." This front organization first presented the gentrification plans to the public at meetings at the Howard Johnson's on Memorial Drive in September - October 1997. It has since then been highly visible in aggressively lobbying for the plans, including outrageous lies about the geese.

The only known other activity of this fake environmental group has been known to do is an annual clean-up of the Magazine Beach area by volunteers. This clean-up has regularly occurred one week prior to BU's use of the area for Commencement activities. Volunteers are not informed that the principal beneficiary of their work is Boston University. Volunteers are not told that Boston University destroyed the Nesting Area based on plans that the fake environmental group fought for.

The MDC and the fake environmental group have proclaimed the existence of many complaints against the geese.

Marilyn Wellons demanded all the complaints against the geese in a freedom of information act demand. One and only one complaint was produced. It was a two-page complaint from the fake environmental group.

Also produced was a communication from the MDC to the fake environmental group asking for the complaint. The MDC request came not long before the fake environmental group provided the complaint.

This sole complaint against the geese was provided to the MDC by the fake environmental group approximately 10 months after the fake environmental group first showed the City Manager's plans for construction in the Nesting Area.

The City Manager's plan for construction affecting the geese have been split into four phases. Three phases simply split up the plans first shown in September - October 1997. The fourth is shown in the citywide open space plan.

The fourth phase leaves very little question why phases 1 to 3 are being done.

- a. Phase 1. Destroy the Nesting Area of the Charles River White Geese.

This was accomplished in October 1999 by the MDC / Boston University in essential conformance with the City Manager's September - October 1997 plans, and with no meaningful public warning. It constitutes an initial implementation of the MDC / City of Cambridge plans shown in Attachment A and which I have outlined in Attachment B.

- b. Phase 2. Gentrify Magazine Beach and destroy the area which is the living room of the geese 9 months of the year.

This was funded in the amount of \$1.5 million by the Cambridge City Council at the end of 1999, apparently without mention of the attacks on the geese or mention of the other phases of the plans.

We have attempted to obtain the plans upon which this approval was based. We have not been able to obtain such plans. To the best of our understanding, the only outstanding plans are the plans shown by the City Manager and the fake environmental group in September - October 1997.

On May 8, 2000, the City Manager notified the City Council that Magazine Beach would be under construction, and thus not available to the geese, from May 3, 2001 to July 2, 2002.

- c. Phase 3. Install the path connecting the gentrified Magazine Beach with the destroyed Nesting Area destroying the balance of the geese' core habitat.

This implementation is being kept as secret as possible, as was the actual time table for the destruction of the Nesting Area. The City Manager, as with the destruction of the Nesting Area, will keep everything uninformed until it is done. Then as with phase I, the pitch will be "How dare you object! I have already done it."

This, as with Phase 1, is shown in Attachments A and B.

- d. Phase 4. Finish the connection to the proposed Regatta Station on the Urban Ring BU alternative, as shown on the city's open space plans.

I understand these plans are being presented to the City Council on June 7, 2000 at 6:30 pm.

With the connection shown on the open space plan, everything falls into place. The idea is to connect a gentrified Magazine Beach to the new Regatta Station by a continuous pathway, and to use that connection and regional recreation area as a selling point to try to get the Regatta Station and the BU river crossing in spite of the very real defects of both.

This vegetated area is shown on those plans as a broken line coming out of the Nesting Area on Attachment C.

III. This is outrageous.

The City Manager is destroying the city's most valuable asset on the Charles River, the Charles River White Geese. He is doing this to save a subway alignment which, from a transportation point of view, is by far the inferior of the two proposed alignments. He is doing so without the approval or the consent of this City Council.

- a. At no time has this plan been submitted to the Cambridge City Council.

The plan has been very carefully split up to keep its impact from the Cambridge City Council. The only portion presented to the City Council was the gentrification plans for Magazine Beach.

Even when the City Manager presented his timeline for construction, he did not mention that the timeline calls for driving the geese away from their living room, the Magazine Beach softball field area, for 14 months. That 14 month destruction was first announced in his communication on May 8.

- b. Even the part given to the City Council did not state that it would needlessly destroy the softball field / goose area of Magazine Beach.

This key part of the Phase 2 proposal presented to the City Council would apparently destroy the softball field area / goose area of Magazine Beach for 14 months, including reseeding time, from May 2001 to July 2002, according to the communication received by the City Council on May 8, 2000. Why the softball field / goose area is being destroyed has never been explained and seems to be unjustifiable.

Those softball fields look in fine condition. It should be noted, however, that the only known plans for the softball fields, the September - October 1997 plans, showed the softball fields being destroyed, along with a major grove of trees. The September - October 1997 plans show the softball fields and the major grove of trees being replaced with four soccer fields.

It is not unreasonable to assume, however, that this destruction and reconstruction would make the area more useable by Boston University. The phase 3 connection would also make the destroyed Nesting Area more useful to Boston University.

It would appear that the City Manager is wasting city money on tearing up the softball fields and wasting the city resources with the associated driving away of the Charles River White Geese.

The City Manager, with the assistance of the MDC and Boston University, has destroyed Nesting Area of the geese, their principal habitat for three months and a crucial part of their living cycle. This one action could yet drive away the White Geese.

Destruction of softball field area, the principal living room of the White Geese the other nine months would likely give the White Geese no choice but to leave.

Clearly, the City Manager does not care.

Clearly, his fake environmental group has visibly and directly attacked the White Geese, going so far as to spread outrageous lies that they are a health hazard.

- c. Phase 3 will drive away the geese if Phases 1 and 2 do not.

Phase 3 has been kept as secret as possible, just as the actual implementation of phase 1 was accomplished as secretly and as ruthlessly as possible. It is shown on Attachments A and B as described above.

Phase 3 is a crucial part and the most irresponsible part of the plan. This would destroy the core part of the geese' habit, the area between the Pollution Plant and the Charles River and the undestroyed part of the Nesting Area. It would replace these crucial areas with another formal path and with a wooden walkway under the BU Bridge.

Safety considerations, as well, are irrelevant to the City Manager. The comparable structure on the Boston side of the Charles River is a major problem with regard to assaults because it is, by its nature, so very isolated.

Present plans clearly are to do this connection in maximum secrecy as was done the original destruction of the Nesting Area in Phase 1.

The argument, as with Phase 1 will be: "How dare you demand that we be responsible? We have stolen the status quo."

Phase 3 would destroy the balance of the Nesting Area and would destroy the area which is the home of the geese the other 9 months of the year.

The geese would have no choice but to leave.

- d. Driving away the Charles River White Geese destroys an asset which cannot be replaced.

Until the City Manager's destruction of the Nesting Area, Cambridge had a vibrant ecosystem on the Charles containing beautiful, living beings of which city residents had good reason to be proud.

Those geese have regular and multiple visitors, adults and children, enjoying them and admiring them. They are a pride and joy for commuters on Memorial Drive. They are our Public Garden Swans. Destroying this asset is outrageous and incompetent.

Planners cannot artificially create such a situation.

Bad planners can destroy such a situation.

Bad planners are in the process of doing so.

- e. Saving the BU Subway alignment and the Regatta Subway Station under the Grand Junction tracks between Putnam Avenue and Memorial drive, is the purpose for the Magazine Beach gentrification.

The MBTA, according to their presentation at MIT on May 17, 2000, will decide between the BU Crossing of the Charles River and the Kenmore Crossing of the Charles River within the next year.

The BU Crossing alignment is being fought for by the City Manager. Rather clearly this pathway system and destruction of the Nesting Area is intended to give value to the proposed Regatta Station on the Urban Ring BU alignment. The Regatta Station would be located under the Grand Junction Railway tracks, between Putnam Avenue and Memorial Drive. It would directly connect to the destroyed Nesting Area under Memorial Drive as shown in the City Manager's open space plan, Attachment C hereto.

