



Boston City Council

NEW CITY HALL
ONE CITY HALL SQUARE
BOSTON, MASSACHUSETTS 02201

February 12, 1981

Dear Sir/Madam:

A public hearing will be held by the Boston City Council's Committee on Urban Resources on Tuesday, February 24, 1981 at 2:00 P. M. in the City Council Chambers to discuss the following

Docket #0269 - Resolution requesting the Boston Redevelopment Authority to investigate alternatives to the M. B. T. A.'s North Station Line relocation relative to the Boston Garden, and further
RESOLVED: That the Boston City Council request His Honor, the Mayor, as the principal representative of the City of Boston on the M. B. T. A.'s Advisory Board, to present such a resolution to said Board on behalf of the Boston City Council

You are cordially invited to attend.

For the Committee:

Frederick C. Langone
Frederick C. Langone
Chairman

CITY OF BOSTON
IN CITY COUNCIL

Urban Renewal
+ Amend
immediate
Lechmere

COUNCILLOR FREDERICK C. LANGONE

February 10, 1981.

WHEREAS, The North Station Urban Renewal Plan calls for the location of the new Thomas P. O'Neill, Jr. Federal Building to be constructed within the North Station area and also calls for the relocation of the North Station's Green Line--which is the so-called Lechmere Line--and also provides for the relocation and rehabilitation of the Boston Garden; and

WHEREAS, According to the report issued by the Engineers' Analysis entitled "Preliminary Alternatives" for the existing lines, the two most favored by the M.B.T.A. are the elevated extension that would require them to proceed along Accolon Way, which is the narrow street between the Boston Garden and the office building at 150 Causeway Street; and the other is a tunnel beneath the Boston Garden building along the same route; and

WHEREAS, The first alternative would cost \$40 million; namely, the elevated structure; and the second, the so-called tunnel, would cost \$80 million to be constructed underneath the Boston Garden; and

WHEREAS: There are only eight bus routes that are serviced by the Lechmere Station--which will be relocated and rebuilt approximately one-quarter mile from the present Bunker Hill Community College Station; and

WHEREAS, The Lechmere Station is presently used to service eight bus routes; which six of them could be serviced from Sullivan Square by use of the Orange Line, and one from the Kendall Square Rapid Transit System--the so-called Harvard Square Line; and

WHEREAS, Both of these alternatives would mean the total destruction and relocation of the Boston Garden from its present site because a tunnel beneath the Boston Garden or an elevated structure between the two buildings would mean the

eventual destruction and removal of the Garden and seriously hamper the construction of a new arena behind the Garden--which the White/Tsongas Committee is presently planning; and

WHEREAS, Between \$40 and \$80 million of urban transit monies to accommodate eight bus routes appears to be a flagrant waste of taxpayers' money between much needed federal urban transit funds that would be utilized to resolve the problems of the entire M.B.T.A. system; and

WHEREAS, One of the conditions of the relocation of the Federal Building in the North Station Area is that the people of Cambridge be satisfied to the extent that this would take already depleted funds from an M.B.T.A. transit system which needs this money for other purposes such as the purchase of new equipment--namely, antiquated buses--repairs of existing rail lines, and repairs of existing rapid transit tracks and stations; NOW, THEREFORE, BE IT

RESOLVED: That the Boston City Council requests the Boston Redevelopment Authority to seek an alternative which would not cost the taxpayers such an enormous sum, but rather investigate the alternative that the so-called Green Line end at North Station or Haymarket Square and transfer the passengers onto the so-called Orange Line, where they could be transferred to buses at the M.B.T.A. terminal at Sullivan Square; AND BE IT FURTHER

RESOLVED: That the Boston City Council request His Honor, the Mayor, as the principle representatives of the City of Boston on the M.B.T.A.'s Advisory Board to present such a resolution to said Board on behalf of the Boston City Council.

COMMITTEE TO SAVE THE BOSTON GARDEN

CHAIRMAN SAL TECCE, C/O TECCE'S RESTAURANT, 57 NORTH WASHINGTON STREET

742-6210

COMMITTEE:

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Harry Johnson
ScotchN' Sirloin
Joseph Milano
Union Oyster House
Leon Johnson
Kimball Company
Sumner Edelstein
Charles River Park
Marti Karon
Portland Exchange
Frederick C. Langone
Boston City Councillor

February 17, 1981.

