



CITY OF CAMBRIDGE

CAMBRIDGE, MASSACHUSETTS 02139

TEL. 498-9011

EXECUTIVE DEPARTMENT

ROBERT W. HEALY

City Manager

RICHARD C. ROSSI

Deputy City Manager

May 3, 1990

Frederick Salvucci
Secretary, EOTC
Ten Park Plaza
Boston, MA 02110

Dear Secretary Salvucci:

In numerous meetings with the Central Artery staff over the last few months, various Cambridge city representatives have expressed opposition to the "Proposed Action/Scheme Z, Modified". This design has severe impacts on the Charles River; on the potential for open space connections along the riverbanks; on the Millers River; and on the city's plans for transforming the 60-acre North Point area into an attractive part of the city, with a residential land-use emphasis. Given that this alternative has so many negative features, we have urged that you seriously investigate a tunnel under the Charles which would avoid many of the problems.

While we will continue to press for an acceptable alternative to Scheme Z, we do want you to commit to measures that will be needed regardless of which alternative is eventually constructed. City staff will continue to work with your staff; however, I do want to emphasize that it is of the utmost importance that a truly cooperative effort begin immediately and that it be taken seriously. We do understand your traffic engineering concerns, but we also want to see work towards solving equally pressing environmental and land use problems.

City staff have brought to my attention very serious concerns in regard to the alternatives being considered for the Central Artery. The EIS process requires that all alternatives be workable and presented without unfair biases. However, at a meeting at South Station on Thursday, March 7, Central Artery staff asserted that Scheme Z allows for the solution of pedestrian and vehicular conflicts near the proposed Boston Garden at Causeway Street, whereas Scheme T (the tunnel scheme preferred by the City of Cambridge) does not allow for the solving of this problem. However, given the innovative solutions

found for other issues remaining from the 1985 FEIS, it seems reasonable that adjustments can be made as necessary to design the streets and sidewalks around the Garden so that they work with some version of Scheme T.

The issue of Scheme Z versus Scheme T points to a broader concern which I think must be addressed at this time. Over the last few weeks, it has become increasingly clear that Cambridge is going to be subject to considerable impacts, regardless of which alternative is eventually constructed. Our ability to work with your staff to plan for mitigation during construction and afterwards is constrained by the limited funds which we can apply to this effort. Therefore, just as the MBTA provided Cambridge with funds for a joint planning effort during the Red line project, I ask you to make available funding on a yearly basis so that we can help plan for and implement the mitigation measures that will be necessary.

As you know, Cambridge representatives have been meeting with Central Artery staff as work proceeds towards the publication of the SFEIS. The enormous complexity of the project makes it understandable why the document is so far behind schedule. As we continue to await publication, the "Proposed Action" seems to be more and more difficult to change. Therefore, I submit for your earliest consideration a preliminary list of the City's issues in anticipation of the formal review process.

1. Parks and Open Space Issues

- As a preface to our thoughts regarding the final phase of the Artery project, I must note our strong concern about the fact that Chapter 91 agreements for CANA are not being respected. The open space amenities along the Charles that were to have been built to mitigate the CANA project would be obliterated by the Proposed Action (Scheme Z). I would like some form of legally binding commitment to ensure that mitigation for Scheme Z or Scheme T will not be similarly ignored or treated as a last priority.
- The roadway design which is eventually chosen should not require the relocation of the Miller's River. In fact, remediation of the Miller's River and its banks should be undertaken.
- The Boston Sand and Gravel site has long been an environmental problem. The site should be taken for a number of reasons: to remove it as a source of pollution, to allow moving ramps away from the Charles, and to provide an area of remedial wetlands.

- Parkland acquisition should be studied and recommendations implemented as appropriate both to screen the highway facility as well as to humanize the environment. It is essential that the state meet its commitment to design and build the MDC parkland throughout North Point, including a replacement maintenance facility.
- Under the Chapter 91 agreement, the Congress Group is required to repair the seawall up to a cost of \$1 million. The seawall should have a granite cap rather than concrete. If additional funds are needed to meet this requirement, the money should be provided under mitigation from the Central Artery.

2. Land Use Issues

- The State should buy the Guilford site which fronts onto the Charles River and which will abut the ramp structure. This site is needed to provide a spatial landscaped buffer adjacent to the ramps; in addition, the remainder of the parcel should be conveyed to the City for the development of mixed-income housing. This action would recognize an important public purpose of the City's planning in this area over the last several years.
- The waste transfer facility must be maintained; if it is impacted, it must be adequately replaced.

