Robert J. La Trémouille

Post Office Box 391412
Cambridge, Massachusetts 02139

Cell: 617-283-7649
E-Mail: robertlatrem@hotmail.com

June 11, 2014

City Clerk Donna Lopez
Cambridge City Hall
795 Massachusetts Avenue
Cambridge, MA 02139

Madam Clerk:

Enclosed are the following for transmittal to the Cambridge City Council as communications at its next meeting:

1. My Letter of June 10, 2014, RE: House Bill H4009, Legislative vote on massive destruction on the Grand Junction.
2. My Letter of June 11, 2014, RE: Grand Junction Highway Proposal.

Enclosed is the following for transmittal to Councilor Dennis Carline, as Chair of the Transportation & Public Utilities Committee of the City Council.

My Letter of June 11, 2014, RE: Grand Junction Highway Proposal.

If the latter can be presented to Councilor Carlone for this afternoon's meeting, I would be overjoyed.

I apologize for the late submittal of the latter document. The late submittal is the direct result of my late notification. I have busted my butt and I will not be able to attend the meeting. Thank you in advance for whatever you can do.

Sincerely,

Robert J. La Trémouille

2014 JUN 11 AM 11 38
OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

Robert J. La Trémouille

Post Office Box 391412
Cambridge, Massachusetts 02139

Cell: 617-283-7649
E-Mail: boblat@yahoo.com

June 11, 2014

City Council
City of Cambridge
c/o City Clerk, City Hall
795 Massachusetts Avenue
Cambridge, MA 02139

Councilor Dennis Carlone, Chair
Transportation & Public Utilities Committee
City Council, City of Cambridge
c/o City Clerk, City Hall
795 Massachusetts Avenue
Cambridge, MA 02139

RE: Grand Junction Highway Proposal

To The Honorable, the Cambridge City Council:

Enclosed herewith and made a part of this letter is my communication of September 19, 2012 on this subject, minus appendix 4 which was disorganized, confusing and a bad idea.

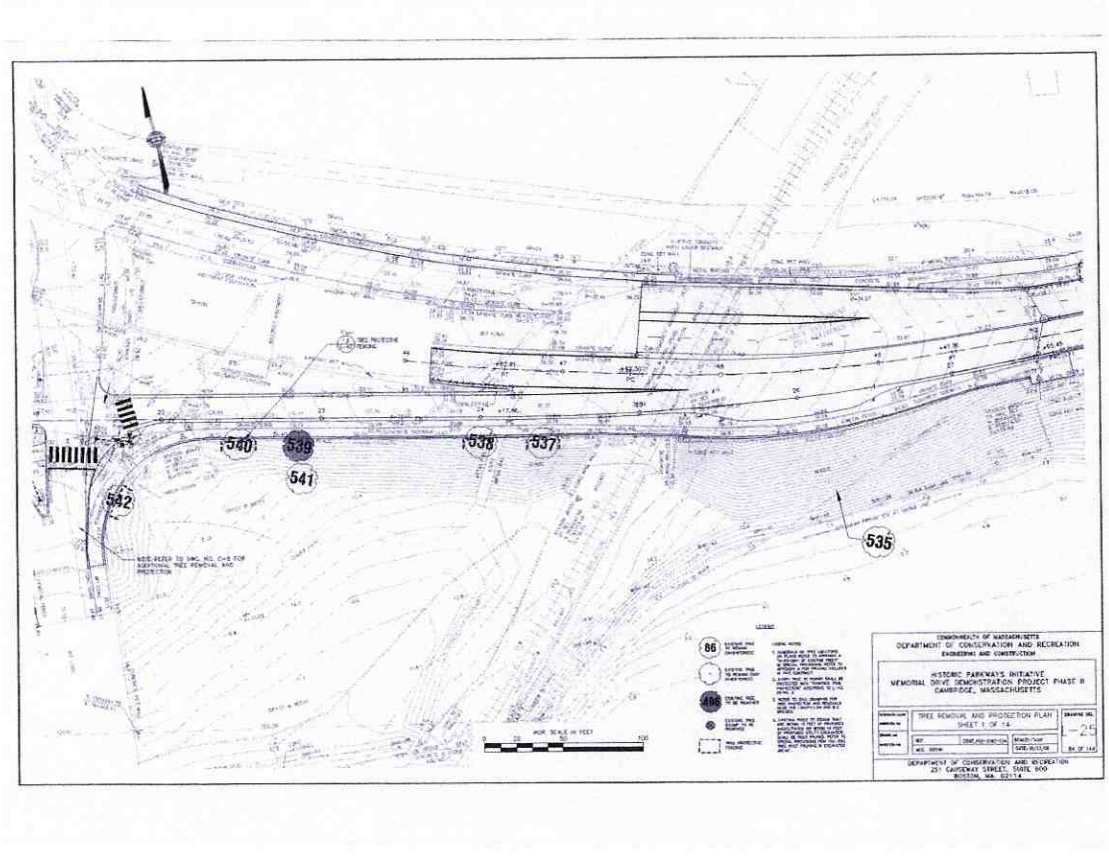
Nothing has changed on this proposal. The portion south of Memorial Drive is irresponsibly long and expensive. It has no value except to the contractors paid to do the work, and to Harvard as possible real beneficiary of the environmental destruction and increased heartless animal abuse involved. Additionally, however, since the Department of Conservation and Recreation, in its Charles River Master Plan, aims to kill off or drive away all resident animals, this sick goal and sick agency would be benefitted.

Responsible planning would connect the bike highway to the Paul Dudley White Bike Path by connecting to Vassar Street at the point where it turns one small property width from the Grand Junction and behind one building facing on Memorial Drive. The ultimate goal really is to move the bike highway to this location for reuse by Harvard for an off ramp from the Mass. Pike to Cambridge, and to use the bike highway as a stalking horse in the meantime.

Here are photographs from the Grand Junction side and the Vassar Street side of the responsible connection location. The bike highway would be routed from the Grand Junction on the near side of the white building in what is currently a parking lot. This location is readily visible from the Paul Dudley White bike path looking up the final leg of Vassar Street.

The Development Department, in contrast to the rest of the Grand Junction route, has kept the location south of Memorial Drive as secret as possible.

Here is a map of the area to which the Charles River White Geese are confined without food. It is taken from the DCR's massive destruction proposal for the highway package buried in House Bill H4009 to which I have given an extended analysis in a letter being submitted to the City Council with this letter.



Memorial Drive extends from right to left with the Ghetto to which the Charles River White Geese have been confined to the bottom left. Additional heartless cruelty has been inflicted on them there after Cambridge and the DCR started heartlessly starving them as a result of secret provisions in the destructive project at Magazine Beach. Details as to the outrage at Magazine Beach are in the attachment.

The Grand Junction railroad runs from bottom to top and left to right. The responsible connection for the bike highway is slightly above this plan and would connect to Memorial Drive close to the BU Boathouse which, in turn, is to the right of this plan.

To the left is the BU Bridge. The black marking in the middle left is yet another tree proposed to be stupidly destroyed. On the right is the wooded area which is currently part of the animal habitat but which would be separated by a new fence in this proposal. Interestingly, the tree destruction plan shows no trees in this wooded area, apparently more planned destruction kept secret.

On the next page is a photo of two residents being heartlessly attacked.

The Charles River is straight ahead.

A fence would be constructed on the near side of the railroad track which, with care, can be seen beyond the two geese. This would bar access by resident animals through this area to the wild area between the railroad track and the BU Boathouse.

Vegetation destruction has been massive by the falsely named Charles River "Conservancy" working for the DCR and by irresponsible rail workers with the support of the DCR.

The temporary bike highway would be built where the resident animals are standing and would be run down the side of the supporting hill, behind the camera. Then it would run through an area solely used by free animals, most visibly by the Charles River White Geese. This area has been repeatedly attacked by irresponsible action by the DCR and its friends. "Mitigation" of the BU Bridge project has been an insult in part and an overload to the extent it has done anything, exactly what is expected from a reprehensible agency whose goal is to kill off or drive away resident animals.

The sanctified "Charles River Master Plan" is obeyed most importantly as is convenient for environmental destruction.

The promise of a lawn to the river at Magazine Beach was turned into the ONLY area bordering on the Charles in which introduced vegetation has been allowed to grow and grow and grow rather than being chopped down every year. The lawn has been turned into a wall barring access to an from the Charles River. This satisfies the goals of a reprehensible agency: starve the Charles River White Geese.

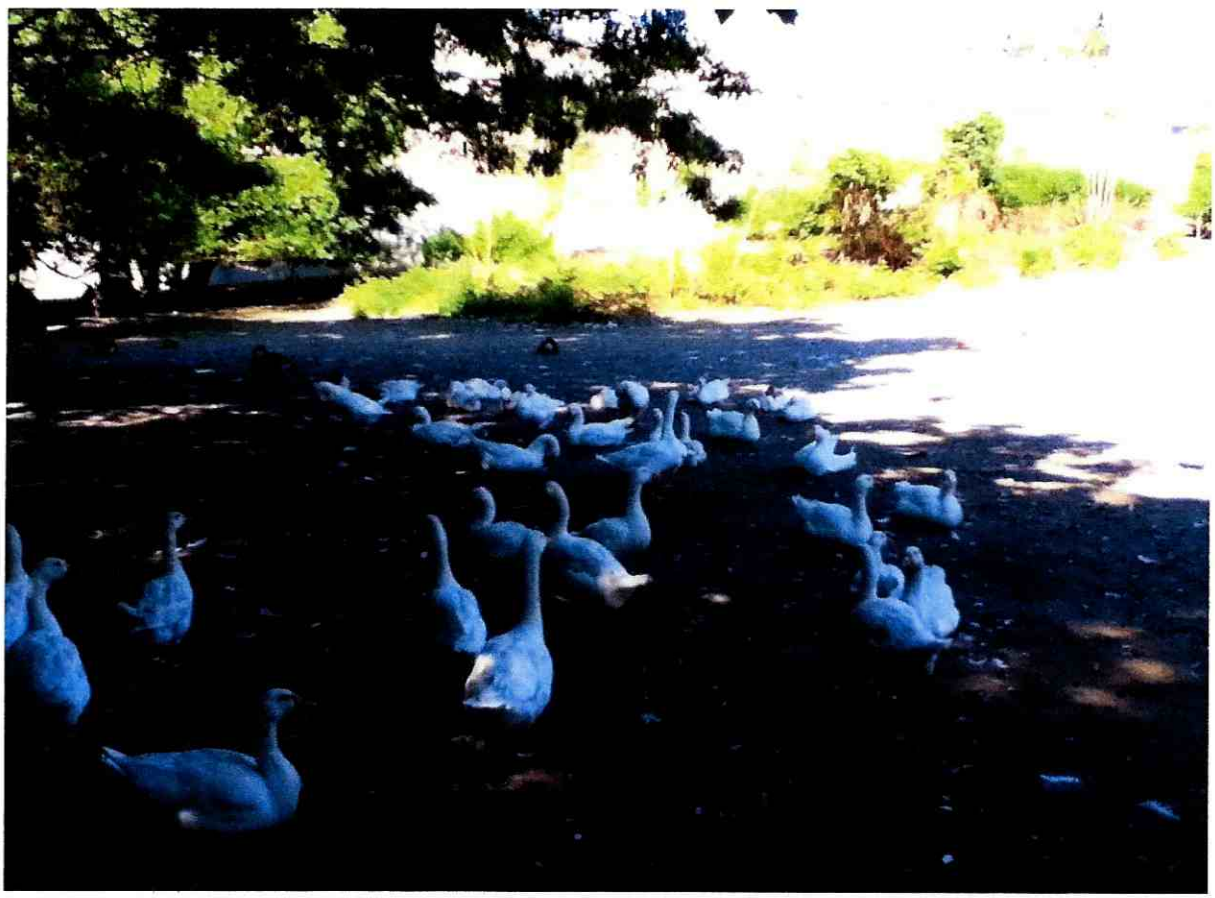
The ONLY mention in the Grand Junction Highway report of this active, 33 year resident, gaggle is one never identified goose head in the continuation sheet.

