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September 19, 2012

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Cambridge City Council
c/o City Clerk
City of Cambridge
795 Cambridge Street
Cambridge, MA 02139
OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

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,



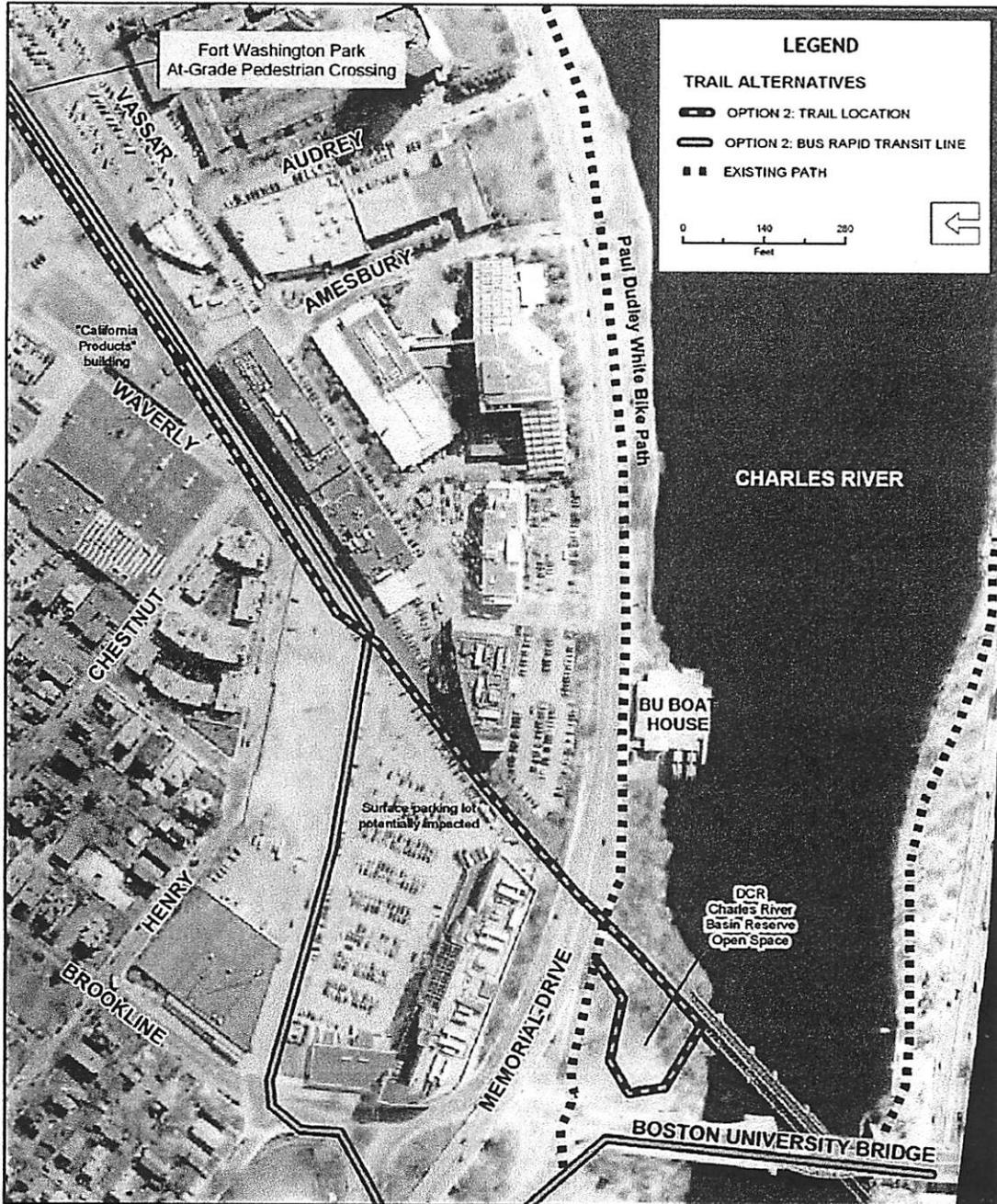
Robert J. La Trémouille

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

PM. 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.

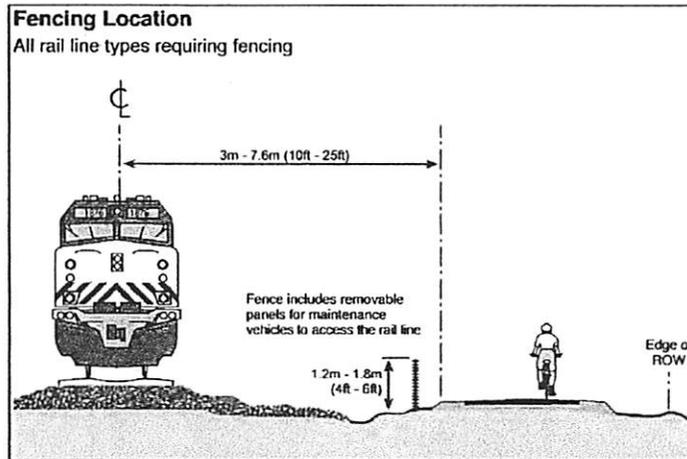


Figure 4-2. Fencing Location

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.