The City Manager is spending \$1.5 million on repairs to a recreation area which does not even belong to the City of Cambridge while letting other recreation areas rot which are owned by the City of Cambridge. Magazine Beach is in good shape without real need for major repair.

The Cambridge Common is in terrible shape. Why is Magazine Beach being repaired and the Cambridge Common not?

The Regatta Station and associated possible development.

You look at all four phases together. You look at the choice between river crossings. You look, as analyzed below, at the very major advantages of the Kenmore Crossing and the very real defects of the BU Crossing and the Regatta Station. You can only come to the very clear decision that the Magazine Beach gentrification with pathway system is intended to provide a badly needed selling point for the station and crossing.

That selling point is far deficient.

The City Manager is driving away the Charles River White Geese in an attempt to save a Rapid Transit alignment that is far inferior to the alternative.

f. The BU Subway alignment is the inferior of the two alignments by far.

(1) The strongest argument for the BU alignment is original momentum.

The original subway plans intended to save money by crossing the Charles on the existing railroad bridge.

The planners looked into the matter more closely. They thought out the needs of the route, the need to connect with the Green Line branches west, the need to connect at a reasonable location with the Orange Line, and the need for service to the Harvard Medical Area.

The railroad bridge crossing simply makes no sense in light of the needs of the line. It winds up too far out in Allston on the Boston side to make appropriate connections.

The planners, at first, took the easy way out. They converted the bridge crossing proposal to an under-the-river crossing proposal in the same basic location, next to the BU Bridge. Then, once they had made the decision to go to a subway crossing, other factors came into play showing the BU crossing to be very much inadequate.

(2) The Kenmore Alignment provides ideal connections.

The purpose of the Urban Ring subway line is to catch as many riders as possible before they go into the overloaded central part of the subway system and to give them an alternate, less crowded way to go to their destinations.

The Kenmore alignment is shown on the Cambridge side in Attachment D and on the Boston side on the left hand side of Attachment F.

Careful examination of Attachment F will disclose the proposed station under Brookline Avenue, connecting with the existing Kenmore Station on one end and with a new Framingham branch commuter rail station on the other end.

The new station would provide excellent connections for commuter rail passengers and for green line passengers. It would put the commuter rail passengers in Kenmore Square, right next to Fenway Park.

The BU alignment, by contrast, uses two stations to make the same connections and those two stations are very close together.

One station is located under Park Drive, connecting to the Fenway Park station on the Riverside Green Line branch and to a new underground Beacon Street station on the Cleveland Circle / Beacon Street Green Line branch.

The other station is located a block away under Mountfort Street at St. Mary's Street. This station would directly connect with the Framingham / Worcester Commuter Rail line. It would, by an underground tunnel, connect with the Commonwealth Avenue / Boston College Green Line branch at the BU Middle surface station. Mountfort Street is parallel to and a few feet from the Mass. Pike and the Framingham / Worcester Commuter Rail line.

The BU alignment puts two stations closely together in a part of the city which cannot justify two stations.

The Kenmore alignment puts all connections together in one compact, sensible unit.

(3) The Commuter Rail connection alone could make the Kenmore crossing of the Charles River the only reasonable alternative.

The BU crossing gives BU a private commuter rail station, but the commuter rail riders would much rather be in Kenmore Square and closer to Fenway Park. The BU Crossing presents commuter rail riders with a far inferior connection to the Riverside and Cleveland Circle branches.

The commuter rail passengers would have much worse inbound Green Line service on the BU crossing, since they can only go inbound on one of the three Green Line branches, the Commonwealth Avenue / Boston College line.

Commuter rail passengers would be forced to take a pedestrian tunnel to Commonwealth Avenue, where they would then be exposed to the weather while waiting for surface trolleys on one of the three Green Line branches. They would connect to the BU Middle station by a walkway about the same distance as the connecting walkway between the Park Street and Downtown Crossing stations.

The Kenmore crossing would provide a weather protected connection to all three Green Line branches. The walkway, presumably would be above the Urban Ring station. It would work, however, as a connection walking along the platform of the Urban Ring station as well.

Additionally, there are 7 trains arriving in Boston between 7 am and 9 am on the Framingham / Worcester line. These trains carry hundreds of passengers. Dumping a very large number of riders on one Green Line branch (as would be done under the BU crossing) would swamp that branch at the times of transfer. This dumping of large numbers of passengers would create the same sort of congestion the Urban Ring line is intended to prevent.

By contrast, under the Kenmore crossing, the commuter rail transfers would be spread among incoming cars on three Green Line branches, far more feasible.

On the BU crossing, to make it worse, commuter rail passengers would have to travel from the commuter rail station on the Urban Ring one stop to get to the Riverside and Beacon Street / Cleveland Circle lines, creating an avoidable one stop overloading of the proposed Urban Ring line. That overloading can be avoided by using the Kenmore crossing with its direct connection to all three Green Line branches west.

From a transportation point of view, there is no meaningful comparison between the benefits of the two alignments. The Kenmore alignment is far superior.

(4) The Kenmore Alignment drops a station with inferior ridership projections, the Regatta Station.

The only ridership figures I have been able to obtain are those which were passed out in 1987. At that time, ridership projections for the Regatta Station were way below that of any other station on the line. Those figures showed projections to be less than one quarter that of the nearby Mass. Ave. / Grand Junction station.

- g. The Regatta Station would be unnecessary and would be highly destructive to the Cambridgeport residential neighborhood.

Cambridge is on an explosive spiral of development, but it does not need that station.

The Simplex area is well served by the Mass. Ave. / Grand Junction station. It does not need the second station.

The neighborhood is, additionally, well served by the Central and Harvard Stations on the Red Line. The neighborhood is not that inconvenient from the BU Middle and West Stations on the Green Line. The neighborhood has excellent bus service, as well, from the 47, 64, 70, 70A and CT2 lines, plus the 1 and CT1 on Massachusetts Avenue.

The combination provides extremely good public transportation service.

The neighborhood, however, would see the usual massive pressures on housing near that station and would see major harm from traffic associated with that station.

IV. Summary.

It seems impossible to explain the City Manager's reprehensible destruction of the Nesting Area of the Charles White Geese and related plans as anything other than an attempt (1) to save an unnecessary and destructive rapid transit station, the Regatta Station and (2) to save a inferior Charles River Crossing, the BU Crossing, on the proposed Urban Ring rapid transit line.

The City Manager's attempted argument is that a regional recreation area is a major advantage for the Regatta Station, and to Hell with the associated environmental destruction and the driving away of Cambridge's most valuable asset on the Charles River, the Charles River White Geese.

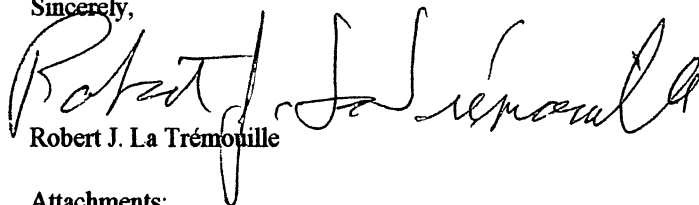
The MBTA will make the key decisions on the Rapid Transit alignment within the next year

The responsible transit and environmental decisions are mutually consistent.

The Regatta Rapid Transit Station and the BU Crossing of the Charles River should be scrapped.

The attacks on the Charles River White Geese in all phases, 1 through 4, should be ended. The Nesting Area of the Charles River White Geese, destroyed with such secrecy and reprehensible behavior, should be restored.