3. Mass Transit Issues

- The Central Artery project is predominantly an automobile-oriented undertaking; however, I know you support strengthening mass transit whenever possible. Green Line service appears threatened by several aspects of the project. Therefore, the state should commit to construction of the relocated Lechmere Station on an expedited schedule to ensure that this service continues to be viable and, in fact, that it improves over time.
- Clearly, the Green Line should not be shut down for any period during the Central Artery construction. It would be impossible to provide adequate replacement bus service because of the extreme roadway congestion that will certainly accompany the Central Artery project.

4. Roadway, Infrastructure, and Traffic Issues

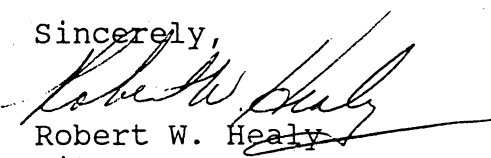
- In general, Cambridge does not intend to become the truck route for Boston, during or after construction of the Central Artery. In this regard, the State should conduct a

regional truck study and establish truck routes which avoid residential areas and utilize roadways designed to accommodate heavy commercial vehicles. Otherwise, residential areas and streets in Cambridge and other cities and towns surrounding Boston will suffer the effects of truck traffic seeking to avoid the Central Artery disruption.

- Binney Street (East Cambridge Phase IV) connector must be finished before Central Artery construction begins. The State is already several years behind on its commitment to complete this project. It is an essential missing link in the entire eastern Cambridge roadway system. In addition, the project should help the City in our effort to implement roadway improvements for Lafayette Square and the rest of Cambridgeport, which will also be impacted by regional traffic effects of the Artery project.
- Construction of the Central Artery ramps in Cambridge will require access through North Point, and will also require water and sewer facilities. This will have major negative impacts on the development potential in the area, both in the short term and long term. Therefore, funds for design and construction of North Point infrastructure should be provided, including roads, sidewalks, landscaping, lighting, electrical, water, and sewerage.

In summary, this is only a preliminary listing of the City's concerns in regard to the Central Artery project. City staff will continue to give your staff more detailed reactions as you move towards publication of the SFEIS and beyond.

Sincerely,



Robert W. Healy
City Manager

RWH:jcm



OFFICE OF THE CITY CLERK

CITY OF CAMBRIDGE

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139

(617) 498-9017

JOSEPH E. CONNARTON
CITY CLERK

JOHN E. FLYNN
DEPUTY CITY CLERK

May 16, 1990

Mr. Frederick Salvucci
Secretary, EOTC
Ten Park Plaza
Boston, MA 02110

Dear Mr. Salvucci:

Please be advised that the City Council of the City of Cambridge has scheduled a public hearing for Monday, May 21, 1990 at 7:00 P. M. in the Sullivan Chamber, City Hall, Cambridge, Massachusetts.

The purpose of this hearing is to discuss the **Final Traffic Impact Assessment on the North Station Garage** submitted by the Massachusetts Bay Transportation Authority to the Secretary of Environmental Affairs.

You have been requested to attend this hearing.

Thank you for your cooperation in this matter.

Very truly yours,

A handwritten signature in cursive script, appearing to read "John E. Flynn".

John E. Flynn
Deputy City Clerk

JEF/dl



OFFICE OF THE CITY CLERK

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JOSEPH E. CONNARTON
CITY CLERK

JOHN E. FLYNN
DEPUTY CITY CLERK

May 16, 1990

TO: MICHAEL ROSENBERG, ASSISTANT CITY MANAGER FOR COMMUNITY
 DEVELOPMENT
 RICHARD EASLER, CHIEF PROJECT PLANNER, COMMUNITY DEVELOPMENT
 ELIZABETH EPSTEIN, DIRECTOR, CONSERVATION COMMISSION

FROM: JOHN E. FLYNN, DEPUTY CITY CLERK

SUBJECT: PUBLIC HEARING SCHEDULED FOR MONDAY, MAY 21, 1990 AT 7:00 P. M.

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c.c. Robert W. Healy, City Manager



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EXECUTIVE DEPARTMENT

ROBERT W. HEALY

City Manager

RICHARD C. ROSSI

Deputy City Manager

May 14, 1990

To The Honorable, The City Council:

Attached for your information, please find a letter that was sent to
Secretary Frederick Salvucci, relative to the Central Artery Project.

Very truly yours,

A handwritten signature in dark ink, appearing to read "Robert W. Healy", is written over a horizontal line.

Robert W. Healy
City Manager

RWH/mev
enclosure

Agenda # 1 51647

Communication from Secretary Salvucci
concerning the Central Artery Project.

In City Council,

May 14, 1990

*Referred to hearing
scheduled for
May 21, 1990 at
7:00 p.m.*