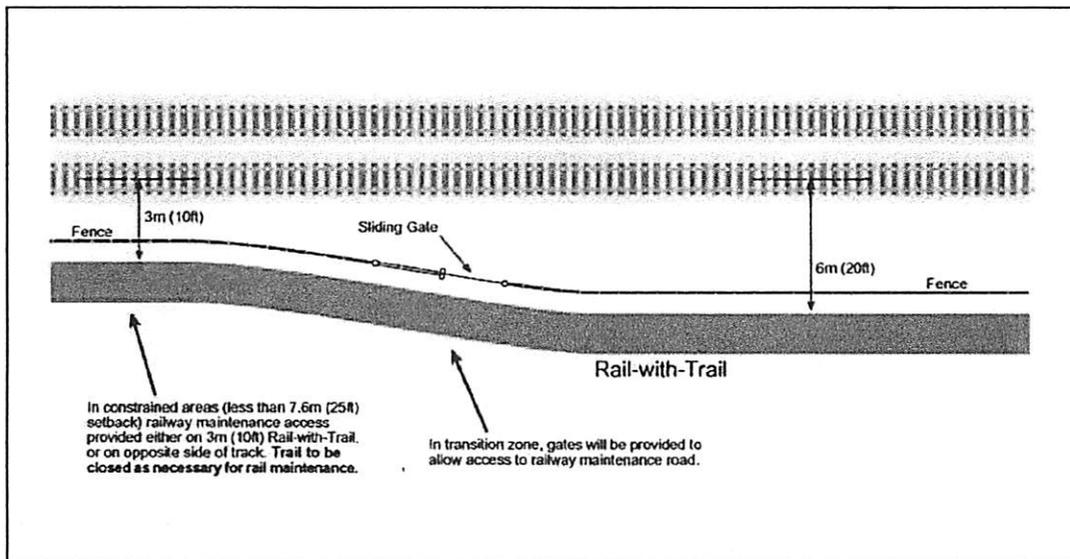
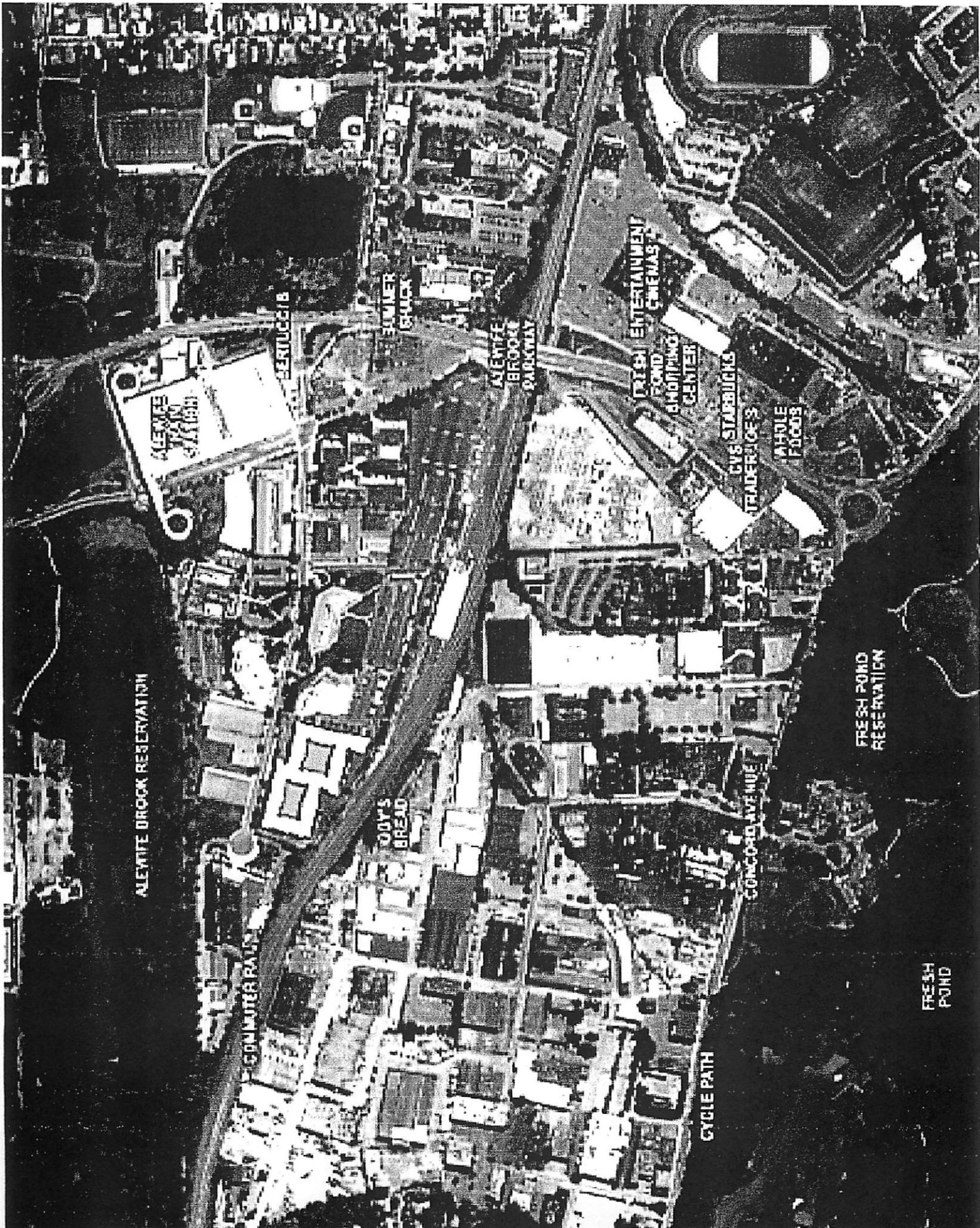


Figure 4-3. Railway Access

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.

PA.2



ALEWIFE BROOK RESERVATION

CONCORD AVENUE

ODDY'S BREAD

SUMNER CHUCK

ADVENTURE BROOK PARKWAY

FRESH POND SHOPPING CENTER

CVS STARBUCKS

TRADER JOES

WHOLE FOODS

CYCLE PATH

FRESH POND RESERVATION

FRESH POND

ALEWIFE TRAIN STATION

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

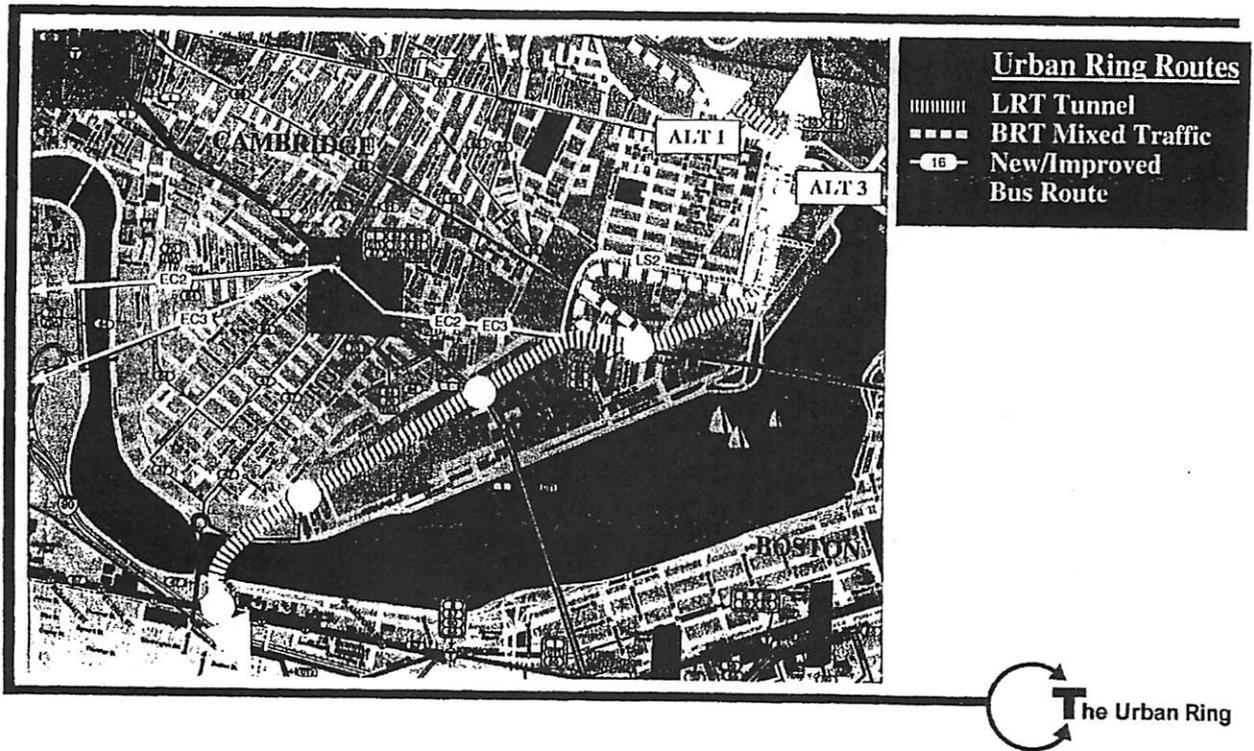
The Cambridge Administration has spent ten or twenty years lying that there is only one option under consideration for Urban Ring rail. That is not only false but the legislature is spending millions subsidizing the upgrade of Yawkey Station at the location which only appears on alternative which the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