Here is a photo of the gaggle under the large tree which is also behind the camera in the above picture. The ground vegetation was destroyed promptly after the falsely named Charles River "Conservancy" started destroying the environment for the DCR. Since the ground vegetation has not come back, poison must have been used.

Everything else these valuable, popular 33 year residents had has been destroyed to them by the irresponsible, SECRET destruction included in the Magazine Beach outrage. Responsible action by the Cambridge City Council could restore to Magazine Beach the responsible improvements which were promised in the first place.

And these excellent animals should be restored to the major tourist attraction they were before the secret behavior which furthers the DCR animal destructive goals.

Further outrages were authorized by the DCR by irresponsible railroad workers who were too lazy to walk a few hundred feet or so to park next to Memorial Drive. The Cambridge Conservation Commission objected to the irresponsible behavior. DCR told the lazy workers to move beyond the jurisdiction of the CCC, and no further. This tree is beyond the CCC jurisdiction, and DCR has contempt for the environment and its animals, while publicly lying the opposite.



Both this and the preceding photo were taken last Sunday, June 8, 2014.

The vegetation in the background of this photo is native vegetation which the Charles River "Conservancy" acting for the DCR, failed to destroy. Some of the vegetation not destroyed by the CRC was destroyed by the irresponsible railroad workers.

There are words in the report which talk of some sort of bike highway to Boston, no plans, just talk. The DCR and MassDOT have expressed contempt for the idea in their meetings concerning interconnectivity among transportation modes on the Charles River.

The real key can be seen off in the distance of the following photo of the Boston extension of the Boston end of the Grand Junction Railroad Bridge.

The green sign straight ahead and to the right is a sign over the Mass. Pike. Harvard purchased Beacon Yards and the Mass. Pike exit to Allston and Cambridge for the location of its future Medical School, etc. The purchase was made shortly after an MBTA study demonstrated an off ramp can be built to Cambridge over the Grand Junction Bridge.

So we have a fake / temporary bike highway acting as a stalking horse until Harvard needs to use the off ramp, and we have hundreds of trees being destroyed on Memorial Drive in H4009 to straighten out Memorial Drive to take the traffic.

The real game however, is as follows:

The rail yards to the left were purchased by Harvard after the MBTA demonstrated that the Grand Junction Bridge could be used as an off ramp to Cambridge. The bridge in the middle is the BU Bridge. Under it is the Grand Junction railroad bridge.

The MBTA study showed that the room in the Mass. Pike viaduct (under corresponding words) has next to no spare room and that ramp access would take up all that room.

That viaduct is being rebuilt. The key issue is what else will be in the very narrow area where it currently stands.

Harvard has proposed a horribly expensive deep bore Red Line spur to connect from Harvard Station to Harvard's relocated Medical School to the Harvard / Longwood Medical Area. Harvard's Red Line spur would wipe out and rebuild the existing passenger access area in Harvard Station.

The responsible alternative to Harvard gold plated proposal is a Green Line A spur (dark green line above) connecting the Medical School to Green Line B on Commonwealth Avenue, and then to Kenmore Square from which access could be accomplished to the Harvard / Longwood Medical Area.

My extended analyses to MassDOT are as follows:

1. Introductory, spelling out the route:
   http://charlesriverwhitegeeseblog.blogspot.com/2014/04/to-massdot-harvard-is-trying-to-kill.html.

2. The currently available location of the responsible route. Will room continue to be available?
   http://charlesriverwhitegeeseblog.blogspot.com/2014/04/the-green-line-streetcar-light-rail.html.

3. The real record of too many "advocates."
   http://charlesriverwhitegeeseblog.blogspot.com/2014/04/massdot-to-present-in-cambridge-ma.html.

4. Mass Pike rearrangement and Rapid Transit planning:
   http://charlesriverwhitegeeseblog.blogspot.com/2014/05/mass-pike-rearrangement-and-rapid.html.

I did not attach these communications because the package is pretty big only attaching the 2012 letter and its informative attachments.

Building bike highway / Memorial Drive off ramp, and other additions in the rebuilt viaduct area are of value primarily to prevent a Green Line A and make Harvard's gold plated Red Line spur the "only possible" rapid trans service to and from Harvard's relocated Medical School. This is because of the extreme limited space in the viaduct area.

It should be noted that MassDOT has experience with what passes for "public" input in Cambridge in the outrageous "underpasses" proposal and in the dirty tricks by which the Cambridge Machine tried to fool folks into supporting passenger service on the Grand Junction railroad. The pitch on the latter was: You can't win, but have I got a deal for you!!!

Kindly kill that portion of the Grand Junction highway proposal south of Memorial Drive. It is irresponsible and highly destructive. It is wasteful of natural resources. It inflicts heartless abuse to the resident animal population. It assists in the reprehensible goal of the DCR to kill off / drive away its residents animals. And is a waste of city money.

Plus the Vassar Street route, to which the bike highway should be relocated, is shorter and highly reasonable.

Plus the Vassar Street route would be of value to the tourist related business on Memorial Drive.

And you would refrain from causing more irritation to the responsible Massachusetts Department of Transportation.

The nonsense associated with this proposal has already be rejected by MassDOT inasmuch as they have clearly stated that they have no intention to do anything on the Mass. Pike reconstruction which impacts Cambridge.

Sincerely,

Robert J. La Tremouille

Attachment:

My letter of September 19, 2012 to the Cambridge City Council and to Councilor / Representative Timothy Toomey, Chair Committee on Economic Development Training and Employment, with attachments as stated therein, except that appendix 4 is not attached.
Thus three attached photos and appendices 1 through 3 as follows:

Photo 1:	Section 1, Charles River to Ft. Washington Park (RWT/ BRT), Option 2: Trail with Bus Rapid Transit.
Photo 2:	Recommendation showing fencing.
Photo 3:	Developer's map of Alewife. (Note: Area nearest the marking "Alewife Brook Reservation" has been destroyed by Cambridge and the DCR.
Appendix 1.	Reality on the Urban Ring plans.
Appendix 2.	Ongoing outrages at Alewife.
Appendix 3.	Environmental Nightmare at Magazine Beach / The Destroyed Nesting Area.

File

Robert J. La Trémouille

875 Massachusetts Avenue, # 31
Cambridge, Massachusetts 02139-3067

Cell: 617-283-7649
E-Mail: boblat@yahoo.com

September 19, 2012

Cambridge City Council
c/o City Clerk
City of Cambridge
795 Cambridge Street
Cambridge, MA 02139

Councilor / Representative Timothy Toomey,
Chair
Committee on Economic Development, Training
and Employment
Cambridge City Council
795 Massachusetts Avenue
Cambridge, MA 02139

RE: Grand Junction Development Discussions and Related (Alewife, Charles River, Urban Ring rail)

Ladies/Gentlemen:

This follows up on my comments at the Committee Meeting of August 7, 2012 concerning a small vehicle highway on the Grand Junction which would inflict very major destruction on the Charles River. The report continues the Administration's lie that there is only one rail proposal for mass transit / Urban Ring planning.

The proposed small vehicle highway, for environmental, animal abuse, and cost reasons, should not go south of Memorial Drive. The route should turn east just prior to the buildings on Memorial Drive on either side of the Grand Junction. This responsible alternative should be built between the building on the corner of Memorial Drive and Vassar Street and the building behind it on Vassar Street. There is an ample undeveloped area there to get the route to Vassar Street where it could connect to Memorial Drive.

The responsible route would remove major harm to the environment and to the Charles River White Geese. It would give bicyclists much more direct access to Memorial Drive and would significantly reduce costs.

This small vehicle highway as proposed would have major, destructive impact on the Charles River both on the Cambridge side and on the Boston side. The supposed Boston side proposal does not even show any form of linking on the Boston side, perhaps because it would be so destructive and expensive.

The 2006 report is notable for blatant hypocrisy giving, as usual, the false impression of concern for the environment, particularly the impression of concern for the Charles River White Geese, the 30 plus year residents whom Cambridge and its friends have been attacking and deliberately starving since 2004.

The 2006 report features a photo of the head of one of the members of the gaggle on its front page. The photo is part of the standard format throughout this outrage. The proposal would destroy for animal use the tiny nesting area to which they have been confined. Destruction would be accomplished by building a new highway at perimeters of this area (see pages 3-3, 3-4 and 3-5). The proposal would block access between this area and the hill east of the Grand Junction by building a fence along the railroad track (page 4-6). Pages 3-5 and 4-6 are attached.