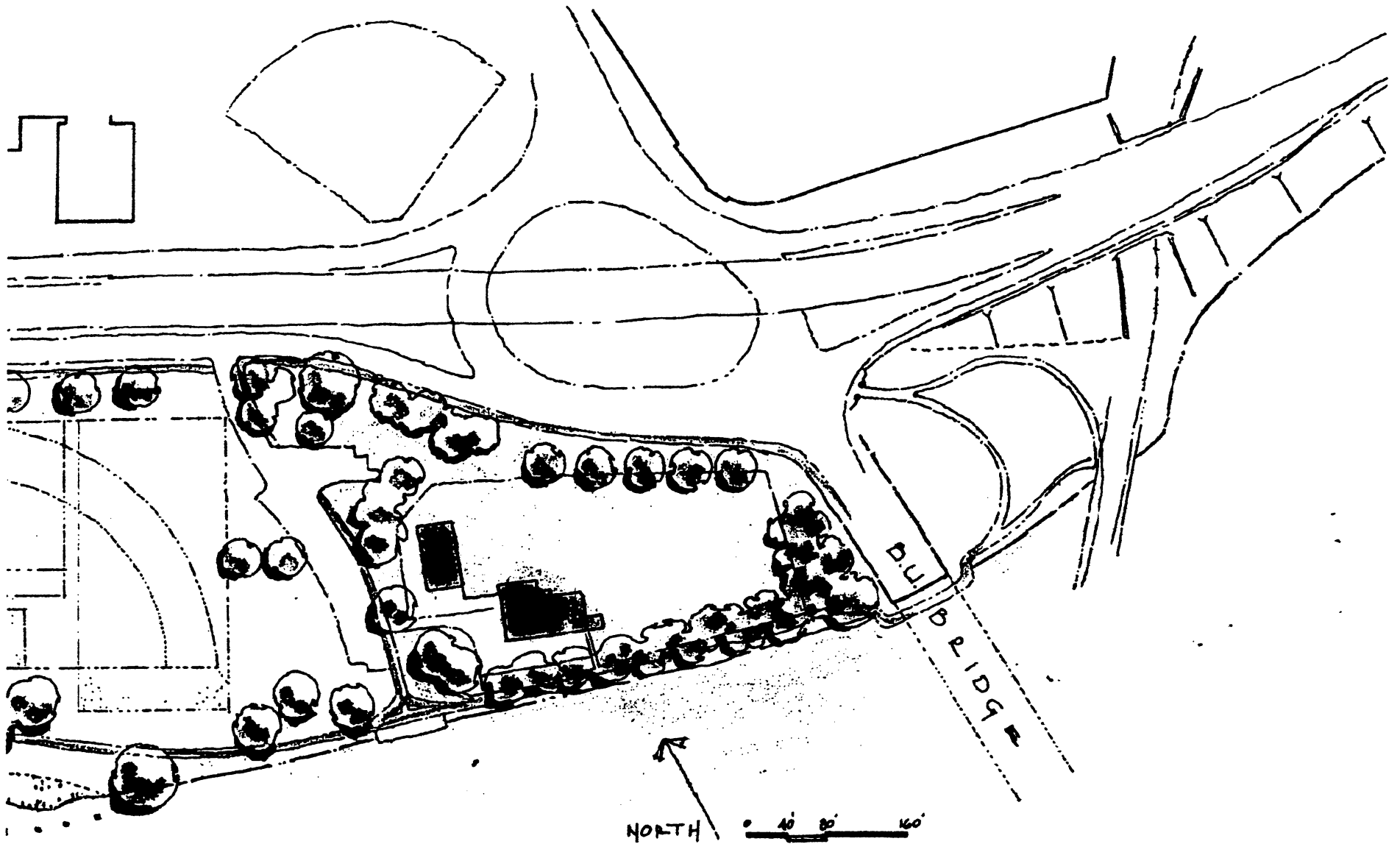
Sincerely,



Robert J. La Trémouille

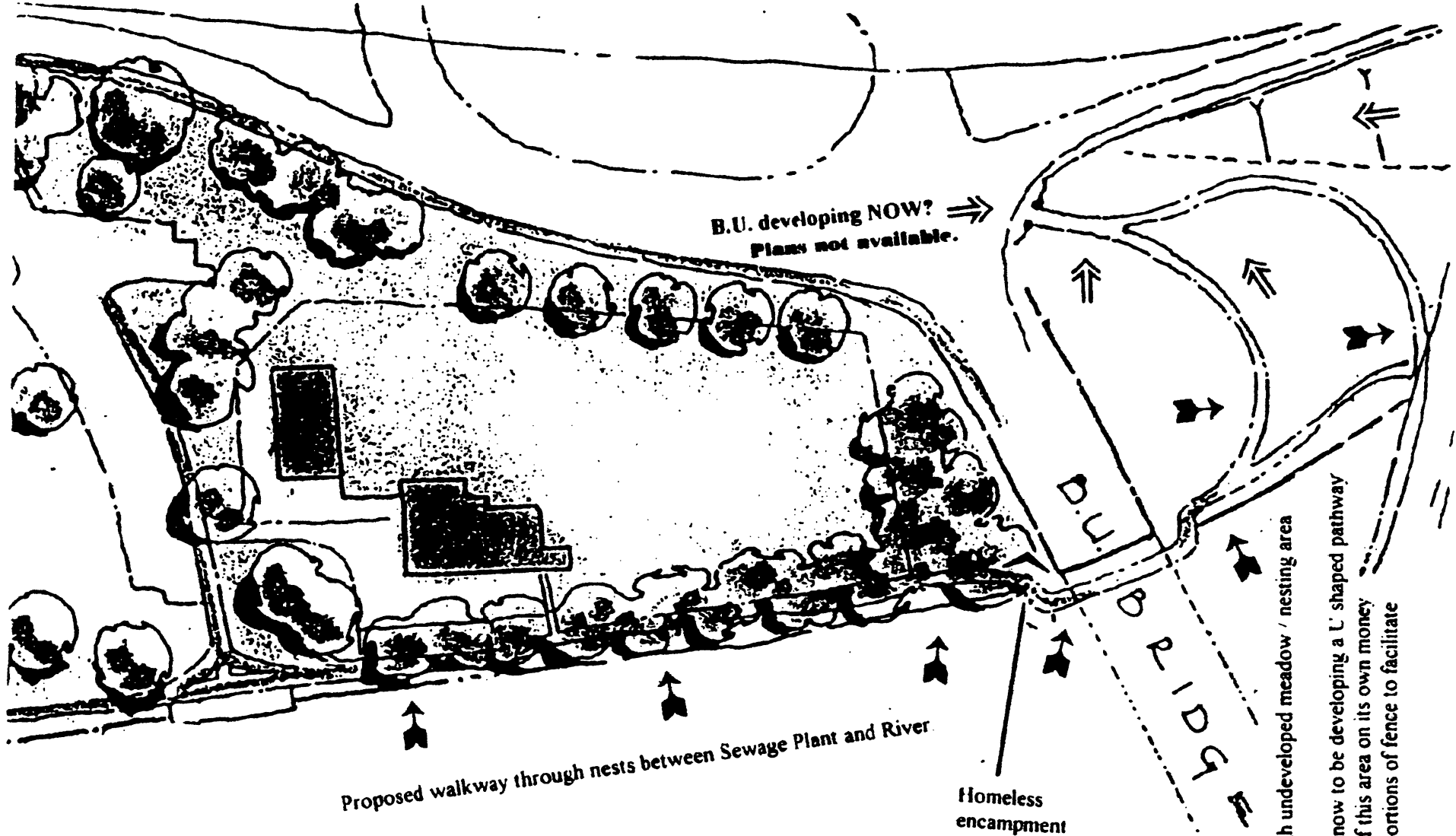
Attachments:

- A. General plans for Magazine Beach - the Nesting Area, prepared by the MDC, based on the City Manager's plans.
- B. Blow-up, with markings, of the Pollution Control Plant - BU Bridge - Nesting Area portion of the plans shown in Attachment A, prepared before the City Manager, through the MDC and Boston University destroyed the Nesting Area of the Charles River White Geese in October 1999.
- C. City Manager's open space plans for the City of Cambridge.
- D. MBTA Plans. The BU crossing of the Charles River, Cambridge side.
- E. MBTA Plans. The Kenmore crossing of the Charles River, Cambridge side.
- F. MBTA Plans. The alignment of the two MBTA river crossings on the Boston side of the Charles.