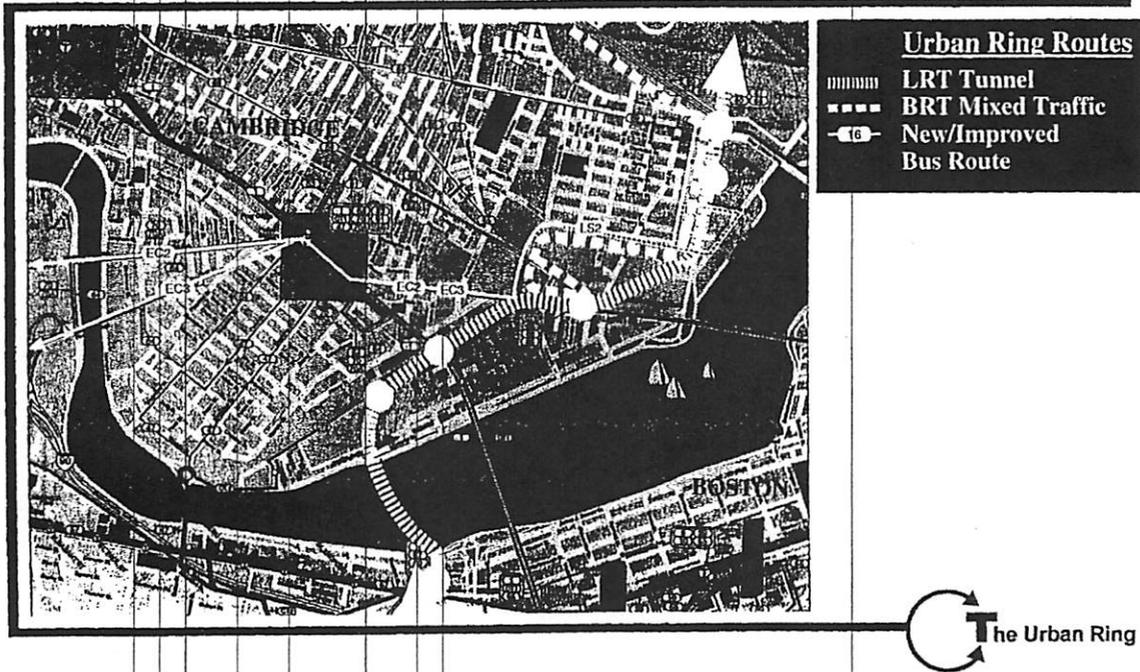
The dot in the very middle of the picture is a station at Massachusetts Avenue in the middle of the MIT campus. The dot to the very left is a station at Putnam Avenue in Cambridge. The crossing would be to the immediate east of the Grand Junction line, apparently breaking off to go underground after 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.

Cambridge

Urban Ring Alternative #2



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.

Grand Junction Development Discussions
Appendix 1, Reality and the Urban Ring Plans, Page 4.

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 Fenway Park 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 necessary new station on the Cleveland Circle line (C branch) at Beacon and Park Drive to make the connection with the Urban Ring street car is not shown on the map.

C. MBTA Urban Ring, Boston Side, Kenmore Crossing.

The Kenmore Crossing tunnel runs under Raleigh Street in eastern Kenmore Square.

As shown, the Kenmore Crossing would have a new station under Brookline Avenue with direct connections to Yawkey Station, Kenmore Station and Fenway Park, creating covered connections among Commuter Rail, Urban Ring and the three Green Line Branches.

The new station shows on the map as a solid rectangle rising to the right slightly more than half an inch below "Kenmore Square."

Yawkey Station shows on the map as the less large black rectangle above and to the left of the proposed Urban Ring station.

The legislature is spending millions upgrading Yawkey Station. Thus, Yawkey Station is not going anywhere, contrary to the needs of the BU Bridge Crossing.

The legislature has spent millions subsidizing the Kenmore Crossing and making the alternative the Cambridge Administration claims does not exist (Kenmore Crossing) much less likely than the one the Cambridge Administration claims is the only Crossing that exists (BU Bridge Crossing).

The Kenmore Crossing line proceeds under Brookline Ave., going under BIDMC as shown on the General Map.

4. Reality and the Cambridge Administration.

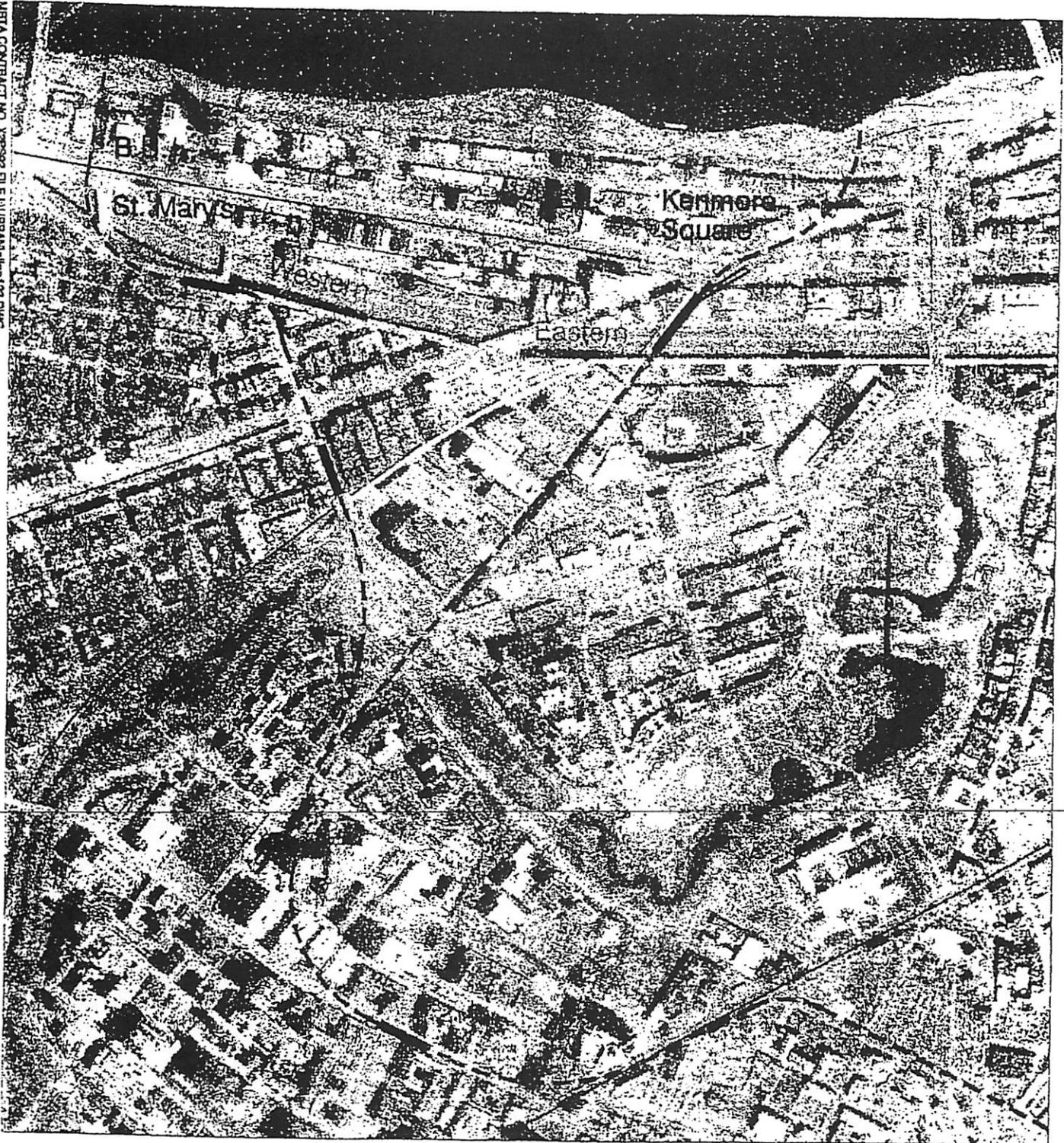
The Cambridge Administration and its activists and influenced organizations have spent years denying the existence of the Kenmore Crossing.