On page 3-5, after reviewing the planned destruction, back up the Grand Junction to the point where this broken light / dark line intersects with a light solid line. This is the point where responsible planning would connect the proposed small vehicle highway to Vassar Street by running the new highway between the two buildings through the opening to the right and then to Memorial Drive. Compare the amount of work and expense involved in the two routes and compare the convenience to bicyclists on the two routes. There is no meaningful competition between the two routes. The Vassar Street route is the better of the two on all counts.

Cambridge has forced this tiny area on the Charles River White Geese as their sole habitat by the outrages at the Magazine Beach playing fields. You are now building another impenetrable thicket to make the northern part of this tiny area inaccessible to them. See Appendix 3. Now you are destroying this area to them by this circumferential highway and the bizarre fence. And the Administration's proposal, once again, is nonsensical if you share the Administration's supposed goals.

And the Administration lies of affection for these beautiful animals by using that photo including a goose's head throughout the document.

This irresponsible proposal would build on the deliberate starvation of these beautiful thirty plus year residents since 2004.

As with past destruction on the Charles River and the mass animal killings and woodland destruction at Alewife, the destruction on the Charles River associated with the small vehicle highway on the Grand Junction is totally avoidable.

Impact of environmental destruction on the Charles of this nature has already been condemned by last fall's joint report of the Department of Transportation and the Department of Conservation and Recreation concerning connectivity on the lower Charles River basin and in the reports on the Anderson, Western Avenue and River Street Bridges.

Any connection of the new Grand Junction highway on the Boston side can only be done with the same construction on the river involved with regard to the Cambridge side of the three bridges. Construction on the Cambridge side would involve the same destruction of fragile land, plus would be highly harmful to the valuable 30 plus year resident gaggle of the Charles River White Geese.

Almost all ground vegetation between the BU Bridge and the BU Boathouse has been destroyed by your agents since 2003. The state does nothing which is not acceptable to the Cambridge administration.

The fake environmental assessments give no mention to this latest heartless animal abuse, although your heartless abuse of the Charles River White Geese would be a fraction of the mass animal kill achieved by you in the unnecessary destruction at Alewife last October and November. Please see Appendix 3.

The report includes repetition of the flat out lie which the Administration has been putting out concerning the rail options in the Urban Ring, towit that the Kenmore Crossing option does not exist. Among other things, the report gives detailed analysis of impact on everything going on on the Grand Junction except for the rail alternative the Administration claims does not exist. This analysis in the PDF version is at pages 110 to 138 of the 158 pages in the document. Please see the official MBTA maps in Appendix 1 showing the reality of the Urban Ring rail proposals.

The legislature has given the lie to the decade plus falsehoods by subsidizing the Kenmore Crossing, the responsible Urban Ring rail alternative. The legislature has funded the Kenmore Crossing alternative by providing millions for the rebuilding in place of Yawkey Station, a key part of the Kenmore Crossing. Yawkey Station is a station which the Administration's BU Bridge crossing needs to move to near BU's Marsh Chapel. But the administration says that the Kenmore Crossing does not exist.

Appendices

Appendix 1 responds to and proves as lies the pattern of repeated statements by the Cambridge Administration concerning the Urban Ring rail system and its relationship to the Grand Junction that the only Urban Ring rail alternative is its favorite, the BU Bridge crossing, and that the Kenmore Crossing does not exist.

Appendix 2 goes into the lies by which Cambridge has indulged in massive, valueless environmental destruction at Alewife including totally wasteful destruction of acres of irreplaceable woodland last October and November including killing of hundreds of animals. This effort is ongoing since intentions are very clearly to massively multiply the environmental destruction and killings.

Key in the current situation is stalling by North Cambridge residents associated with the Cambridge Machine to make the responsible alternative unavailable to the City Council and the only option available perhaps total destruction of Alewife. They want people, once again, to yell at local developers rather than yell at the City Council and the Cambridge Administration which should be taking underground property rights by eminent domain for flood storage, but the developers are going forward and the possibility of joint use of their properties could quickly disappear.

Please note that appendix 2 is dated. The property between the parking lot and the Alewife Reservation is now also proposed for condo construction. The two condo projects should, along with the massive parking lot be built with an underground easement for flood storage which is badly needed by North Cambridge. Destruction, so far, at Alewife will only protect against the worst possible storm in two years. Underground construction by easement could satisfy full 100 year flood needs. Delay would give "no choice" other than massive expansion of the already unreasonable environmental destruction and mass animal killing.

As a third photo attachment I am enclosing the 160 CambridgePark Drive developer's plans. You have destroyed most of the area below the river marked "Alewife Brook Reservation". The yellow structure is the first of the planned condos. The area between it and the destroyed "Alewife Brook Reservation" is the second project. The parking lot which is readily available for use for flood storage stretches to the right of the 160 project to Alewife Brook Parkway.

Appendix 3 goes into the existing outrages achieved at Magazine Beach and this year's attacks on the destroyed nesting area.

None of the destruction in the appendices has been meaningfully discussed in public prior to the fact. Lies and lies of omission have been normal.

Appendix 4 is my point by point notes on the 2006 study.

Sincerely,

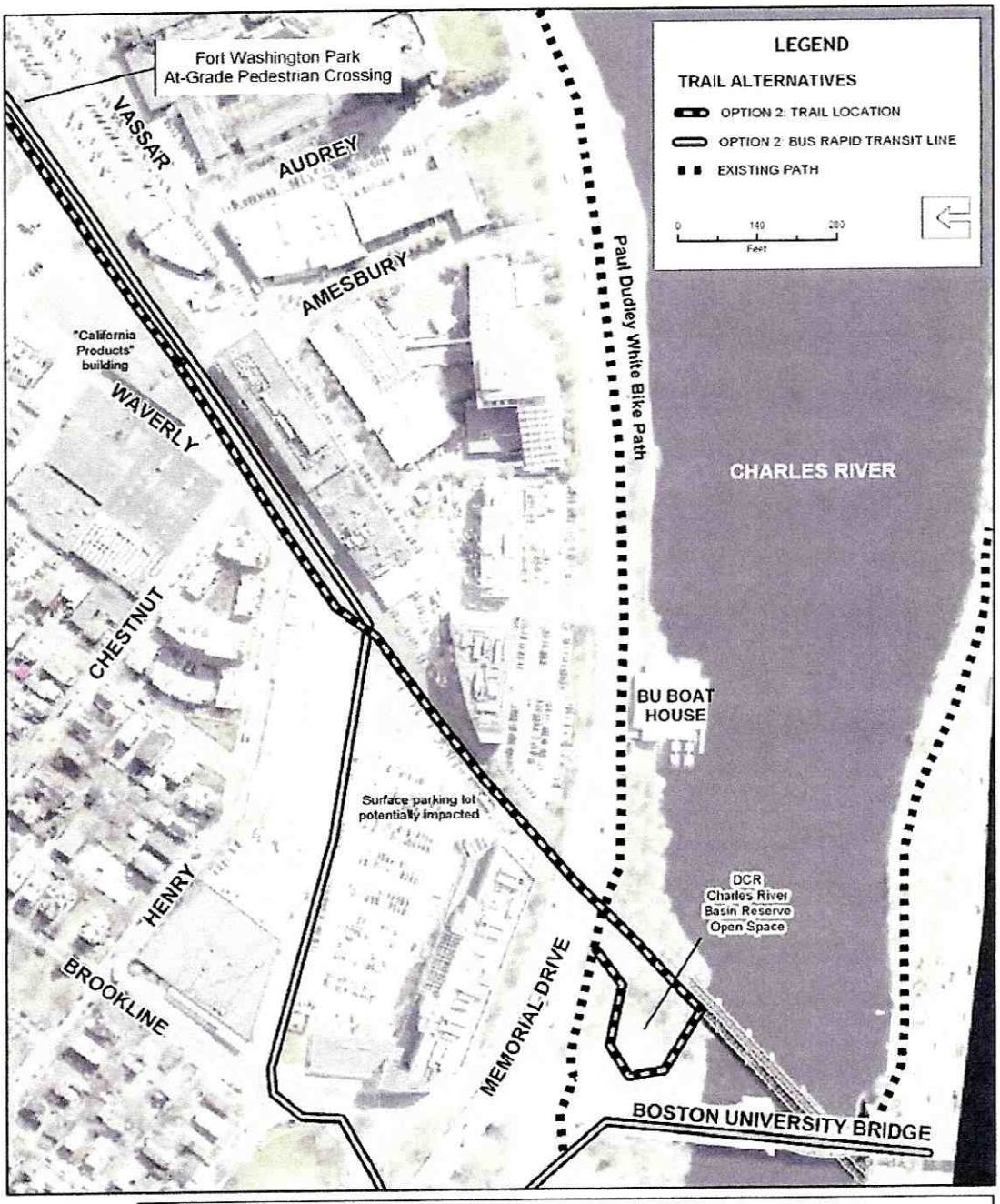
Robert J. La Trémouille

Attachments: 3 copied pages and 4 appendices as stated above.

cc: Department of Transportation
10 Park Plaza, Suite 4160
Boston, MA 02116

Department of Conservation and Recreation
251 Causeway Street, Suite 900
Boston, MA 02114-2104

Section 1: Charles River to Ft. Washington Park (RWT/BRT)



Option 2: Trail with Bus Rapid Transit
Section 1: Charles River to Ft. Washington Park

CM. 1

Recommendation

Fencing should be installed along the corridor. All fencing should be located a minimum of 10 feet from the nearest track centerline to allow for maintenance vehicles. Where the fence is located within 15 feet of the centerline of the nearest track, it should be designed to be removed as needed for rail maintenance work, unless adequate access can be provided on the opposite side of the tracks. All fencing should provide breaks or openings at least 5 feet wide every 500 feet to allow emergency access and escape.

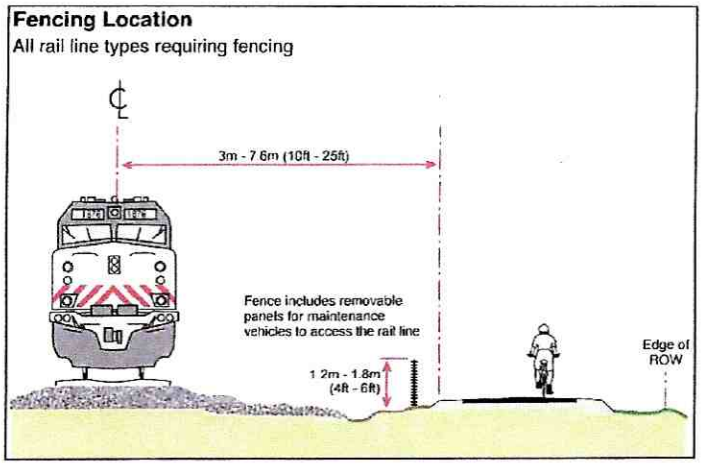


Figure 4-2. Fencing Location

With normal setback, fencing height should range between 36 inches and 48 inches, with 42 inches standard. On a roadway where the trail may be located closer than 15 feet from the edge of the trail to the centerline of the nearest track, the fence shall be at least 60 inches high with appropriate baffling material. Baffling material includes vegetation such as ivy or other vines, or a solid material such as wood.