A

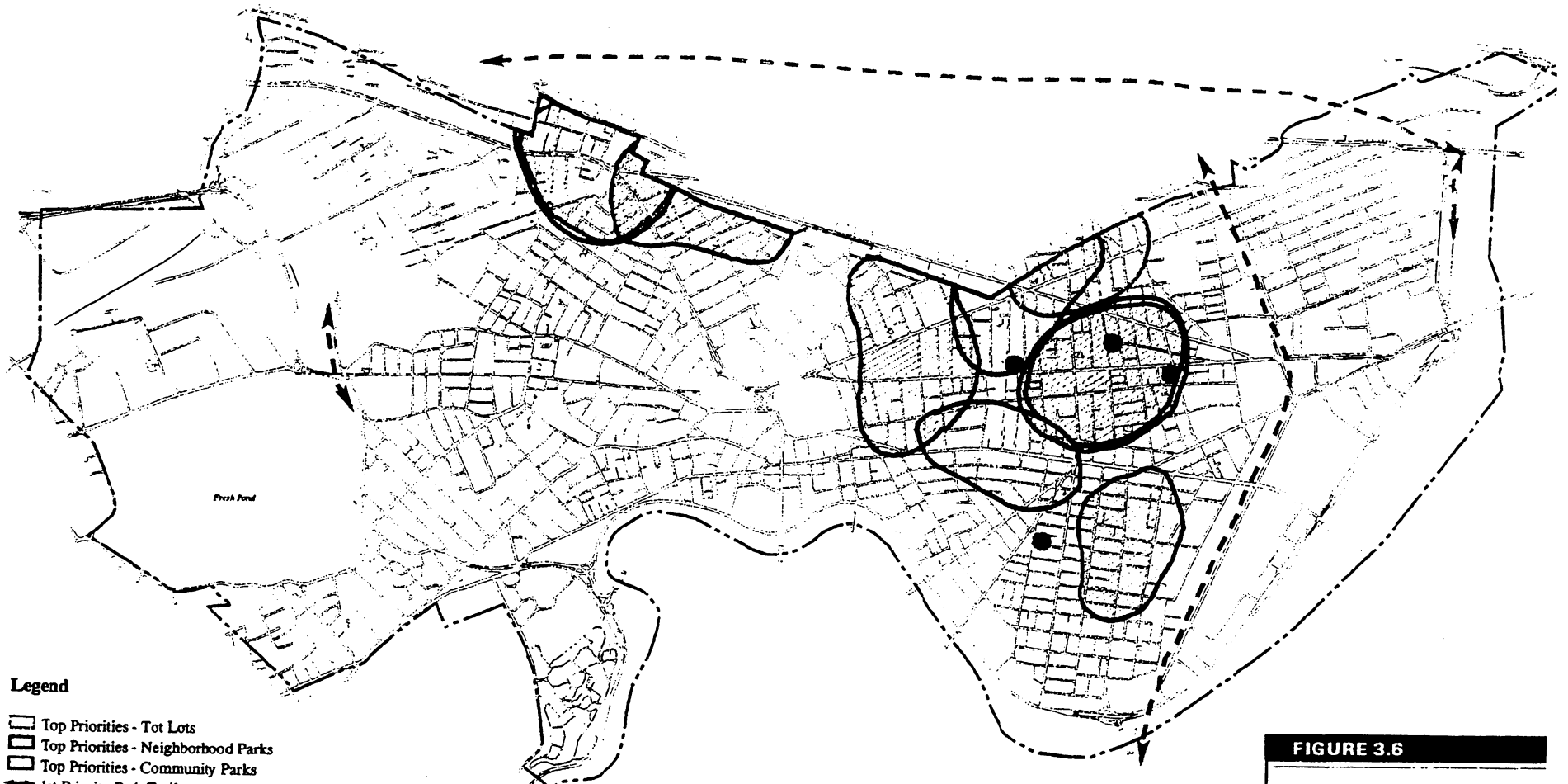
DRAWN



MDC Draft Plans
Proposed Development In
Nesting Area of
Charles River White Geese
 Original Plans Drawn by Cambridge Development Department

Proposed walkways through undeveloped meadow / nesting area east of BU Bridge
 Boston University appears now to be developing a U-shaped pathway through the northern half of this area on its own money
 MDC would remove two portions of fence to facilitate

(B)



Legend

- Top Priorities - Tot Lots
- Top Priorities - Neighborhood Parks
- Top Priorities - Community Parks
- 1st Priority Park Trails
- 2nd Priority Park Trails
- Priority Elementary School Parks
- Open Space
- Water Bodies
- Edge of Pavement
- City Boundaries

Key to Elementary Schools

1. Maynard School
2. Longfellow School
3. Fletcher School
4. Graham and Parks School



FIGURE 3.6

Top Priorities

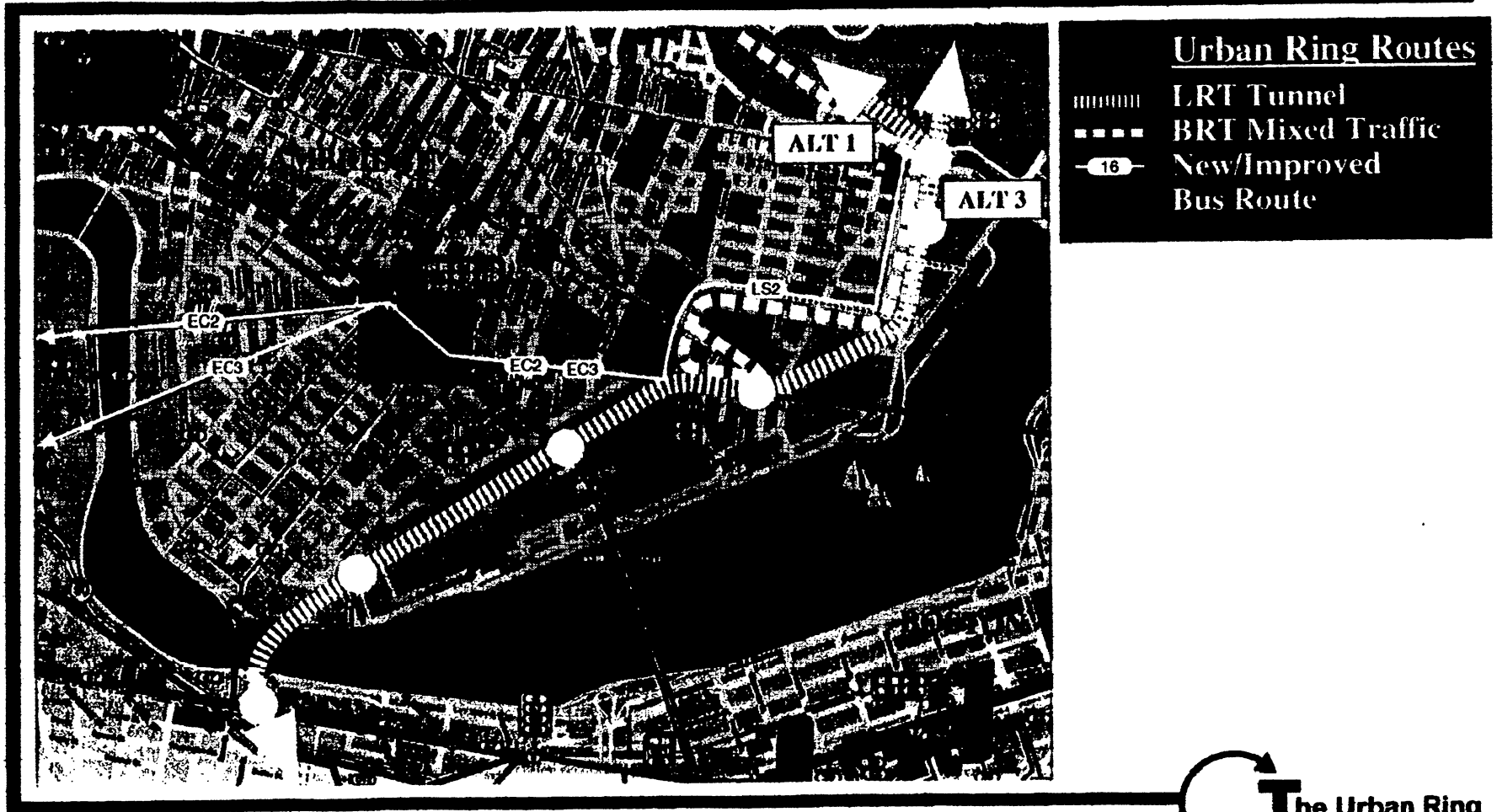
Cambridge Community
Development Department
67 Inman Street
Cambridge, MA 02139