They have no meaningful argument for the BU Bridge Crossing.

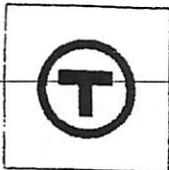
The Kenmore Crossing is far superior both from an environmental and a transportation point of view. It has now received millions of dollars in subsidies in the legislature's funds for the upgrading of Yawkey Station in place.

But the Administration says the Kenmore Crossing does not exist.

BSTA CONTRACT NO. X87582 FILE NUMBER 1121.DWG



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



Fenway / Kenmore Area

Commuter Rail and Urban Ring Alternatives

 Kaiser Engineers

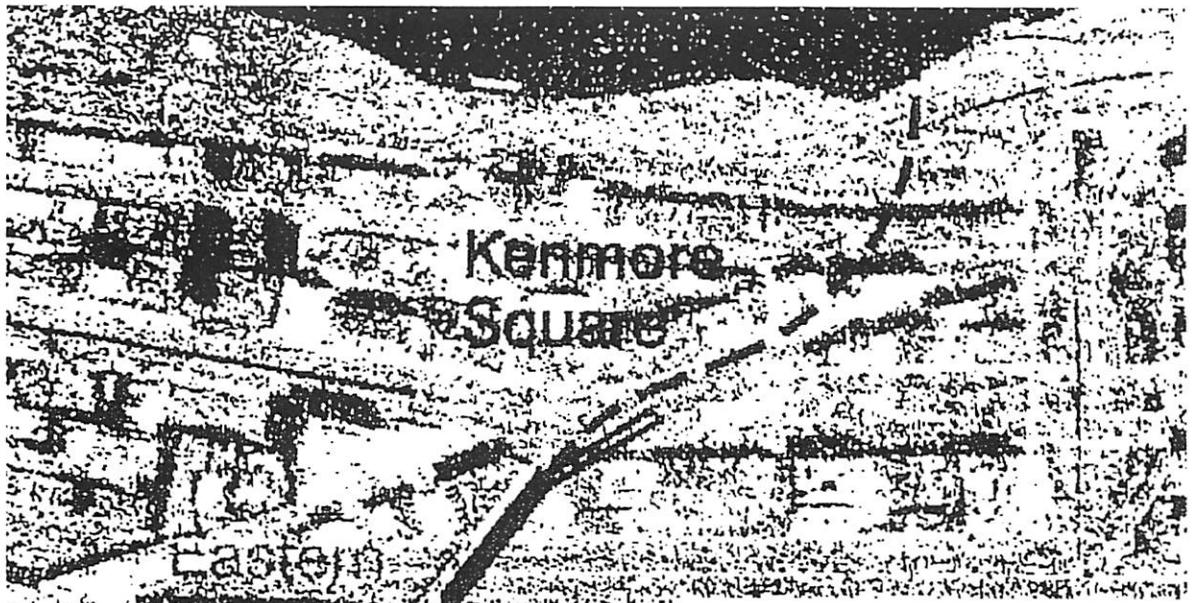
Jan. 2000



App. 1, p. 5



App 1, p. 6



Apr 1, A. 7

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 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 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.



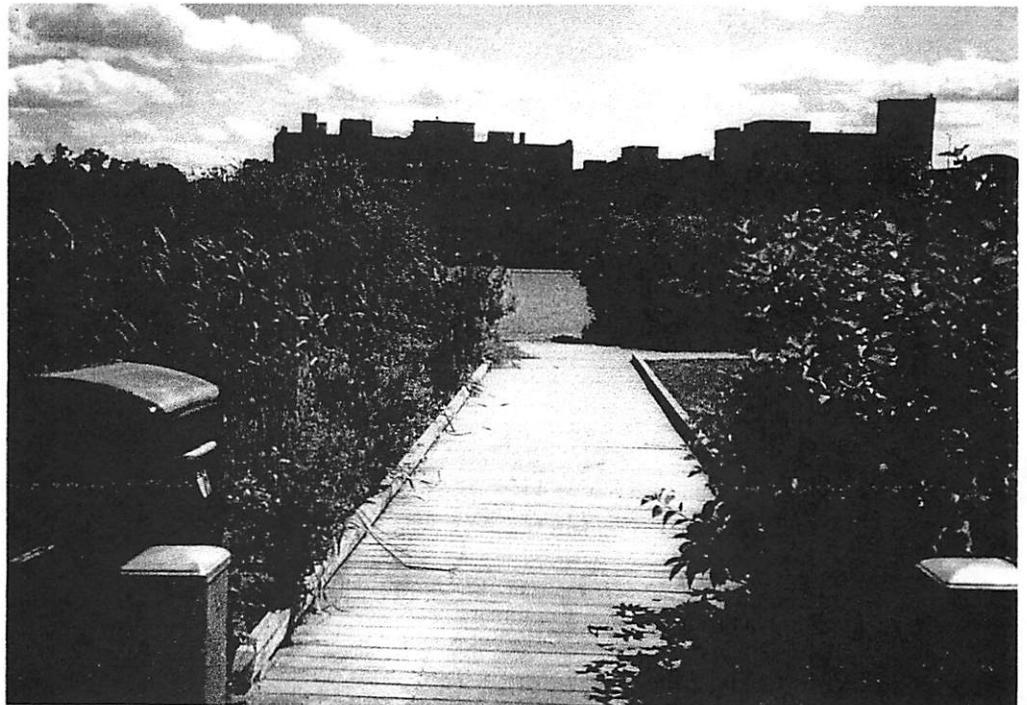
The state's manager has bragged that this outrage starves the Charles River White Geese by keeping them out of their home, their feeding grounds since 1981.

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.



Grand Junction Development Discussions

Appendix 3. Environmental Nightmare at Magazine Beach / The Destroyed Nesting Area, page 2.

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.