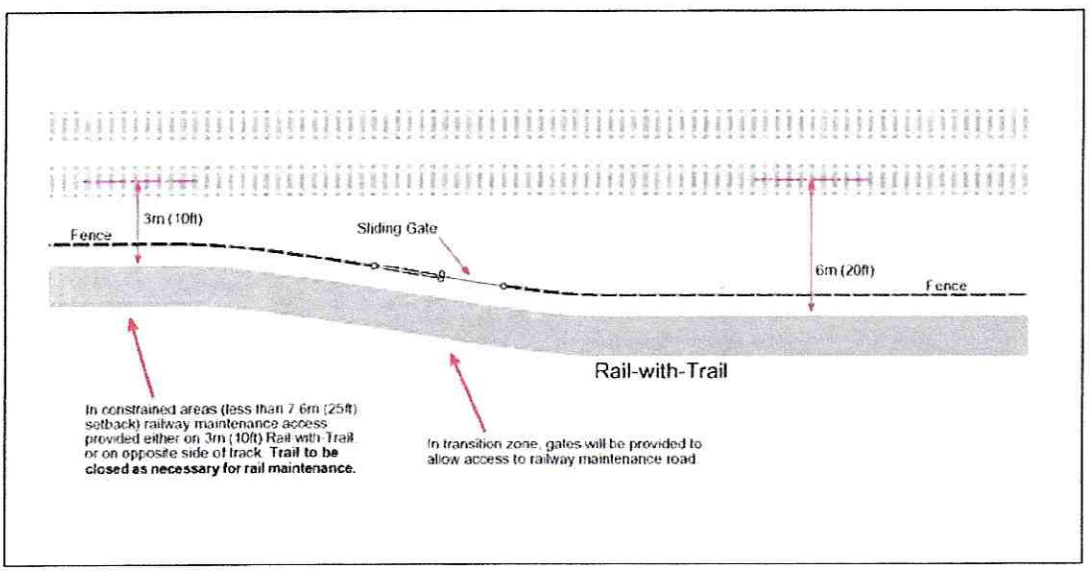
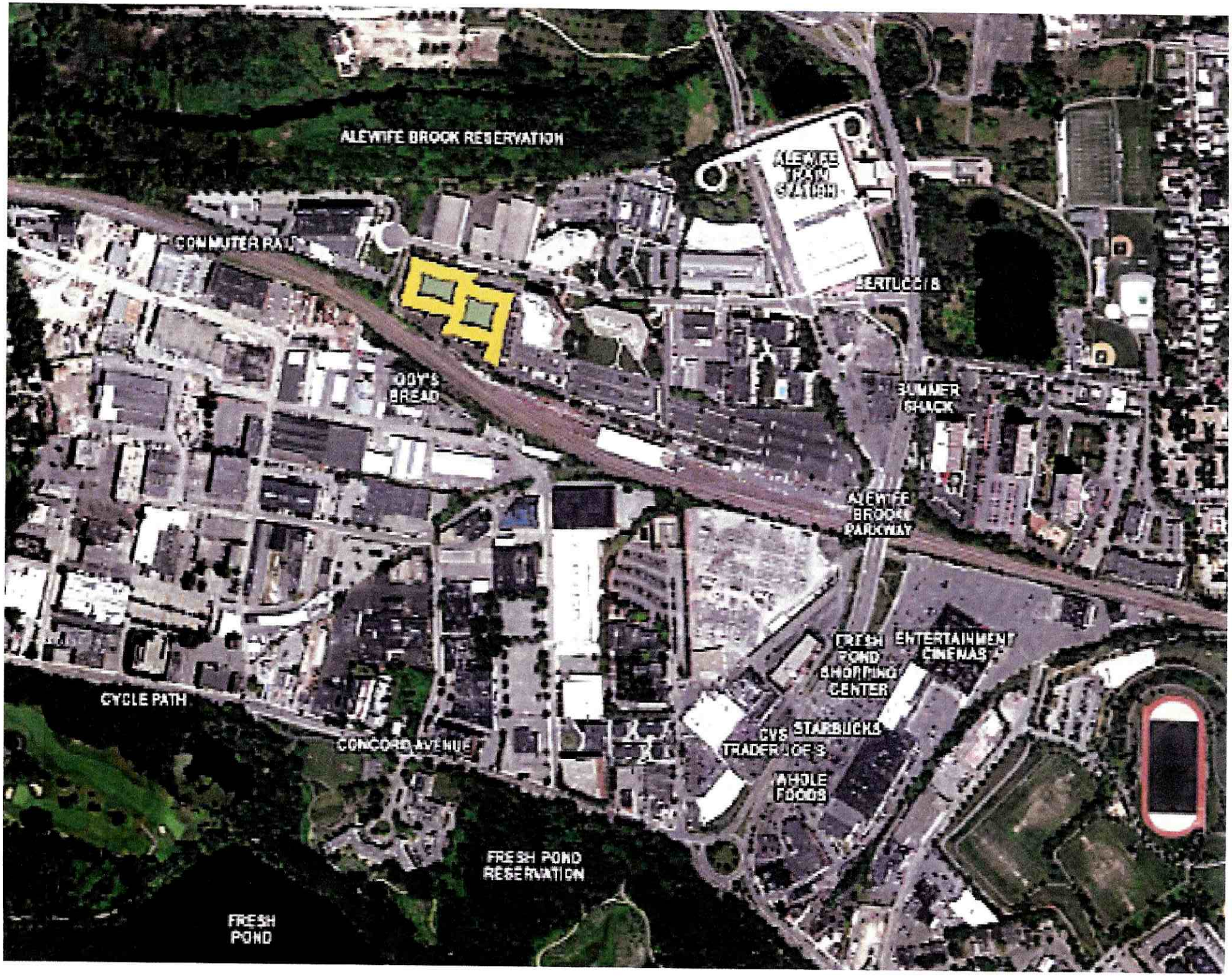


Figure 4-3. Railway Access

Regardless of fence type, railroad maintenance vehicles and/or emergency vehicles may need fence gates in certain areas to facilitate access to the track and/or trail. Fence design should be coordinated with railroad maintenance personnel, as well as representatives from utilities that extend along the corridor.


ALEWIFE BROOK RESERVATION
ALEWIFE T&M STATION
COMMUTER RAIL
BERTUCCI'S
ODY'S BREAD
SUMMER SHACK
ALEWIFE BROOK PARKWAY
FRESH POND SHOPPING CENTER
ENTERTAINMENT CINEMAS
CYCLE PATH
CONCORD AVENUE
CVS
STARBUCKS
TRADER JOE'S
WHOLE FOODS
FRESH POND RESERVATION
FRESH POND

Pg. 3

File

Grand Junction Development Discussions
Appendix 1. Reality on the Urban Ring plans.

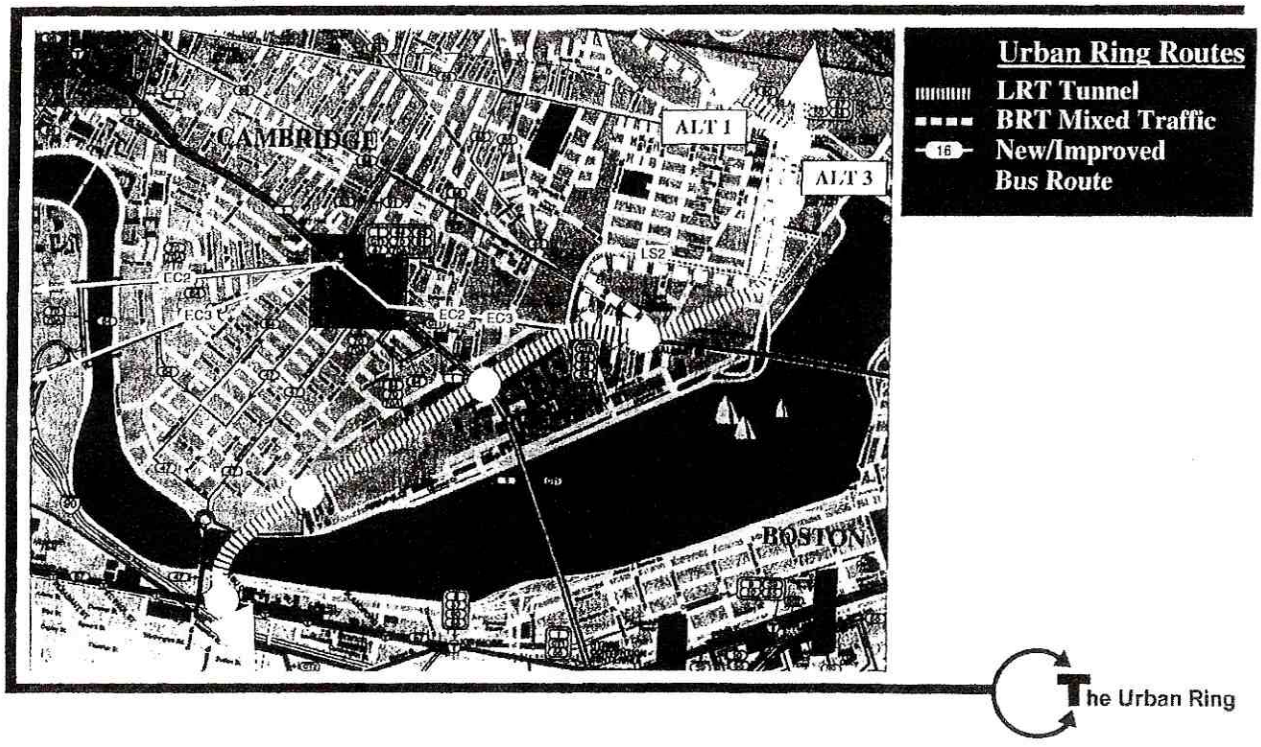
The Cambridge Administration has spent ten or twenty years lying that there is only one option under consideration for Urban Ring rail. That is not only false but the legislature is spending millions subsidizing the upgrade of Yawkey Station at the location which only appears on alternative which the City Administration claims does not exist. All of these maps are MBTA documents.

