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Crane, Paula

From: Lopez, Donna
Sent: Tuesday, September 22, 2015 6:48 AM
To: Crane, Paula
Subject: Fwd: Comments at City Council, September 21, 2015

Sent from my iPad

Begin forwarded message:

From: Marilyn Wellons <marilyn.wellons@yahoo.com>
Date: September 21, 2015 at 8:53:40 PM EDT
To: Donna Lopez <dlopez@cambridgema.gov>, Cambridge City Council <council@cambridgema.gov>, Sandra Albano <salbano@cambridgema.gov>
Subject: **Comments at City Council, September 21, 2015**
Reply-To: Marilyn Wellons <marilyn.wellons@yahoo.com>

Dear Donna Lopez,

Please enter this summary of my comments at tonight's Council meeting into the record.

To the City Council:

Following Heather Hoffman's comments about Policy Order No. 38, 88 Ames Street, I thank her for her analysis and second her comments about this MXD project. For those proposing MXD instead of the Stern petition to rezone parcels on North Mass. Ave., I say, watch out for labs. They may come to your MXD neighborhood with noise and light pollution that interferes with your sleep.

Thanks to Councillors Cheung and Toomey for Policy Orders Nos. 32 and 33. I'm concerned about what it's like to live here, and these policy orders address issues of open space and street trees. They're critical to our quality of life.

On that point, late to the game, I speak against the allocation of \$90,000 of CPA funds, at Manager's #21, for the destruction of the urban wild at Hell's Half Acre. The \$90,000 will fund a plan to make "lively" a place Bernard DeVoto wrote about 60 years ago as a "nature preserve," one where the city's teenagers could explore the natural world.

The destruction of this place is part of the Solomon Foundation's redo of Greenough Boulevard. The larger project will remove one lane of asphalt for cars, rip up trees and green parkland, and relay the asphalt of two paved paths that will accommodate through-bicycles and slower bikes and pedestrians. There's no need for an asphalt path along the river. Dirt bikes can use that. Others can use the regular bike and pedestrian paths.

Compare the City's Transit Strategic Plan, Manager's #26. At Figure 10, there's a predicted 71% rise in heavy precipitation here. That means flooding along the river and the need for repeated repair (or not) of the riverfront paving at Hell's Half Acre. Is this sustainability?

Thanks to Vice-Mayor Benzan for Policy Order #6, for Central Square, including proper maintenance and a satellite police station. It's a well thought-out approach to problems here.

Finally, at Manager's #15, the proposed truck ban on Harvey and Chestnut Streets, I say, compare the effectiveness of the truck and bus ban on Putnam Avenue. Like the number of affordable units at 88 Ames Street and other issues, this raises the question of "follow-through," "leadership," "enforcement," and what I'd call common sense and political will.

Thank you for entering these comments into the record.

Yours sincerely,

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