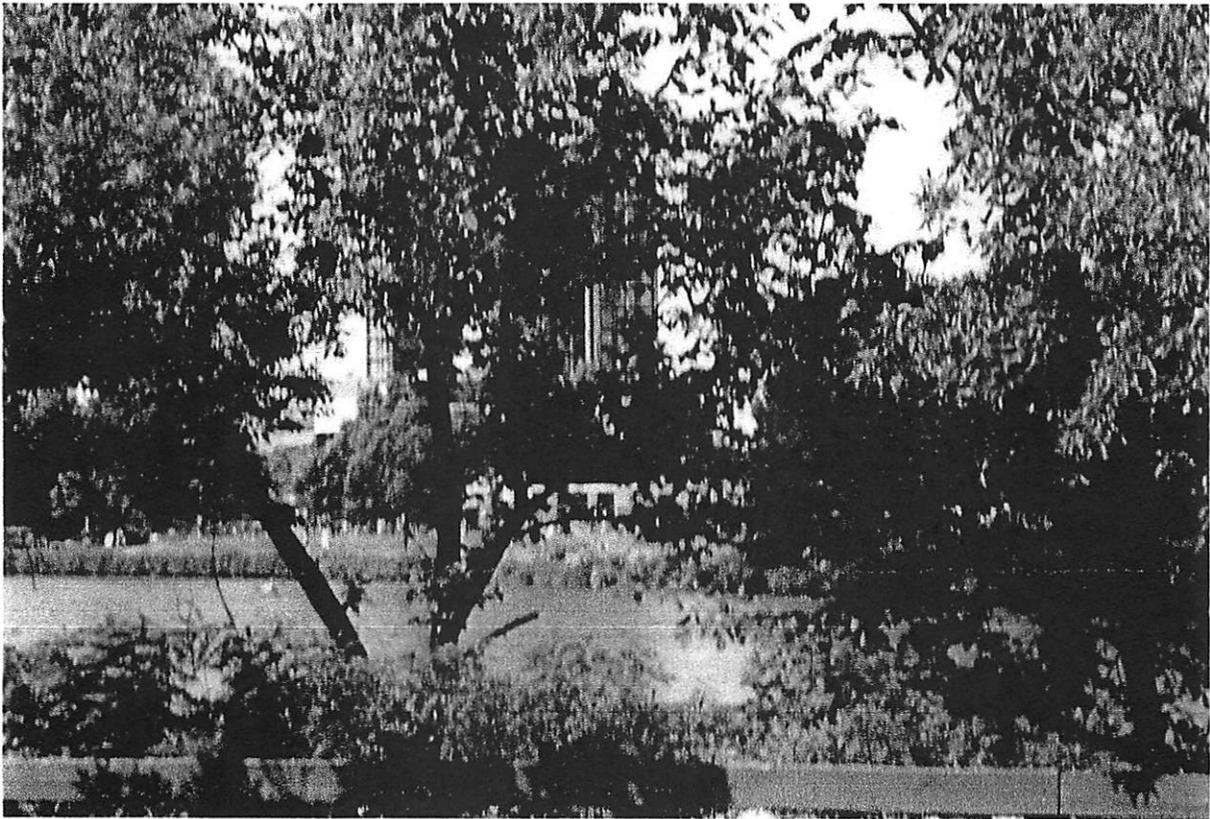
At the river's edge in Cambridge is native vegetation which is normal on the Charles River.

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.

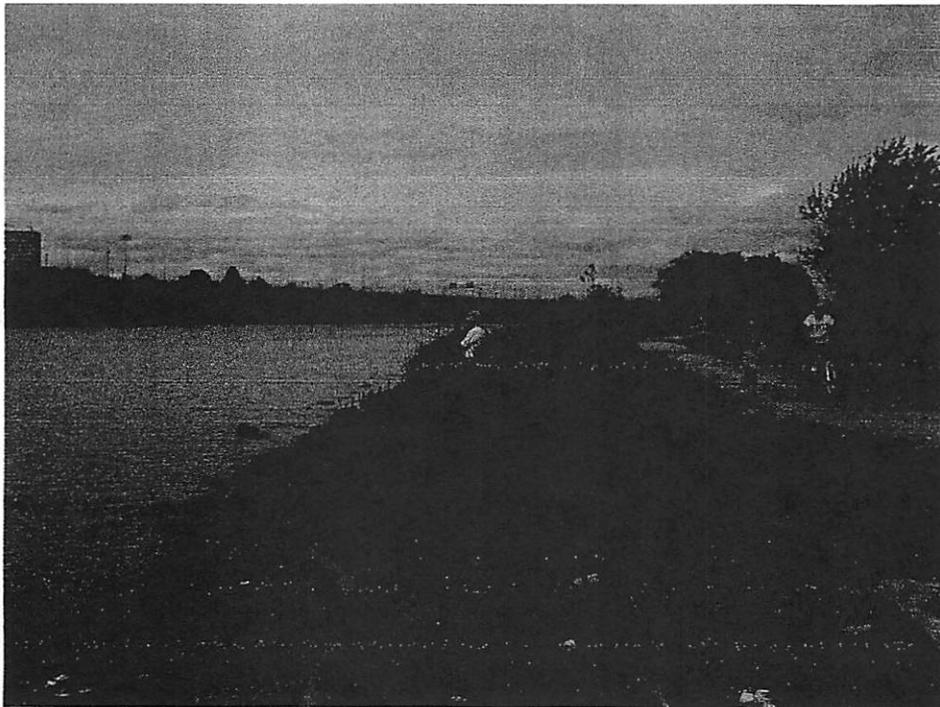


3. Situation at Magazine Beach between phase 1 and phase 2 destruction.

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.