1. MBTA Urban Ring, BU Bridge Crossing, Cambridge Side

This is the alternative for which the Cambridge Administration puts out a pretty much non stop lie that it is the only alternative under consideration. The long hashed line parallel to and crossing the Charles River and having two dots on it is the proposed streetcar / light rail line.

Cambridge

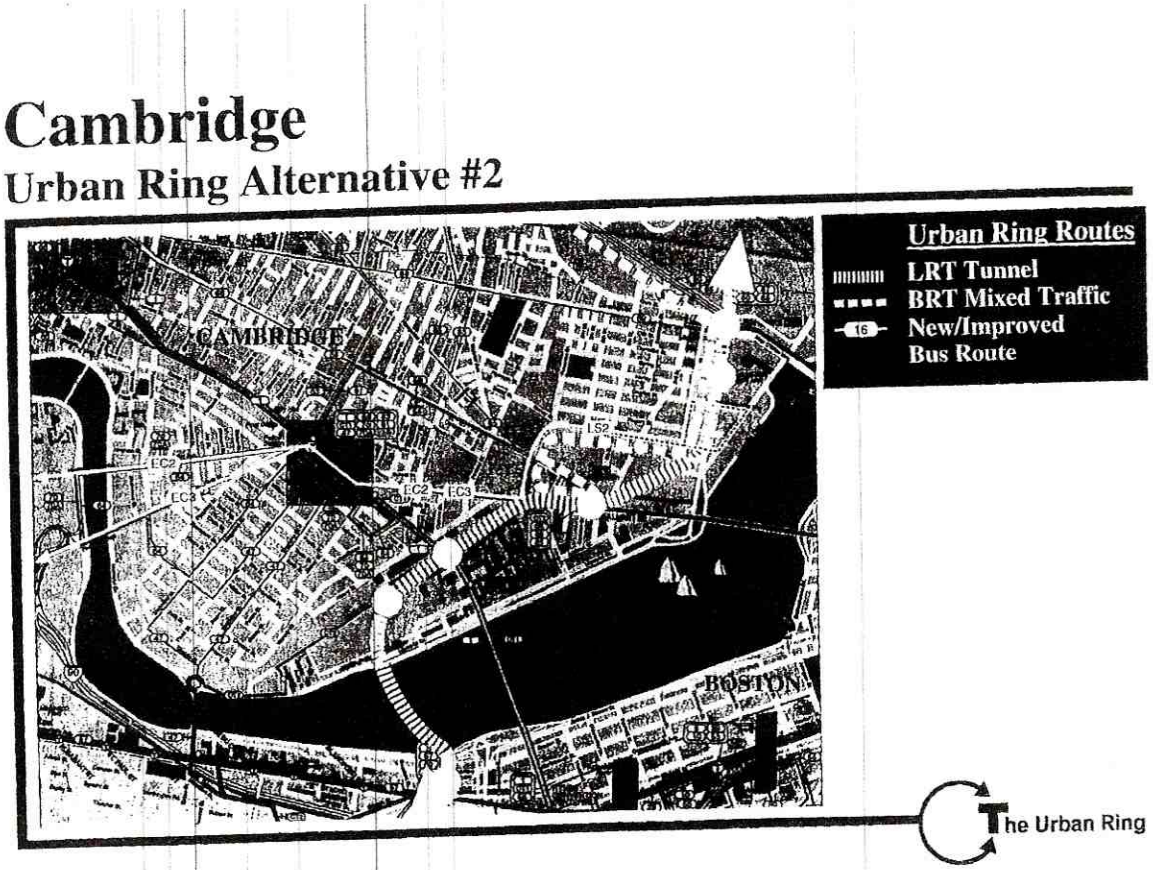
Urban Ring Alternatives #1 and #3



The dot in the very middle of the picture is an station at Massachusetts Avenue in the middle of the MIT campus. The dot to the very left is a station at Putnam Avenue in Cambridge. The crossing would be to the immediate east of the Grand Junction line, apparently breaking off to go underground after going under Memorial Drive, thus directly impacting and harming the wildlife habitat south of Memorial Drive including the nesting area of the Charles River White Geese.

Even a brief review of this photo demonstrates very severe harm to their habitat.

2. MBTA Urban Ring, Kenmore Crossing.



In this alternative, the Mass. Ave. Station continues to exist but, quickly after going under Mass. Ave., the Heavy Rail / Orange Line alternative swings south. First it goes under the MIT playing fields and then it goes under the Charles River, a much less environmentally destructive option.

The Cambridge Administration has spent ten or twenty years saying that this alternative does not exist.

It is environmentally responsible in dramatic contrast to the Administration's falsely described "only" route.

It has been subsidized by millions of dollars from the Legislature to upgrade Yawkey Station in place. Yawkey station in its current location is a key part of the Kenmore Crossing. The Cambridge Administration's "only" route would require Yawkey Station to be moved a half mile or more.

3. MBTA Urban Ring, Boston Side.

Three maps follow the text in this letter. The first is the MBTA's unedited presentation of the two alternatives on the Boston side. This is followed by my edit emphasizing the BU Bridge Crossing and my edit emphasizing the Kenmore Crossing. These maps are presented separately from text because trying to combine text and maps has confused my computer, even after upgrading the computer.

A. General Map.

This map is a good way to compare the relative locations of the two options and to see almost all the shared part.

The shared part is in the lower extreme of the map. The alternate lines are shown by moderately heavy broken lines.

The BU Bridge Crossing curves down from the left and meets the Kenmore Crossing which is a straight line top to bottom. The two lines meet under Brookline Avenue just before Beth Israel Deaconess Medical Center and curve in deep bore construction under BIDMC.

The wider black rectangle just after the curve ends is the proposed Longwood Medical Area Station under Longwood Avenue at Louis Pasteur Boulevard.

The line curves just before Huntington Avenue under the Massachusetts College of Art. It then curves again at Ruggles Street under undeveloped property of the Wentworth Institute of Technology. It ends at Ruggles Station on the Orange Line which is just off the map at bottom right.

Ruggles Station is off the map at bottom right.

B. BU Bridge Crossing.

The BU Bridge crossing would be constructed under University Road, which works as an on and off ramp for east bound traffic on Soldiers Field Road / Storrow Drive.

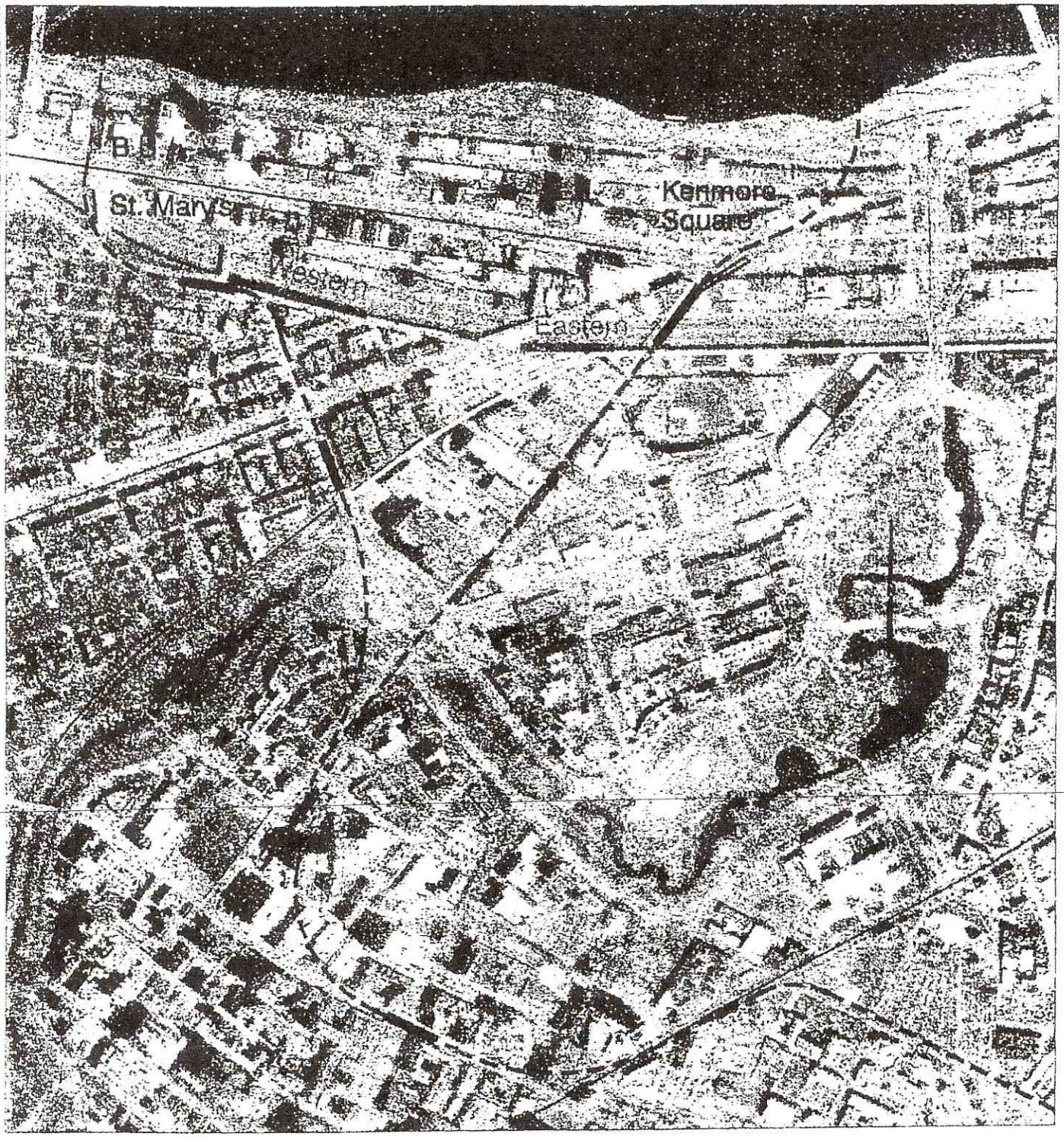
The path is hard to make out. At the top of the map, just south of the Charles River, the path is just to the left of "BU". It turns and comes to a black rectangle indicating the combined Urban Ring station at St. Mary's and the relocated Yawkey Station. Connection to the Green Line Commonwealth Avenue branch is by tunnel under St. Mary's dropping people on the south sidewalk of Commonwealth Avenue.