March,

Data Source: Open Space data was collected from Cambridge Community Development Department and Cambridge Recreation Dept.

Cambridge

Urban Ring Alternatives #1 and #3

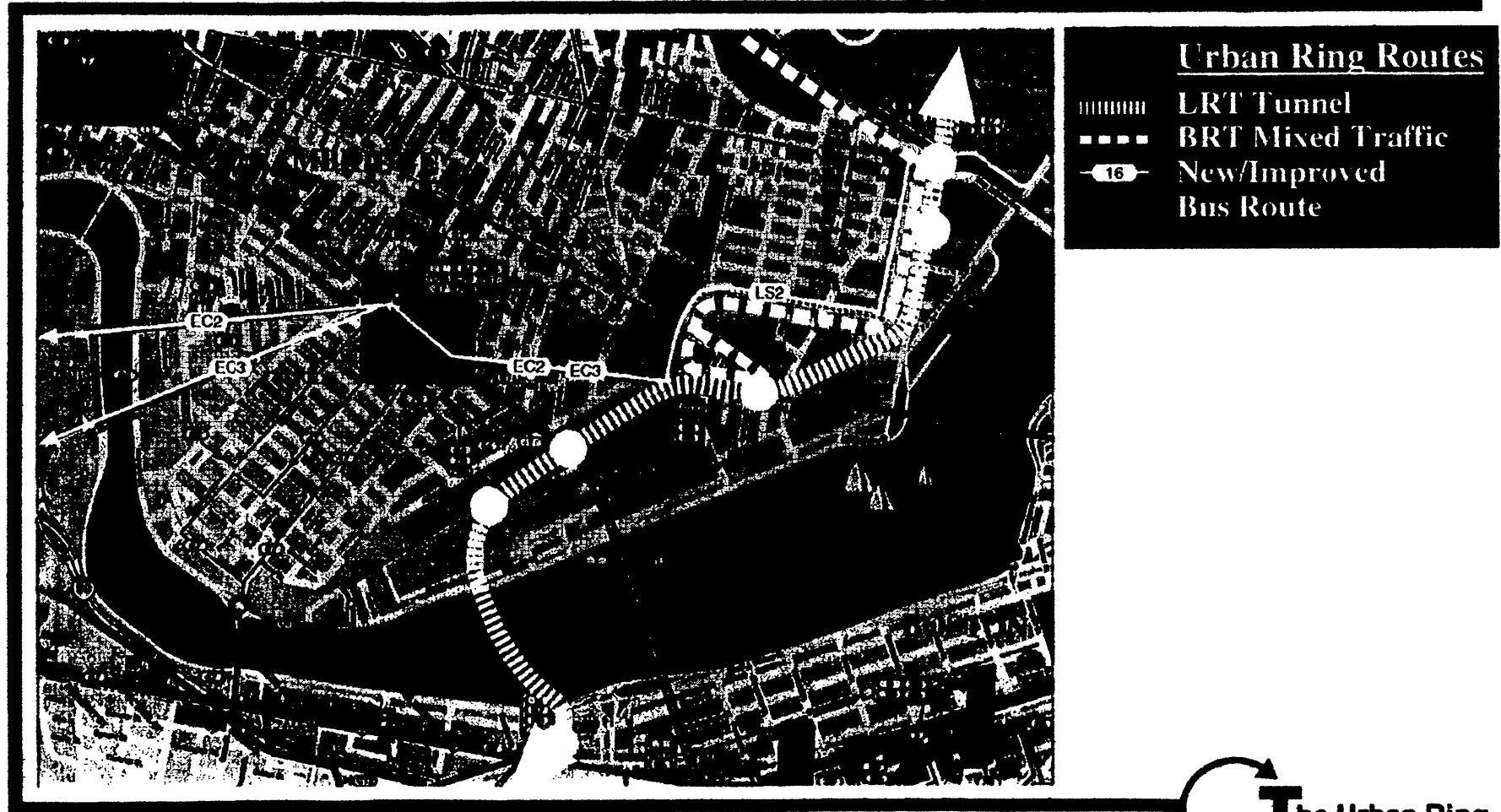


 The Urban Ring



Cambridge

Urban Ring Alternative #2



(E)

URBAN RING MAJOR INVESTMENT STUDY

MBTA CONTRACT NO. 2002-01-118/119/120/121/122/123

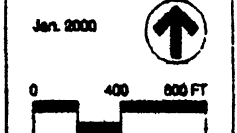


- Legend:**
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- Urban Ring Alternatives Commuter Rail
- Shuttle Green Line