Dear Sir:

The Boston City Council's Committee on Urban Resources will hold a public hearing on Tuesday, February 24, 1981, at 2:00 p.m. in the Boston City Council Chambers relative to the relocation plans of the M.B.T.A. concerning the Green Line to Lechmere Square.

This is a matter of great importance to the present Boston Garden building which will be affected by the M.B.T.A. plans. As you know, our Committee favors the rehabilitation of the Boston Garden through the use of \$15 million which is available to the City under Chapter 486 --which is for the expansion of conventions and civic center facilities. We do not want any plan which will effect the saving of the Boston Garden building--which the success of our fight depends on.

Our Committee urges all of you to be present at this most important meeting with as many of your members and friends as is possible so that we may make our presence felt.

This is a public meeting and please make every effort to attend.

FOR THE COMMITTEE:



Sal Tecce
CHAIRMAN

Langone, T official in conflict on Garden

By Patricia Gatto
Special to the Globe

There were conflicting views yesterday as to whether efforts to save the Boston Garden had hit another snag.

City Councilman Frederick Langone said at a press conference that the MBTA plans to construct either an elevated line through the present Garden building or a subway station beneath it as part of the North Station redevelopment plan.

An MBTA official said later, however, that their plans for Green Line relocation do not involve the Garden in the manner suggested by Langone.

Langone spoke at a meeting of the Committee to Save the Boston Garden, made up largely of restaurateurs, taxi operators and downtown merchants who estimate an annual loss of \$60 million in revenue if the Garden is demolished.

Langone said he also learned this week that the General Services Administration (GSA) in Washington would not approve the construction of the Thomas P. O'Neill Jr. Federal Office Building, scheduled to be built alongside a new North Station hotel complex, unless the City of Cambridge approved MBTA plans for relocation of the Green Line to Lechmere Station. The cost of the MBTA construction is between \$40 and \$80 million.

Langone said the function of the Green Line Lechmere terminal, which services eight bus routes and about 5000 persons daily, could be absorbed by the Orange Line station that is a quarter mile away.

"The MBTA Advisory Board has been screaming about waste," Langone said in a prepared statement. "Now I hope they will respond to the public at a time when the MBTA is cutting Sunday and daily services."

"A federal building will generate zero to the economy as opposed to the reconstruction of the Boston Garden, which generates two million people to Boston a year," he added.

Jack Leary, assistant director of construction for the MBTA, said later that a feasibility

study on North Station Green Line renovation is still under way.

"As far as I know, none of the alternatives takes the Boston Garden," Leary said. "We're coordinating our efforts with the Boston Redevelopment Authority (BRA) to assure there is a large redevelopment area left. We don't want to see the Garden go."

MBTA Advisory Board Director Phillip Shapiro added: "If we're going to keep the Boston Garden, there will be a need for public transportation. Maybe one or the other will have to be delayed, but I don't believe one will fail because of the other."

The city councilman has suggested the city take over the Boston Garden through its powers of eminent domain and renovate it into a sports arena and convention center with \$15 million in state funds made available through a program encouraging restoration of civic centers.

A new Garden that would accommodate 22,000 persons would attract conventions to Boston as well as induce the Bruins and Celtics to remain instead of moving to New Hampshire or Revere as has been suggested, Langone said.

"With building costs what they are, it would also be cheaper than building a new arena," he added.

Langone said he will hold a public hearing Feb. 24 at City Hall and will invite officials from the GSA, the MBTA and the BRA, as well as Mayor Kevin White and Sen. Paul Tsongas, who were recently appointed to a study committee on the issue, to attend.

S-104

Comm. from Frederick C. Langone, Chairman,
Committee on Urban Resources, transmitt-
ing notice of hearing to be held on Tues.,
Feb. 24, 1981 re: alternatives to the
MBTA's North Station Line relocation rela-
tive to the Boston Garden.

Copy sent to C. Vellucci
2/24/81 (CL)

In City Council,

Feb. 23, 1981

2/23/1981

Henning 2 AM Boston

City Council

C. Vellucci will attend

and report on material

discussed