The route then turns at Park Drive and comes to another underground station between a new Green Line Station under Beacon Street (Green Line, Cleveland Circle branch) and the Riverside Station (Riverside Branch of the Green Line).

These two stations attempt to duplicate the function of the Urban Ring station in the Kenmore Crossing located between Yawkey and Kenmore Stations and creating one big megastation.

The path is hard to make out. At the top of the map, just south of the Charles River, the path is just to the left of "BU". It turns and comes to a black rectangle indicating the combined Urban Ring station at St. Mary's and the relocated Yawkey Station. Connection to the Green Line Commonwealth Avenue branch is by tunnel under St. Mary's dropping people on the south sidewalk of Commonwealth Avenue.

MBTA CONTRACT NO. X2P582 FILE I:\URBAN\align123.DWG



Legend:

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

Fenway / Kenmore Area

Commuter Rail and Urban Ring Alternatives

Kaiser Engineers

Jan. 2000

0 400 800 FT

Appx 1, pg. 5

Apt 1, Sc. 6

Grand Junction Development Discussions
Appendix 2. Ongoing outrages at Alewife.

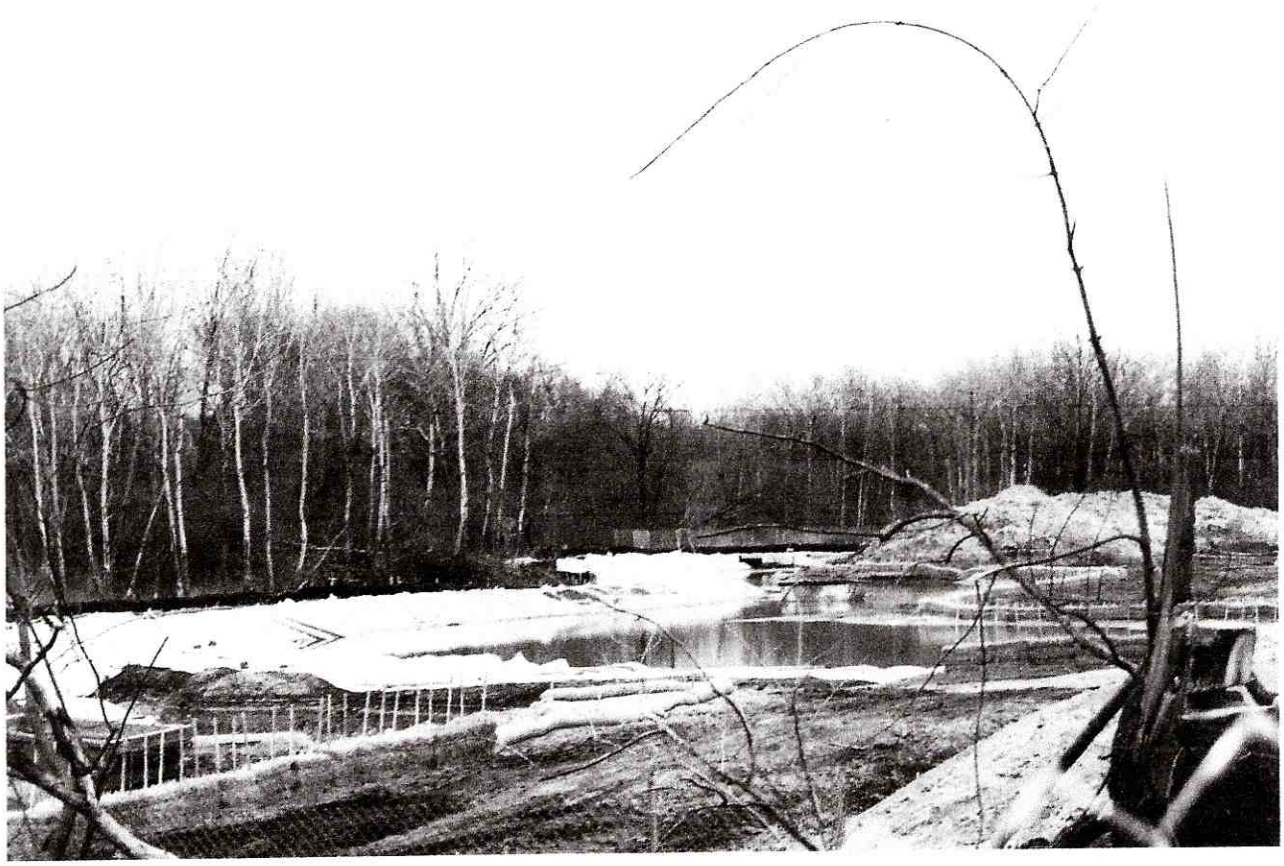
This is the acres of virgin woodland destroyed by Cambridge and the DCR. The undestroyed woods is what was destroyed to create this wasteland. Photo was taken on February 16, 2012.

People with connection to the Cambridge Administration ran around for years claiming to be defending Alewife and telling people to stand up to private developers.

The City Administration and its "activist" friends claim that this destruction is for flood protection for North Cambridge. Cross examination determined that the "protection" will protect against the worst storm in any two year period. The location has seen two fifty year storms in the last twenty years and should be protected against 100 year storms.

When North Cambridge finds out the lie, the Cambridge Administration and its friends will respond that they have "no choice" but to continue and greatly expand the destruction.

But, for the time being, there is a choice. The choice is across the street but the most important part of the alternate could disappear very quickly and the friends of the Cambridge Administration are stalling, telling people to yell at the owner instead of communicating with the City of Cambridge which should be taking the property's underground rights by eminent domain and jointly developing the condo project currently far into planning.



The following photo is of the largest parking lot of the massive contiguous parking lot where the flood storage belongs. This massive parking lot in common ownership stretches behind the building to Alewife Brook Parkway.

Grand Junction Development Discussions
Appendix 2. Ongoing outrages at Alewife, continued.

It is directly across CambridgePark Drive from the above environmental outrage.

The owner is subdividing for the construction of a condo building in this part of the parking lot. The condo includes flood storage for the building only. The type of construction used by the condo developer can be stretched and build deeper under the proposed condo building and the parking lot but in a much larger scale is what is needed to protect North Cambridge. Photo taken June 30, 2011.

The same organization which destroyed the above woodlands by telling people not to look at what Cambridge and the DCR were destroying is now telling people to yell at the developer. The developer has no duty to protect Cambridge against anything more than the results of his own development.

If the developer goes ahead "as of right" the destruction accomplished by Cambridge will be repeated multifold because Cambridge "has no choice."

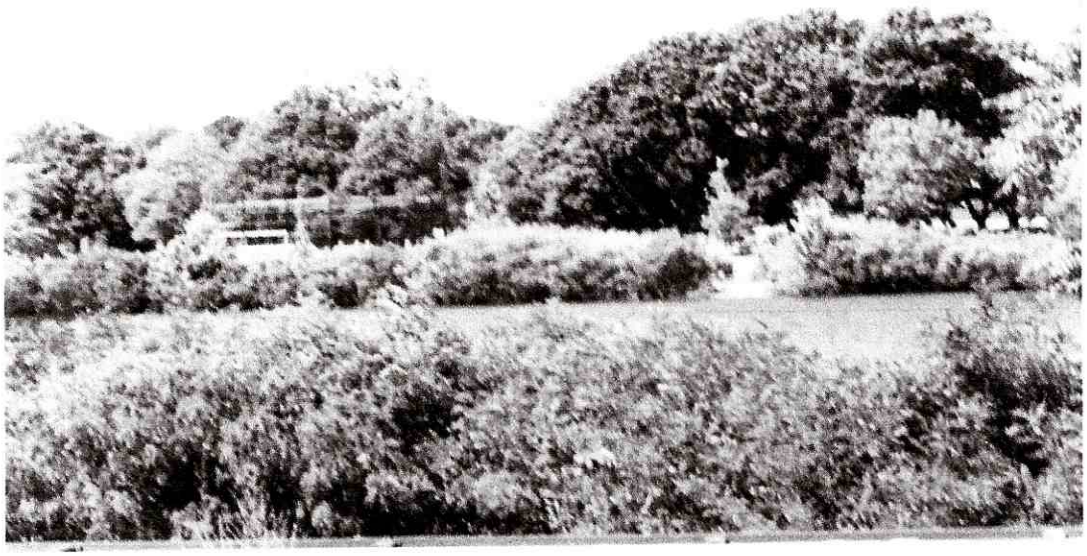
But Cambridge has a choice. The Cambridge City Council should be taking this property by eminent domain and developing the needed flood protection in concert with the private developer of the parking lot. The parking lot developer in putting nothing underground but flood protection. Increasing the flood protection by enlarging his concept all over the parking lot is exactly what is needed, and can be done, if the City Council stands up to the fake "activists" fighting for destruction of Alewife by preventing the needed action until it is too late, i.e. by stalling until the developer is going forward without the flood protection needed to protect North Cambridge.

Grand Junction Development Discussions
Appendix 3. Environmental Nightmare at Magazine Beach / The Destroyed Nesting Area.

All of these items have never been publicly discussed or are exactly the opposite of what has been publicly discussed.

1. Magazine Beach Walled off from the Charles River, Phase 1.

This is the current status of Magazine Beach viewed from the Boston side.



Exactly ZERO public discussion has been allowed as to whether you would close off access between the playing fields and the Charles River. These bushes have grown without limit since you planted them.

The tiny opening used to be a boat dock, but you have blocked access to the boat dock from the Cambridge side.

The state's manager has bragged that this outrage starves the Charles River White Geese by keeping them out of their home, their feeding grounds since 1981.

The falsely named Charles River "Conservancy" conducted a media event bragging that this outrage assists swimming in the Charles.

The second picture shows the same opening from the Cambridge side. Vegetation on the Boston side is small bushes on a steep incline. The Cambridge side is flat. Obstructions to vehicle access to this light and previously unnecessary bridge can be seen just in front of the camera.