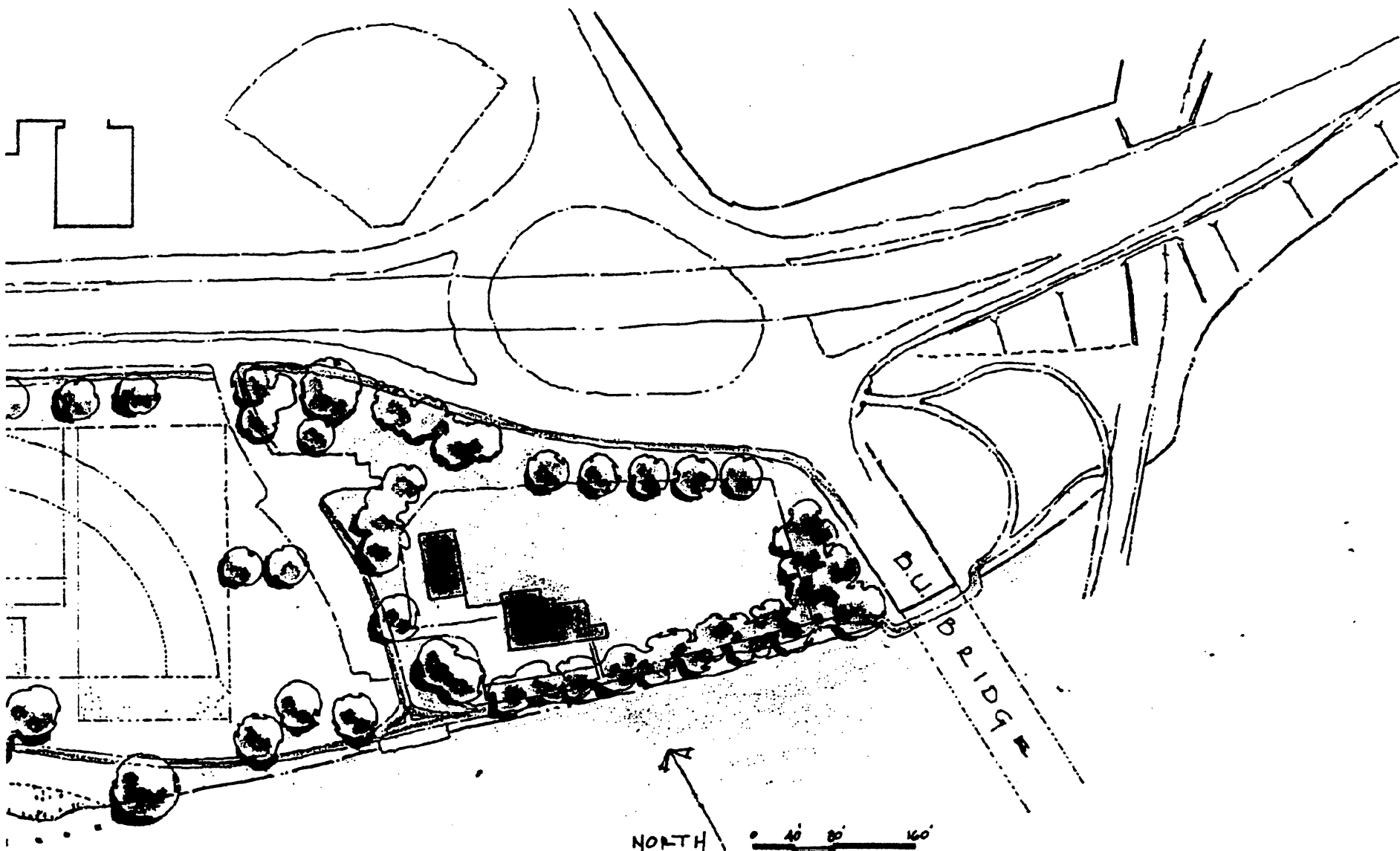


Fenway / Kenmore Area
Commuter Rail and Urban Ring Alternatives

◆ Kaiser Engineers

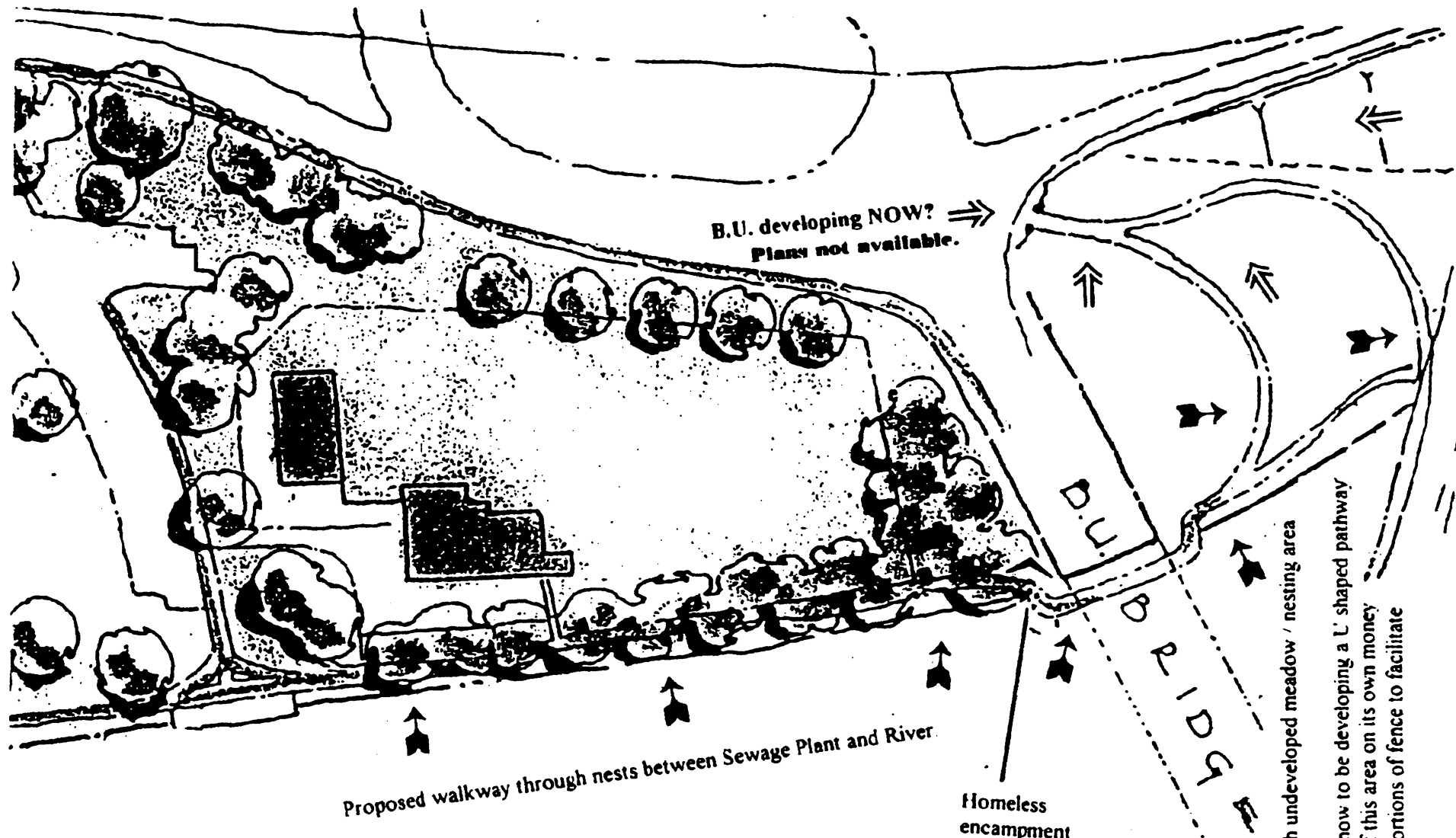


F



A

DRAFT



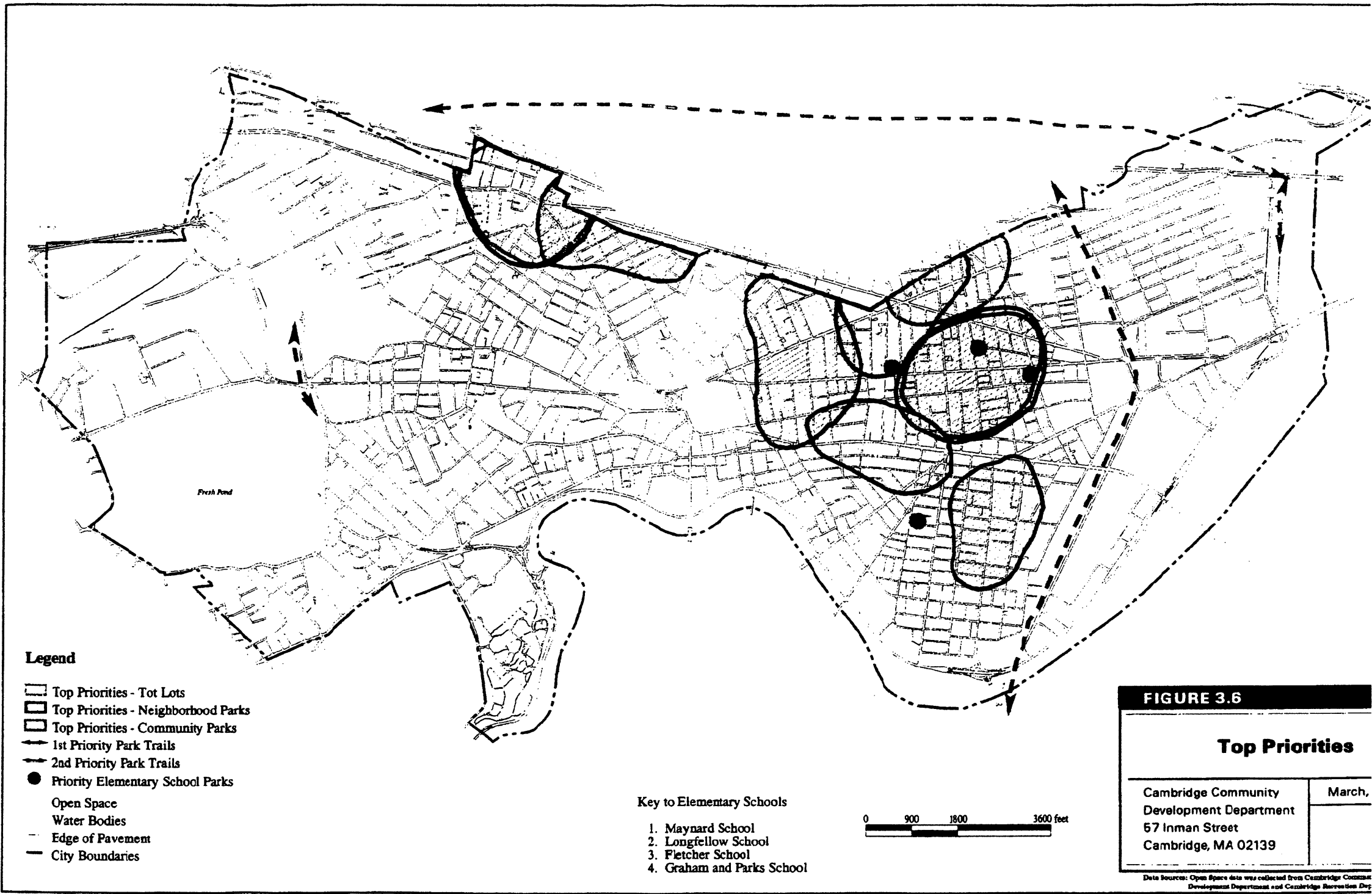
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Original Plans Drawn by Cambridge Development Department