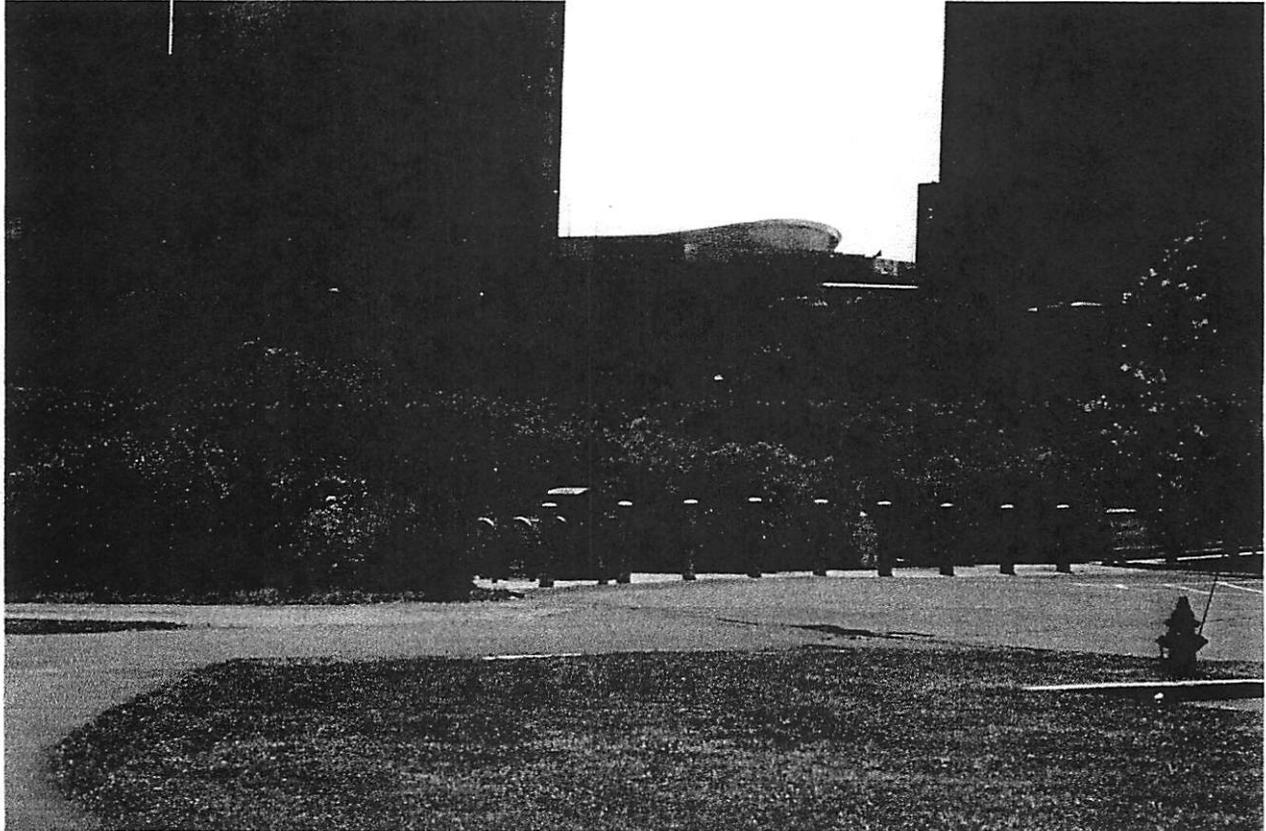
Grand Junction Development Discussions

Appendix 3. Environmental Nightmare at Magazine Beach / The Destroyed Nesting Area, page 4.

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.



5. Current situation at Destroyed Nesting Area.

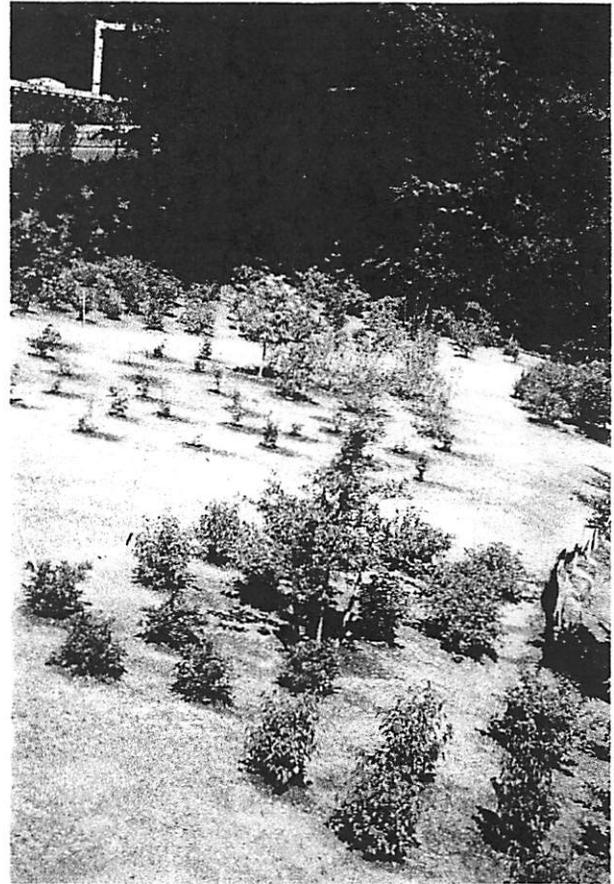
You have confined the Charles River White Geese to the area east of the BU Bridge. Your intended starvation has been prevented by volunteers feeding them.

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.



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.

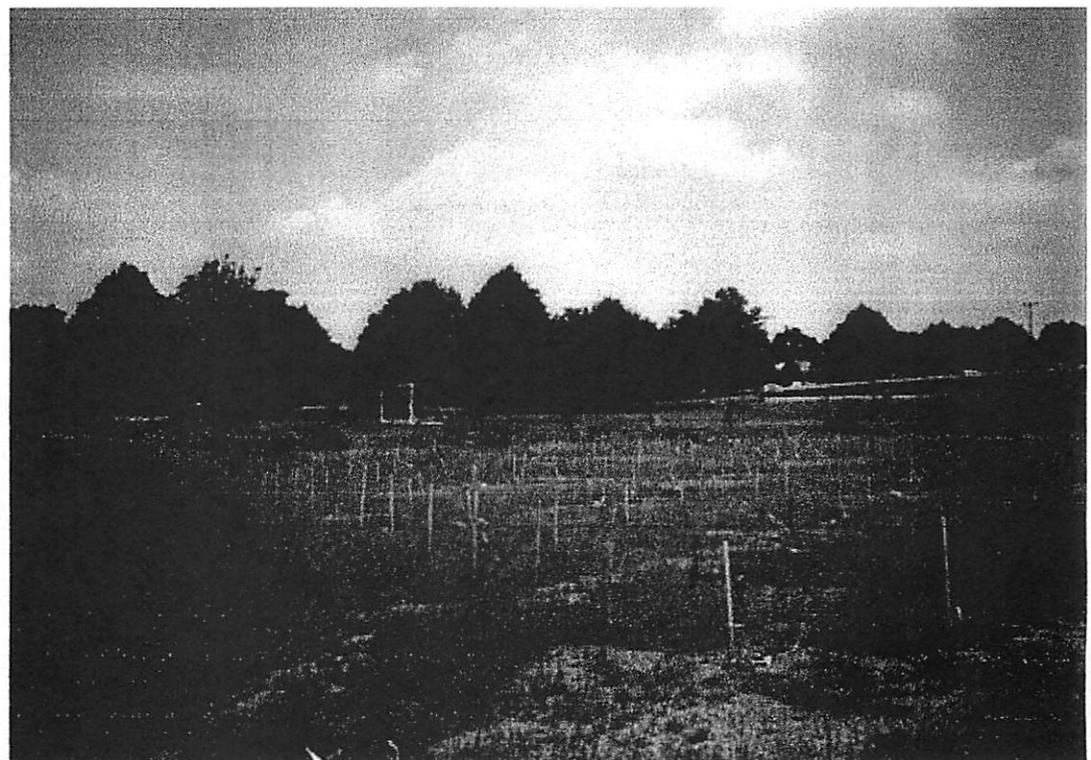
The sickly stuff needs poisons to survive. You destroyed major portions of the playing fields to drain off these poisons "needed" only to keep alive sickly grass which should not have been introduced in the first place.

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.



Appendix 4

Grand Junction Path Report - Analysis

Cover: Two shots out of five showing the rail bridge, one showing a goose head.

The one showing the goose head is repeatedly used in the report.

Grand Junction Rail-with-Trail Feasibility Study

October 2006 City of Cambridge, Massachusetts

Page 1-2

Project Location

The corridor runs through the neighborhoods of East Cambridge, Area Four, and Cambridgeport. (See Figure 1-1). Major employment centers such as Kendall Square/Cambridge Center and the Massachusetts Institute of Technology (MIT) lie immediately adjacent to the corridor. The corridor runs southwest to northeast across eastern Cambridge, crossing from Boston (Allston) over the Charles River and running parallel to Vassar Street and Fulkerson Street to Gore Street, where it enters Somerville. The Dr. Paul Dudley White Bike Path already exists at its southern end along the Charles River basin. At its northern end it connects to parklands in North Point via the street network, although there is potential for developing a direct connection to the proposed Somerville Community Path in the future.