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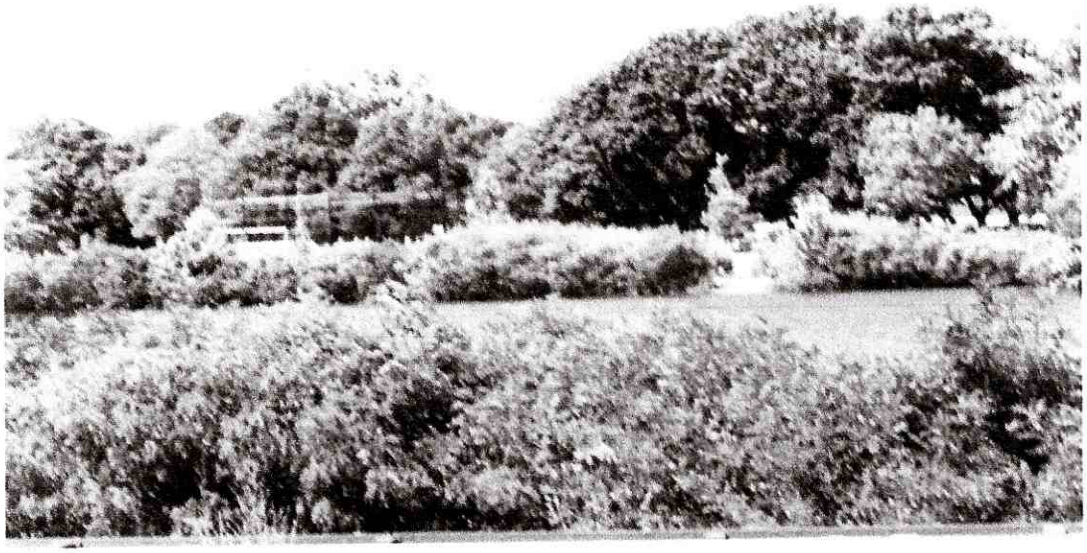

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2. Prior status at Magazine Beach, the norm everywhere else on the Charles River Basis.

This is a photo of the area just to the west of Magazine Beach.

Cambridge is on the far side of the Charles River. The reddish structure appears to be the Magazine Beach pool.

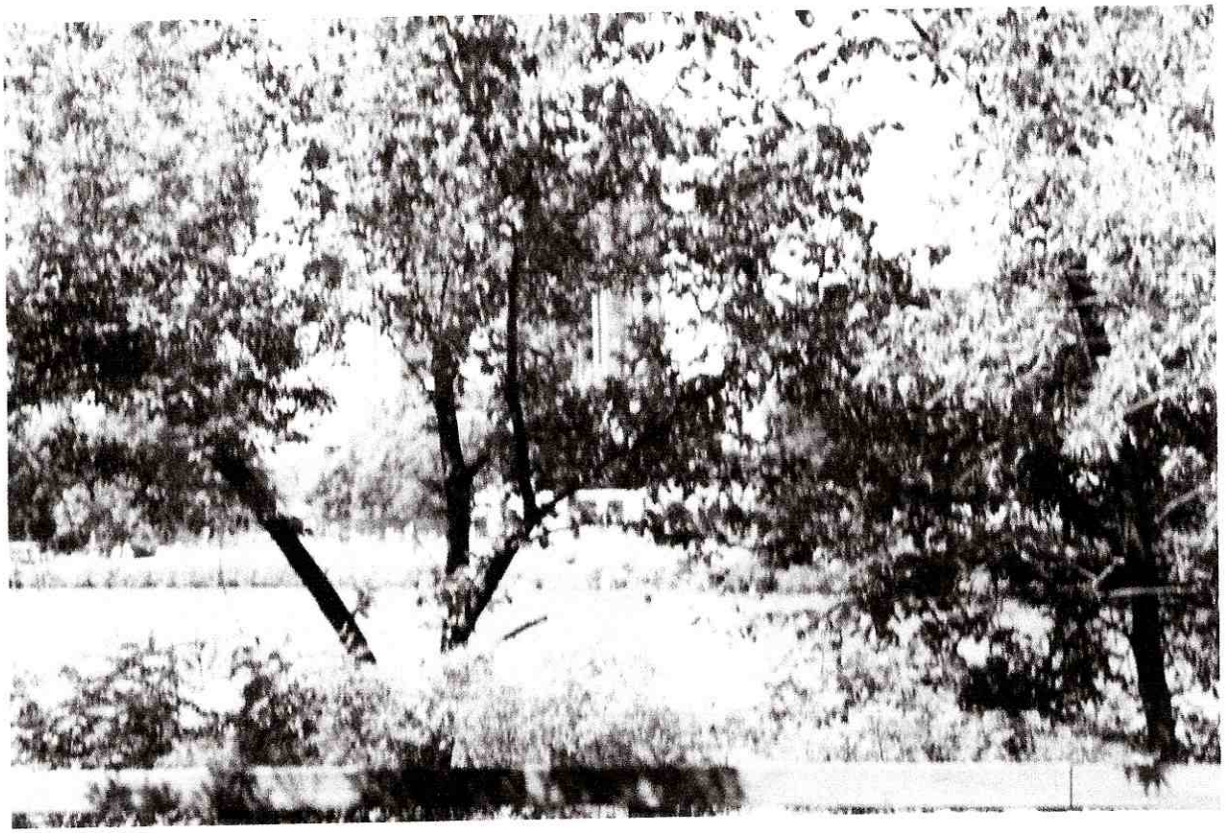
At the river's edge in Cambridge is native vegetation which is normal on the Charles River.

I have seen the Boston Conservation Commission express shock at destruction of such vegetation on the Boston side because of harm to migratory waterfowl. Destruction is commonly done by the falsely named Charles River "Conservancy" as agent for the Department of Conservation and Recreation.

During the period the CRC has worked for the DCR pretty much all native ground vegetation between the BU Boathouse has been destroyed and does not regrow, indicating a likelihood of poisoning.

Native vegetation bordering the Charles River is commonly destroyed twice a year. The vegetation shown on the Cambridge side is a continuation of and very similar to the native vegetation at the playing fields destroyed as part of the playing fields project. The bizarre introduced wall which replaced the native vegetation at Magazine Beach is never trimmed.

The small size of the bushes on the Boston side of the Charles is clear in this photo. The wooden structure is Soldiers Field Road's guard rail separating pedestrians and bicyclists from the bushes and from the steep incline on the Boston side on which they grow. The distance to the Charles River, horizontally, is small. Vertically, the distance is larger. The bases of the Boston trees, I should think, are a fair distance below the highway.



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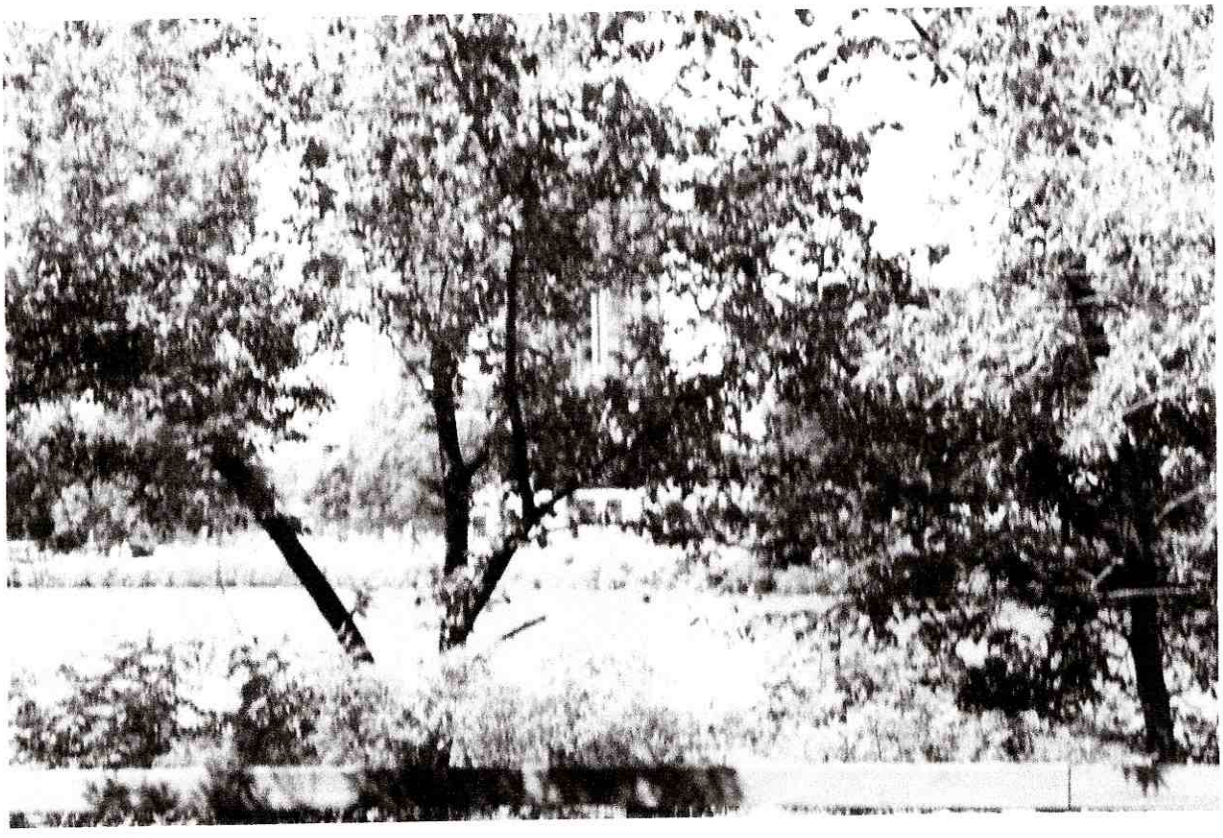

3. Situation at Magazine Beach between phase 1 and phase 2 destruction.

On planting the outrage blocking off Magazine Beach from the water, you left an opening at the destroyed boat dock through which the Charles River White Geese entered and fed. This photo was taken by an MWRA official in 2006.

The vegetation to the right is the status of that bizarre wall in 2006. Note that in 2006, the boat dock was not accessible. The following is an additional photo from the same event and photographer. It shows the status of that bizarre wall in 2006. The orangish items are likely the destroyed boat dock.

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4. Situation at Magazine Beach Phase 2 destruction.

The Cambridge Administration and its friends were offended that the Charles River White Geese could get food by walking through the destroyed dock. In phase 2 you created a second wall to prevent entrance through the destroyed boat dock, of course never explained or even publicized. This is the current situation. All access to food is blocked.