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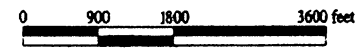


FIGURE 3.6

Top Priorities

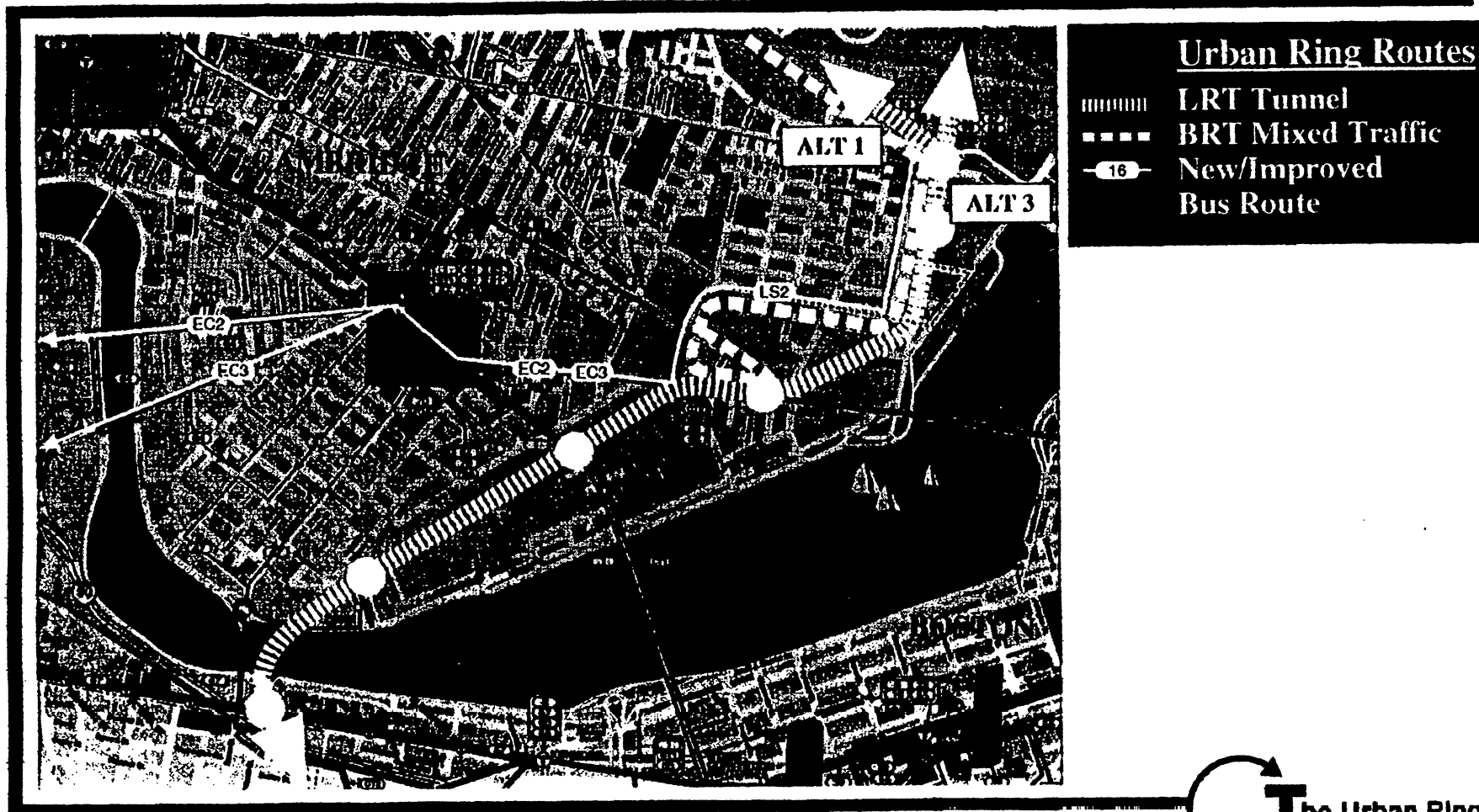
Cambridge Community Development Department 57 Inman Street Cambridge, MA 02139	March,
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Data Source: Open Space data was collected from Cambridge Community Development Department and Cambridge Recreation Dept.