Mentions parklands at North Point. Totally silent as to Charles River animal habitat and parklands.

Lying through omission is the common thread through the many environmental outrages of the last decade.

Page 1-4 extensively mentions open space but totally omits the destructiveness of the proposal to Charles River open space.

Page 1-6 is devoted to the Urban Ring. No mention is made of the rail proposals.

Page 2-1 and following purports to describe existing conditions.

Page 2-3 and following purports to describe adjacent land uses. No mention is made of the existing open space and animal habit on the Charles River.

Bottom of page 2-12 reads:

Possible MBTA Urban Ring:

At-Grade Alternatives: This option applies to Phase II and III of the Urban Ring. In Phase II, the bus rapid transit at-grade alternative would be a one-way at-grade busway entering the right-of-way in lower Cambridgeport and continuing to Main Street. In Phase III, the light rail at-grade alternative would emerge from a subway tunnel in the vicinity of Ft. Washington Park. With either mode, stops would be at Cambridgeport (near the park) and Massachusetts Avenue. At Main Street, either alternative would leave the right-of-way and pass through Kendall Square and turn up Third Street. The light rail alternative provides [continues onto 2-13]

Blatant falsehood. The Kenmore Crossing does not extend to Fort Washington.

[Page 2-14]

for retaining the existing track (freight and passenger) next to the two light rail tracks. Where existing sidings are still in use, these tracks are also assumed to remain in addition to the two light rail tracks.

Below Grade (Subway) Alternative: This option would include a bored tunnel under the right-of-way. This option would potentially leave the surface conditions along the right-of-way essentially unchanged, except at the locations of stations and ventilation shafts. Bored tunneling would minimize the need to disturb the surface of the corridor while constructing the tunnel.

[bottom of page 3-1:]

Two additional alignments were evaluated based on Urban Ring options that are no longer under consideration. One alignment was a light rail transit (LRT) facility in the corridor. In this alignment, the Grand Junction Trail was placed to the north of a shared railroad/LRT corridor. The second optional alignment for the Urban Ring included a two-way bus rapid transit (BRT). The analyses for these options are available through the City of Cambridge Community Development

As usual, the only rail alignment mentioned is the streetcar version.

Page 3-2, reading from the top:

The Grand Junction Trail would accommodate a wide range of users including pedestrians, persons in wheelchairs

and bicyclists of varied abilities. The path would accommodate family cycling. Assumptions regarding trail design include:

....

- Fence typically installed between path and railroad

[Cross section is shown with small vehicle area on either side]

Page 3-3, figure 3-1, shows u-turn through the destroyed nesting area.

Page 3-4 would gut the nesting area, running this new highway off the Grand Junction very close to the Charles River and going through the core habitat, circling around and going up a steep hill to the sidewalk on the Memorial Drive on ramp. It would destroy the open space for animal use, occupying its extremes in all directions.

The destroyed nesting area is marked



On the Boston side it purports to make a connection eastbound. The connection where it is shown is very much not feasible.

Page 3-5 is marked "Option 2: Trail with Bus Rapid Transit. Section 1: Charles River to Ft. Washington Park."

Marked: "Option 1, Rail with Trail. Section 1: Charles River to Ft. Washington Park."

Does not seem to cross Charles River. Highway would be as destructive and nonsensical, going up a steep hill.

Page 3-6 purports to describe the area as follows:

Existing Conditions Summary.

The railroad bridge over the Charles River Basin is a 6-span, triple through-girder structure, originally built to carry two tracks. As seen in the top picture to the right, it passes diagonally under the Boston University (BU) Bridge (single span, steel arch) while it crosses the river. The bridge connects Boston in the midst of the BU campus with the Cambridgeport section of Cambridge.

Memorial Drive passes over the rail right-of-way on a single-span structure. Only one track passes under this overpass. However, the structure's span was set to accommodate two tracks. The distance between the abutments is shown in the second picture. The additional room under the bridge presents an opportunity for a possible path. The single track at Memorial Drive branches out to four tracks immediately north of the overpass. One long siding (east of the main track) extends to Massachusetts Avenue. West of the main track are the old Necco spur and a short siding. The Necco spur is out of use and is being removed.

The right-of-way is bounded by fencing and the rear of buildings. Fencing is typically chain link, 6 to 8 feet tall. The right-of-way is unfenced along Waverly Street between Chestnut and Henry Streets.

This section passes through former industrial land, with some residential uses and MIT facilities.

In the third picture, the four tracks are (right to left): the long siding, the main track, the Necco spur, and the siding. The physical right-of-way is entirely occupied by railroad infrastructure in this stretch.

[first picture shows RR bridge with a goose's head nearest the camera. Second picture shows underpass under Memorial Drive.]

Ownership:

Open space - DCR Charles River Basin Reservation

Rail corridor right-of-way -- CSX railroad and MIT

[no prior mention of the open space in the use description.]

Page 3-7:

Section 1: Charles River to Ft. Washington Park.

Option 1: RWT

Description:

Connecting the Paul Dudley White Path with the Grand Junction trail is critical. For Option 1, the recommended connection is through the DCR Open Space to connect with the railroad undercrossing of Memorial Drive. In the section between the Charles River to just past Memorial Drive, a fence or protective barrier could be placed between the railroad track and the shared use path. Just north of the Memorial Drive bridge over the railroad, the shared use path would taper outward away from the railroad. Heading further north, the shared use path would occupy area now covered by siding that once served the California Products building. The path would remain on the west side of the Grand Junction Railroad (main line) to the vicinity of Main Street.

Setback Distance:

Charles River to Memorial Drive: 10 feet from railroad centerline.

Memorial Drive to Ft. Washington Park: 20 feet from railroad centerline.

Key Issues:

The short separation distance between the tracks and the proposed path at the beginning of this section. The short siding would most likely need to be removed to locate the path in this section.

MIT owns the old California Products property and the buildings are currently unoccupied. If the site were redeveloped, it would be important

to look at a building alignment with a greater setback from the proposed trail alignment.

Northeast of Memorial Drive, the path would impact a portion of a surface parking lot and a mechanical unit on MIT property.

Topographical constraints.

Multi-jurisdictional area requires working with several agencies.

Option 2: RWT/BRT.

Description:

Connecting the Paul Dudley White Path with the Grand Junction trail is critical. The preferred connection would follow Option 1, with the path located on the west side of the corridor, with BRT in the middle and the rail to the east.

Setback Distance:

Dependent on the relocation of the CSX siding (and possible main line) in this section. With relocation, the setback would be approximately 30-40 feet from railroad centerline..

Key Issues:

The movement, or removal, of the CSX long siding on the southeast side of the CSX mainline to accommodate both the Grand Junction trail and the Urban Ring.

Narrow setback distance of trail from railroad centerline.

Potential for necessary improvements to Amesbury Street and the intersection at Memorial Drive

Potential for necessary improvements to the connection with the Paul Dudley White Bikepath.