The barriers have not been moved from the prior photo. The artificial bridge is unchanged as well. It is on the far side and left of the trash bin.

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5. Current situation at Destroyed Nesting Area.

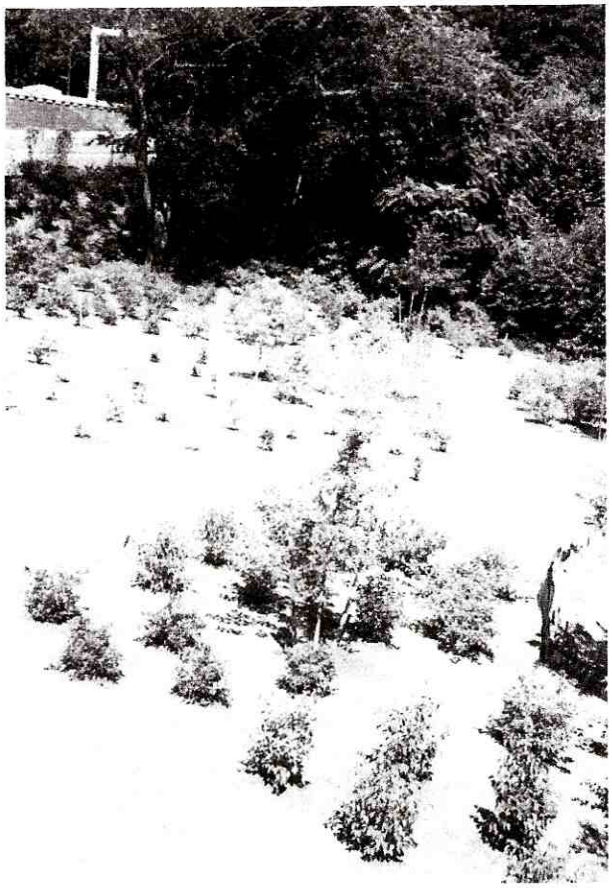
You have confined the Charles River White Geese to the area east of the BU Bridge. Your intended starvation has been prevented by volunteers feeding them.

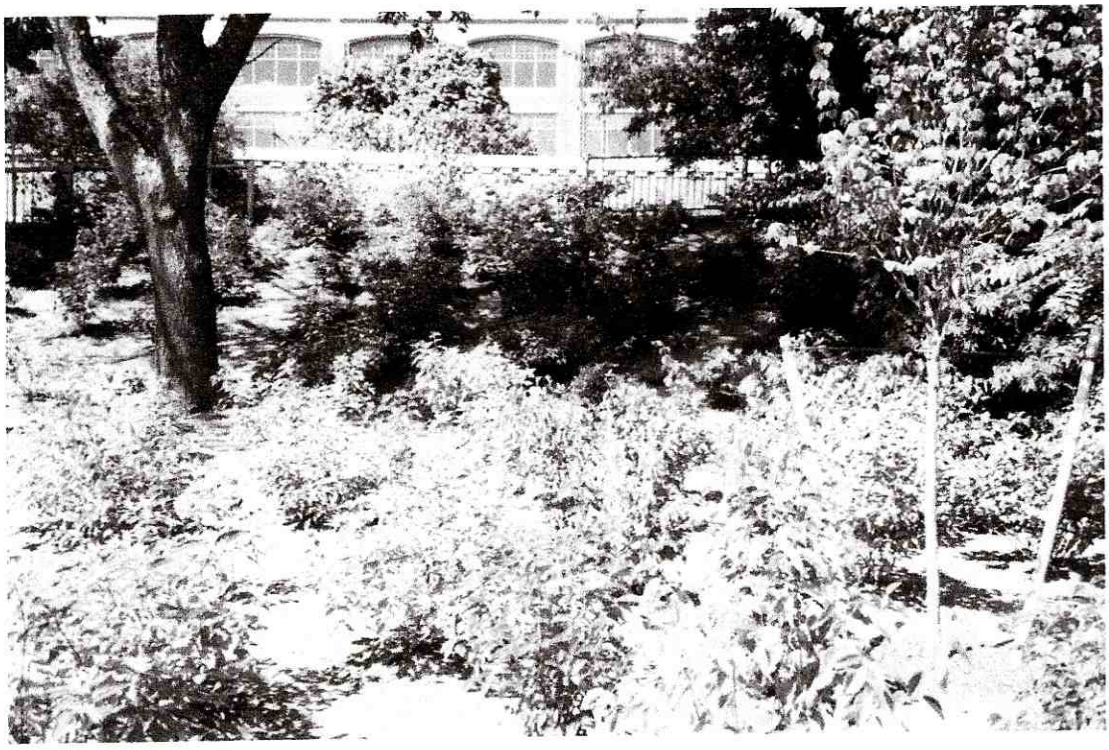
This year you / your friends introduced bushes into the area where, for most of the last more than 30 years, the Charles River White Geese have made most of their nests.

I would suggest you compare these photos to the photos of the impenetrable wall in 2006, the second and third preceding photos.

This is also the area where the small vehicle highway is intended to go after crossing under Memorial Drive.

The grey areas look like they are intended small vehicle highways.





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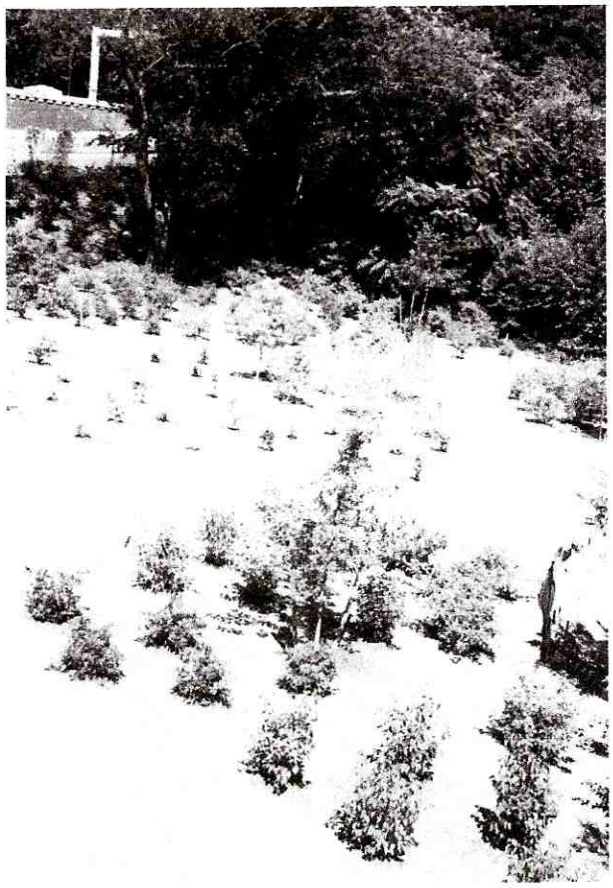

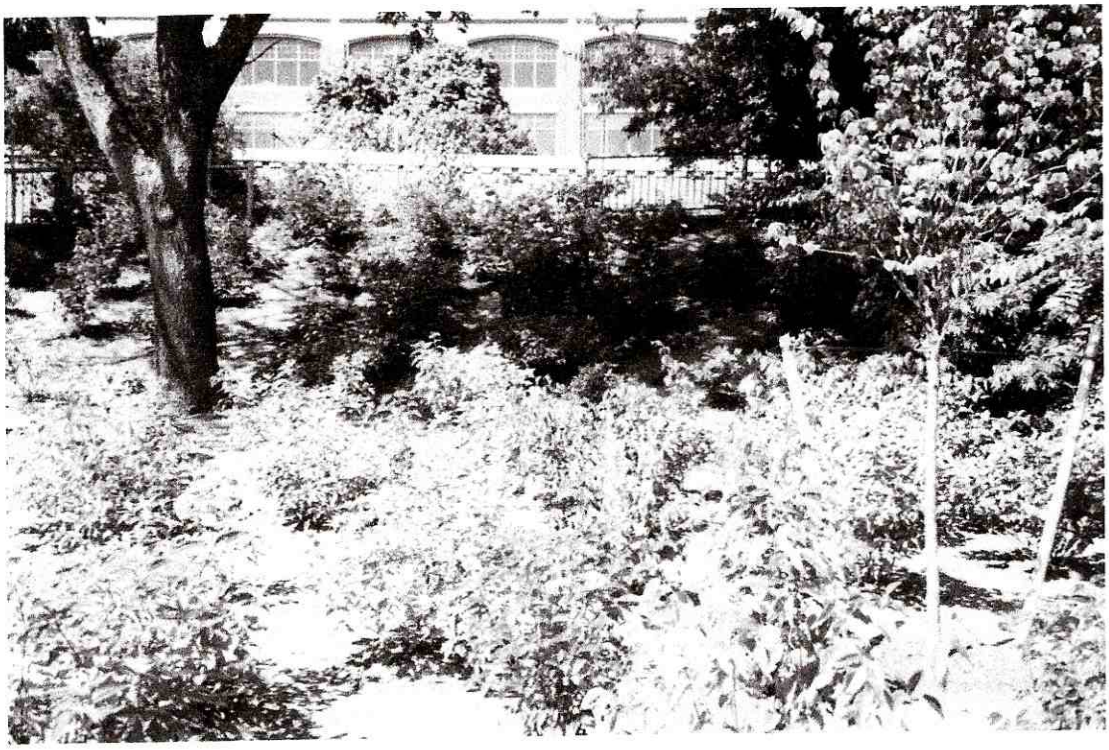

6. The lie of improved playing fields.

Another totally unannounced change by you came in your destruction of grass which had been in the playing fields for the better part of a century and its replacement with sickly grass which cannot survive without poisons.

You did not destroy the grass on the top of the hill to the west which is the same as the grass you casually destroyed.

The sickly stuff needs poisons to survive. You destroyed major portions of the playing fields to drain off these poisons "needed" only to keep alive sickly grass which should not have been introduced in the first place.

These are photos from 2010.

This is only part of the playing fields which you have destroyed to drain off poisons to keep alive sickly grass which should not even be there.

To look at the grass you destroyed on the playing fields, go to the hillside just to the west. You did not destroy that portion of the grass. It is still there, thriving without poisons.

The solution is simple. Stop spending money on poisons. Start spending money on the healthy grass you destroyed. When the healthy grass is returned, fill in the drainage ditches and get back the playing fields you used to have.

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