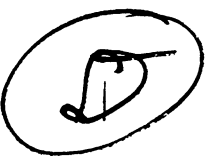
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Cambridge

Urban Ring Alternatives #1 and #3

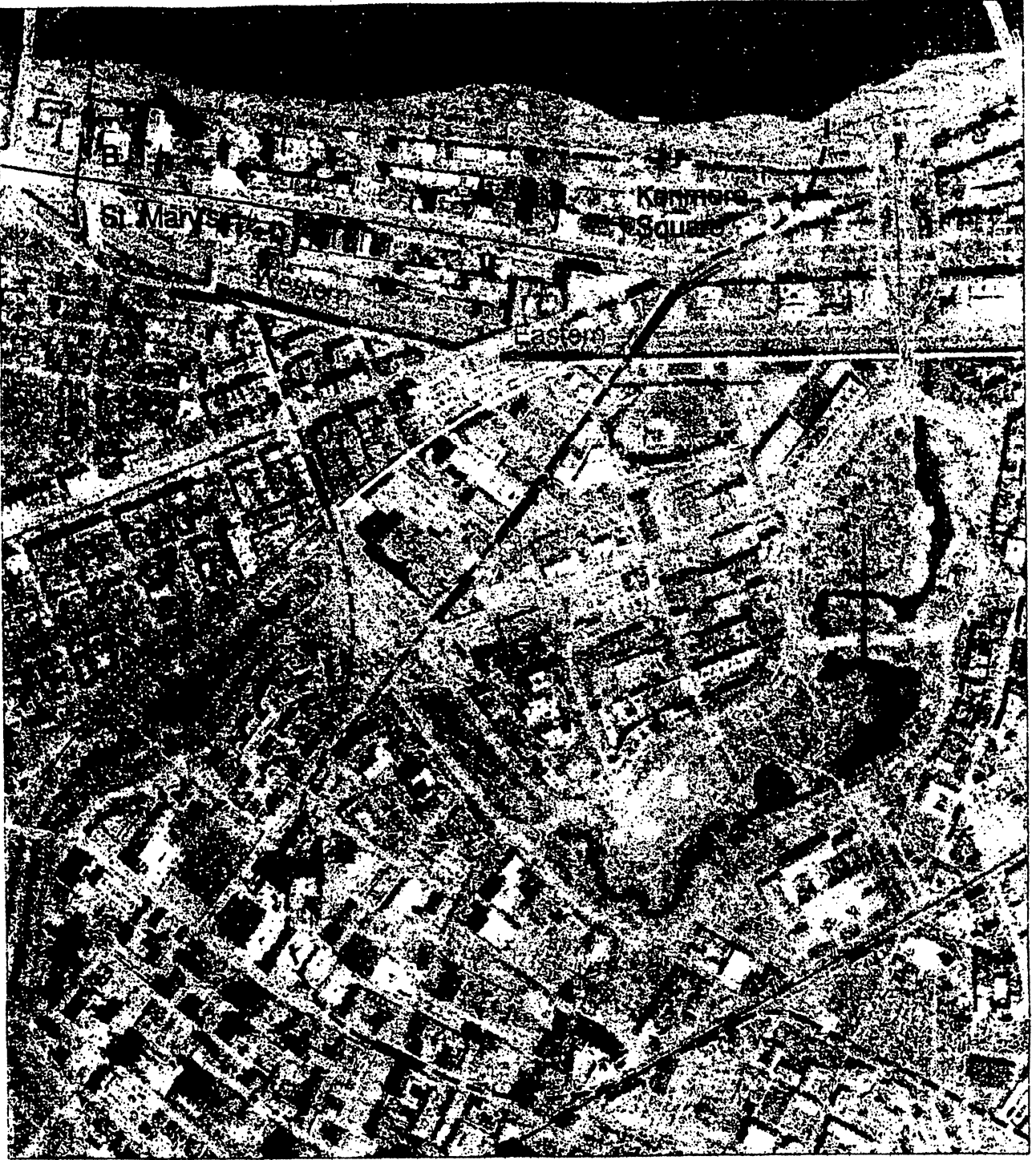


 The Urban Ring

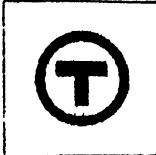


URBAN RING MAJOR INVESTMENT STUDY 

MIRA CONTRACT NO. X2352 FILE NUMBER Q123 DMG

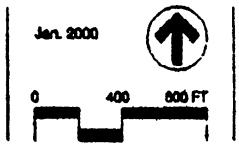


- Legend:
- -
 -
 -
- Urban Ring Alternatives Commuter Rail
Shuttle Green Line



Fenway / Kenmore Area
Commuter Rail and Urban Ring Alternatives

◆ Kaiser Engineers



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Robert J. La Tremouille

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June 1, 2000

TO THE HONORABLE, THE CAMBRIDGE CITY COUNCIL:

To the Honorable, the Cambridge City Council:

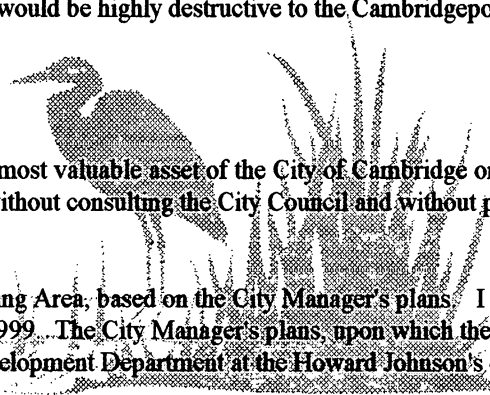
RE: The City Manager's Plans for Destruction of Cambridge's Most Valuable Asset on the Charles River and His Partial Implementation of Those Plans

After I had completed drafting most of the following letter, Marilyn Wellons informed me of a conversation with the MWRA that indicates this analysis to be too kind to the Cambridge City Manager. It is my understanding that she will issue her own letter which will supplement my comments.

- I. The City Manager is aggressively driving away the most valuable asset of the City of Cambridge on the Charles River, the magnificent Charles River White Geese, without consulting the City Council and without permission of the City Council - Documentation.
- II. How this plan has been put into place.
 - a. Phase 1. Destroy the Nesting Area of the Charles River White Geese.
 - b. Phase 2. Gentrify Magazine Beach and destroy the area which is the living room of the geese 9 months of the year.
 - c. Phase 3. Install the path connecting the gentrified Magazine Beach with the destroyed Nesting Area, destroying the balance of the geese' core habitat.
 - d. Phase 4. Finish the connection to the proposed Regatta Station on the Urban Ring BU alternative, as shown on the city's open space plans.
- III. This is outrageous.
 - a. At no time has this plan been submitted to the Cambridge City Council.
 - b. Even the part given to the City Council did not state that it would needlessly destroy the softball field / goose area of Magazine Beach.
 - c. Phase 3 will drive out the geese if Phase 1 and 2 do not.
 - d. Driving away the Charles River White Geese destroys an asset which cannot be replaced.
 - e. Saving the BU Subway alignment and the Regatta Subway Station under the Grand Junction tracks between Putnam Avenue and Memorial drive, is the purpose for the Magazine Beach gentrification.
 - f. The BU Subway alignment is the inferior of the two alignments by far.
 - (1) The strongest argument for the BU alignment is original momentum.
 - (2) The Kenmore Alignment provides ideal connections.
 - (3) The Commuter Rail connection alone could make the Kenmore crossing of the Charles River the only reasonable alternative.
 - (4) The Kenmore Alignment drops a station with inferior ridership projections, the Regatta Station.
 - g. The Regatta Station would be unnecessary and would be highly destructive to the Cambridgeport residential neighborhood.
- IV. Summary.

- I. The City Manager is aggressively driving away the most valuable asset of the City of Cambridge on the Charles River, the magnificent Charles River White Geese, without consulting the City Council and without permission of the City Council - Documentation.

Attachment A is general plans for Magazine Beach - the Nesting Area, based on the City Manager's plans. I obtained this map from the Metropolitan District Commission in August 1999. The City Manager's plans, upon which these are based, were first shown at a public presentation by the Cambridge Development Department at the Howard Johnson's on Memorial Drive in September - October 1997.



Consent Communication #17

15/5

A communication was received from
Robert J. LaTremouille, relative
to the Charles River White
Geese nesting areas.

S-151

In City Council June 5, 2000

PLACED ON FILE