Potential conflicts between trail access from Brookline and the BRT line (although latest MTBA plans show this area still under review).

Creating a safe at-grade crossing of both the Grand Junction line and the BRT for path users.

[entire page 3-7 is quoted]

Page 3-28 and 3-29 purports to be an environmental analysis.

Exactly zero analysis is given to the environmental destruction on the banks of the Charles and the heartless animal abuse associated therewith.

Page 4-3 plus purports to raise rail with trail issues.

Page 4-4 addresses fencing with barriers.

No mention on the increase of the heartless abuse of the Charles River White Geese and other animals on the

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banks of the Charles.

Page 4-6

“Recommendation: Fencing should be installed along the corridor.”

No mention of animal impacts. After all, these people just killed hundreds of free animals as part of the totally wasteful destruction at Alewife.

Page 4-6 Refers to use of vegetation as barrier. Vegetation barrier is the latest of the many outrages at the Destroyed Nesting Area.

Page 4-7 to page 4-12 discusses crossings. Exactly zero discussion of the destructiveness to animals of blocking the crossing between the destroyed nesting area and the hill to its east.

Page 4-13 to 4-14 discusses Entrance Features. From the bottom of page 4-13:

Major entrances to the GJ RWT may contain a variety of support facilities and other items, depending on available resources and local support. Typical entrance features would include:

- Trailhead. The trail will draw substantial numbers of users during peak times. A trailhead could provide amenities such as drinking fountains, telephones, bike lockers, or information boards. Public art and/or entrance signs may be placed at the entrance. Entrance signs should include all the relevant trail regulations. Signs may be placed at the entrances or at appropriate locations along the trail that provide brief descriptions of historic events or natural features.

English translation: much more destruction in the destroyed nesting area.

Page 5-1:

5. IMPLEMENTATION, PHASING AND COST

Options

The options outlined in Chapter 3 have been analyzed with the following criteria in mind:

- a. Width available in the railroad right-of-way;
- b. Impacts on landholders’ ability to utilize their

- property;
- c. Functionality for users;
- d. Environmental impacts;
- e. Integration into existing bikeway routes; and
- f. Minimization of new railroad-trail crossings.

Overall, it is clear that Option 1: RWT works best in terms of trail implementation. It is recommended that the path be constructed on the northwest side of the railroad from the Charles River to Main Street. Placing the path on the northwest side of the railroad provides for enhanced access to the path from Cambridgeport and prevents conflicts with use of the railroad siding on the southwest side of the main line. This design also prevents interference with access to MIT buildings east of Massachusetts Avenue including the institute’s power plant. For the most part east of the Memorial Drive Bridge, the path would be set back from the railroad centerline by 20 feet and would not directly impact any existing buildings or have significant negative effects on the use of adjoining property. The path would impact some surface parking spaces and a mechanical unit on MIT property within the corridor. The setback distance would vary from the standard 20 feet at the northern end approach to Cambridge Street and under Memorial Drive at the Southern End.

Page 5-2:

Option 2, the construction of both the one-way Bus Rapid Transit (BRT) and the trail in the Grand Junction corridor would be more difficult. The ideal cross-section for the corridor to accommodate all three uses - trail, BRT, and railroad – would be to have the path along the northern edge of the corridor next to the BRT, and the railroad along the southern edge. While this alignment would

require moving some of the CSX siding, it is still feasible and would be the option that would permit all uses to remain in the corridor.

Phasing Strategy

To maximize the ability of the City of Cambridge to build the Grand Junction Trail, a phasing strategy process, along with the creation of a special overlay district, is proposed (see Figure 5-1 on page 5-3). The creation of a zoning overlay district could be implemented immediately. The special district would preserve the potential of the corridor to serve as a multipurpose transportation route. Land could still be sold to private parties, but development would be prohibited within the corridor. Any development potential (in terms of floor area or parking spaces, for instance) would have to be used on portions of lots outside the corridor; the land within the corridor, however, could be used to meet setback or open space requirements. A similar Pathway Overlay District was created in western Cambridge in 2006.

Following the implementation of a zoning overlay district, the City can approach the construction of the trail in phases based on ease of construction, ownership issues, coordination required with CSX, physical constraints, and other issues. One phasing strategy is outlined below:

Stage 1: Main Street to Binney Street – Owned by CRA, no conflicts or issues with MIT or CSX.

Stage 2: Binney Street to Gore Street – Some private property ownership, ECAPS support, City should be able to assemble the land, does involve CSX property.

Stage 3: Memorial Drive to Main Street – Requires cooperation with MIT.

Charles River is not mentioned.

The map, figure 5-1 on page 5-3 purports to show phasing but does not cross Memorial Drive.

Page 5-4 is entitled: “Issues to overcome”

No environmental / animal abuse analysis.

Page 5-5, table 5-2 presents cost figures starting from Memorial Drive.

Page 6-1 plus talks of management.

Responsibilities of the City of Cambridge start at the bottom of the page and extend onto page 6-2. No mention of environmental responsibility or of concern for resident animals.

Page 6-3 presents proposed trail regulations. Once again, absolutely no concern for resident animals.

PDF Page 101 and following:

Cost estimates start at Memorial Drive / Brookline Street intersection, and follows similar discussion.

This could very easily be the opening to the Destroyed Nesting Area illegally built by Boston University at the BU Bridge rotary and thus include further destruction of the Destroyed Nesting Area of the Charles River White Geese.

Very deceptive language.

PDF Page 104, vertical alignment, refers to Memorial Drive at Reid Overpass and Cottage Farm Bridge.

PDF Page 105 returns to horizontal alignment and Memorial Drive / Brookline Street intersection.

PDF Page 108 starts at siding turnout just east of Memorial Drive.

PDF Page 118 is entitled Grand Junction Rail with Trail, Alternative 1: Concept Plan*

Map, sheet 1 of 7 shows new highway built parallel to railroad presumably with the heartless animal abuse fencing blocking access from Destroyed Nesting Area to hill east of tracks. Construction straight through and over rail bridge to Boston. No demonstration of Boston connections.

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Note on this map, the turn of Vassar Street just before Memorial Drive. Responsible construction of the path would connect to this turn. Can readily be done.

PDF Page 129, Sheet 1 of 5, Grand Junction Rail with Trail: Alternative 2: Urban Ring - Bus Rapid Transit, shows the new highways ending just west of Memorial Drive.

PDF Page 134, Sheet 1 of 5, Grand Junction Rail with Trail, Alternative 3: Urban Ring - Light Rail Transit, shows the new small vehicle highway ending at the same location as page 129.

NO ALTERNATIVE IS PRESENTED FOR THE URBAN RING RAIL ALTERNATIVE, the Kenmore Crossing, which the legislature is subsidizing by its subsidy for expansion of Yawkey Station in place.

This comports with the long standing lie from the Cambridge Administration that no such alternative exists. Reality is so inconvenient. The longstanding lie is debunked by my analysis in appendix 1.

PDF Page 143 commences Appendix E: Environmental Analysis.

Once again, exactly zero analysis of the destruction on the banks of the Charles and the heartless animal abuse.

PDF Page 149, sheet 1 of 7 seems to show the analysis ending near the southern line of the MIT building at Brookline Street and Memorial Drive.

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