

348 Franklin Street, #3D  
Cambridge, MA 02139  
Tel. 617-491-7181 / 617-864-8055  
March 8, 1994

Secretary  
Executive Office of Environmental Affairs  
ATTN: MEPA Unit  
100 Cambridge Street, 20th Floor  
Boston, MA 02202

RE: EOE 9056, "Final EIR"  
Proposed Super Stop & Shop Supermarket  
Memorial Drive, Cambridge

Gentlemen/Ladies:

On reviewing the proposed Final Environmental Report, it becomes clear that it is severely deficient in the most important of issues. The Secretary stated in Her February 16, 1993, certificate, third paragraph:

Substantial comments were received during the MEPA review period . . .  
The Final EIR must address the issues raised in the comment letters. . . .

Listed among those comment letters is a petition whose signatures ran seven rather full pages, reading, among other things: "We feel the magnitude of the proposed project . . .

The letter of transmittal refers as well to tidelands, an issue not adequately addressed as well.

The letter of Mary Buscher is similarly ignored in the responses. The overwhelming impact of her comments is: TOO BIG.

In comment 64, the proponent insists on violating the MDC's required 20 foot setback.

Horowitz, paragraph 7, calls 78,071 too large.

Kaiser, in listed comment #98, says that the proponent should downsize. Response: not in Stop and Shop's monetary interests.

I could go on and on. It would be silly.

At no time does the proponent meaningfully address the continuing comment that the project is simply too big for the site.

At the same time, the "alternate" alignments proposed are not proposed in good faith because the exact same store is proposed, just in different parts of the lot. See the alleged alternate proposed arrangements, in figures C-1, C-2, C-3, and C-4.

The proponent has an h-shaped lot. The proponent has designed a store to maximize the proponent's profits in the northern end of the lot, simultaneously putting itself in an artificially imposed "hardship", "requiring" trucks on Memorial Drive.

All of the alternate layouts show exactly the same store put on different areas of the lot. Different areas of the lot are different. The different areas of the lot call for different arrangements.

Of particular interest are the two arrangements shown in Figure C-1 ("eastern" orientation) and C-3 (the "southern" orientation). These two orientations should be combined in an alternate orientation, with appropriate screening and setbacks, which is shaped to fit the southern end of the lot. A building designed for a rectangular location is silly in the southern and eastern ends of the lot. The southern and eastern ends of the lot are not rectangular. Loading docks could easily be arranged in this area allowing angles of approach much more close to perpendicular than are proposed in the only building designed submitted to the Secretary.

This loading area layout is the status quo. Except for the inappropriate size, this building layout is the status quo.

Of other possible interest is the layout shown in figure C-4, the Alternate Northern Orientation. This is a proposal which shows the layout designed for the lot in an arrangement which includes trucks off Memorial Drive. Of other possible interest is the western layout.

Key to all of the "alternatives" is the failure to propose a less large store. The size of the store is what is creating problems. The size of the store is the comment which is repeatedly ignored.

A less large store properly designed for its area of the lot could possibly make acceptable the eastern/southern alignment I have described above, or the Alternate Northern Orientation, or the western orientation. A less large store in any of these alignments would get the store away from Memorial Drive, get the store away from the neighbors, and create less of a traffic and parking nightmare.

Any alternate alignment, must, as well, address a portion of the truck problem mentioned nowhere in the EIR: the trucks going to the Howard Johnson Hotel which presently have access without using Memorial Drive, but which would be forced to use Memorial Drive in the Northern Alignment. Allowance for these trucks, including, if necessary to keep them off Memorial Drive, rights to use Stop & Shop property must be provided.

An additional defect exists in Table E-5, appended to comment 93, in that it does not meaningfully respond to the problem of traffic relocation. Traffic relocated to Putnam Avenue does not disappear after Western Avenue. It continues up Putnam Avenue, turning either on Massachusetts Avenue and proceeding through Harvard Square, or proceeding up Trowbridge Street to Broadway and the Cambridge Street tunnel, and then, most likely, going out Garden/Concord or Garden/Sherman/Rindge before rejoining the original traffic flow westbound.

An additional continuing defect in the proposal is the refusal to acknowledge use of the BU Bridge by Stop & Shop trucks, and the complete failure to take any actions to address this issue.

In summary, the following make the proposed Final EIR unacceptable:

1. Failure to propose a less large store as a means of minimizing environmental impact, to wit
  - a. impact on neighbors because of size and lack of adequate yards
  - b. impact on Memorial Drive because of:
    - (1) visual impact, including but not limited to setback violations,
    - (2) truck usage; ,and
    - (3) increased traffic generation.
  - c. Impact on adjoining streets because of increased traffic generation and truck usage.
2. Failure to propose store layouts which meaningfully comport to parts of the lot.
3. Failure to address the problem of Howard Johnson trucks which would being forced to use Memorial Drive and to address trucks coming over the B.U. Bridge.
4. Failure, in Table E-5 to address traffic relocation impacts on the following intersections going from Memorial Drive to Route 2 west:
  - a. Putnam and Massachusetts Avenue/Mount Auburn Street (commonly known as Putnam Square, officially known as Sullivan Square);
  - b. Harvard Square proper, particularly Massachusetts Avenue and Holyoke, and the area where traffic from JFK Street merges into traffic from Massachusetts Avenue, and the subsequent intersection with traffic from Garden (Peabody & Garden);
  - c. Trowbridge and Harvard Streets;
  - d. Trowbridge and Broadway;
  - e. Broadway and Quincy Streets;
  - f. Quincy and Cambridge Streets;
  - g. Cambridge/Broadway and Massachusetts Avenue;
  - h. Massachusetts Avenue and Garden Street;
  - i. Garden and Concord Streets;
  - j. Concord Street and Huron Avenue
  - k. Concord Street and Alewife Brook Parkway;
  - l. Garden Street and Sherman Street/Huron Ave;
  - m. Sherman Street and Walden Street;
  - n. Sherman Street and Rindge Avenue
  - o. Rindge Avenue and Alewife Brook Parkway.
5. Failure to address Stop & Shop trucks travelling across the B.U. Bridge.
6. Failure to address preexisting tidelands on the site.

The final EIR should be rejected.

Sincerely,

  
Robert J. La Tremouille

cc: MDC, Senators Travellini and Birmingham, Representatives Flaherty and Toomey, Cambridge City Council, Steve Kaiser, Stash Horowitz, William Sage, Anastasia Leotsakos, Isabella Halsted

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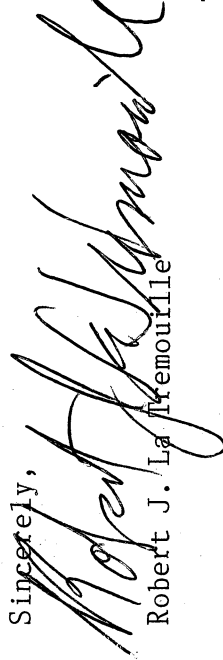
348 Franklin Street, #3D  
Cambridge, MA 02139  
March 11, 1994

Cambridge City Council  
c/o City Clerk, FIRST FLOOR  
City Hall, Central Square  
Cambridge, MA 02139

TO THE HONORABLE, THE CAMBRIDGE CITY COUNCIL:

Enclosed for your information are my comments to the Secretary of  
Environmental Affairs concerning the Stop and Shop proposal for Memorial  
Drive in Cambridge.

Sincerely,

  
Robert J. LaTremmouille

Consent Communication #8 S-102

Comm received from Robert LaTremmouille  
with his comments concerning the Stop  
and Shop on Memorial Drive.

In City Council March 21, 1994

Placed on file.