

# City of Cambridge.

In Board of Aldermen. *June 24* 1884,

~~Ordered.~~

The Committee on Roads and Bridges  
to which was referred the matter of the report  
of the <sup>same</sup> Committee for the year 1883, in relation  
to a petition for the acceptance of Richdale  
avenue,

Report. Renewing the recom-  
mendation of the committee of the previous  
year, that the petitioners have leave to with-  
draw

For the Committee,  
Malcolm C. Loring

Accepted. Sent down for commencement.

Attest: Justin A. Jacobs. City Clerk.

IN COMMON COUNCIL  
*July 2* 1884  
Concurred. \_\_\_\_\_  
Attest: *Walter St. Pike* Clerk.

Approved *July 3<sup>d</sup> 1884*  
*James A. Fox*  
Mayor

Report  
Committee on Roads  
and Bridges, in matter of  
laying out Richdale ave.

Leave to withdraw,

June 30 1884

# City of Cambridge.



In Board of Aldermen, Nov. 12. 1883

~~Resolved~~ The Joint Standing Committee on Roads and Bridges to which were referred sundry papers relating to the proposed laying out, and extension of Richdale Avenue,

Reports

Recommending that the papers aforesaid be referred to the next City Council.

For the Committee.  
J. B. Sheperd

Accepted. Sent down for concurrence.

Attest: Justin A. Jacobs, City Clerk

In Common Council Nov 14 - 1883

Concurred

attest Walter W. Pike Clerk

Approved Nov 15<sup>th</sup> 1883  
James D. Fox

#6. Report

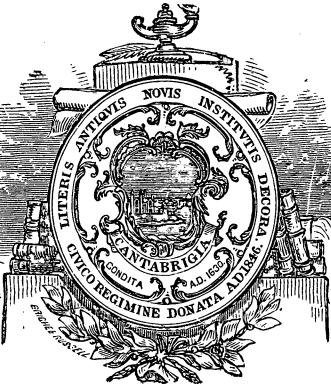
Joint Committee on  
Roads & Bridges in  
matter of Richdale ave.

"West City Canal"

Nov 12. 1883



# CITY OF CAMBRIDGE.



In Board of Aldermen, Nov. 1. 1882.

The Joint Standing Committee on Roads and Bridges to which was recommended the petition of Edward Perkins and others praying for the acceptance and extension of Richdale Avenue, so-called,  
Reports

That the matter of this petition was fully heard before your committee prior to the hearing accorded by the City Council on the 12th of July last. Those asking for the improvement are well known citizens interested in the growth of this city, and having the confidence and respect of the community. The reasons they present in support of their petition are of undoubted weight, and deserve careful consideration.

Among these reasons are recognized the following:

First: That there is a large and increasing public which desires and needs to reach the northerly

part of our city, and the railway station there, from the direction of Mount Auburn, all who come from Fayerweather, Sparks, Buckingham, Raymond Mount Pleasant and other sheets connecting with Walden sheet, must now travel the length of the last named sheet, or take a more circuitous route through Lincoln and other sheets. Access through Richdale avenue would offer a great accommodation and would obviously shorten the distance to be accomplished.

Second: The grade of Walden sheet is difficult and objectionable for heavy teams, as has been the experience of the different manufacturing interests in the immediate neighborhood. Richdale avenue will afford an easy grade.

Third: The improvement asked for by these petitioners is expected to open for building purposes, an area of territory comprising six and one-half acres, nearly all of which is desirable for dwellings, whose erection would ultimately more than compensate the city for any present outlay made upon the sheet, in the amount of taxable property thus added to the city valuation.

The request for the laying out of this avenue

was originally made to the City Council, upwards of nine years ago, a plan drawn by Edmond P. Bowker, Civil Engineer, dated April 3. 1873, having been filed in the City Engineers office. The grade was at the time deemed satisfactory by the City Engineer, and the plan was so far in accordance with the views of the Committee on Roads and Bridges, that in May 1873 it was agreed to recommend the acceptance of the sheet, in accordance with said plan, provided the abutters would give a satisfactory release to the city for the land taken. The report of the Committee embodying the foregoing recommendation was adopted in concurrence and approved by the Mayor, June 5. 1873. No further movement in the matter appears to have been made by the parties chiefly interested, and the City Council in 1875, having the subject again brought before it, refused to take any action thereon.

As shown by the plan the length of Richdale Avenue from Walden Street, easterly to the west line of land of A. A. Whitney and others is 956  $\frac{1}{2}$  feet. This portion was laid out by John S. Ladd and others and partially graded, to the width of 45 feet. The petitioners ask for the extension of the street as origi-

nally laid out, from its present terminus through the Whitney land to Lambert Avenue, and as prayed for by the owners in 1873. The distance is 246 feet, thus making a proposed length of  $1202\frac{2}{10}$  feet. To make this connection and put the street in a safe condition for public travel, it is estimated that about 4000 yards of filling would be required. The average depth to be filled is about two feet, the Whitney land being several feet lower than the grade of Lambert Avenue. The City Engineers estimate of the cost of such filling is about \$3000. - to which should be added the item of grading with gravel. The whole expense might reach the sum of \$5000 - which would be a safe estimate of the entire cost of putting the avenue in complete condition for travel. The matter of sewerage, though not under charge of this committee must necessarily be taken into account, as a part of the outlay required in connection with the proposed improvement. The length of sewer to be called for, would be about 1000 feet, costing about \$1200 - This sum would be largely assessable.

As the owners of the land through which it is desired that Richdale Avenue shall be extended in order to connect with Lambert Avenue, resist the proposed taking of their land for such

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purpose the city would be obliged in granting<sup>5</sup> the prayer of the petitioners, to proceed under the form prescribed by law. The question of damages would thus be opened, the amount of which could not be estimated with any degree of exactness. The possible cost of the project under such proceeding was placed by some of the speakers at the recent hearings, at figures as high as \$15000.- Of the street were laid out under the act in relation to betterment as asked for, a part of the expense would be returnable to the city. In any event there would be a direct outlay of a considerable amount and the return would be a slow one.

To compensate Mr Whitney for any supposed injury to his land by the cutting up of lots, where the new street would enter Lambert Avenue, the owners of lands on Richdale Avenue offer to make what they deem an equitable exchange with him giving him eligible lots in said Avenue, in order to secure a release of the land needed to make the extension in a straight line to Lambert Avenue.

Such a release would materially reduce the cost of the measure and place it at figures that could be definitely ascertained. There has been no intimation

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that the proposition will be agreed to. It is suggested that if a slight change were made in the plan of the proposed extension, an important objection to the project might be obviated. It is believed that the owners of the land required to be taken would be willing to release the same provided the new avenue shall cross in a southerly direction from its present terminus and enter Lambert Avenue at a point opposite the northern end of Mount Vernon street. This would give an irregular shape to Richdale Avenue, but the petitioners would rather accept the modified plan than suffer an entire failure. The expense would in this event also be greatly reduced.

If the granting of the prayer of these petitioners were a matter of urgent public necessity, one course only would seem open to the City Council, viz. to proceed under the usual form of law. It is not probable that any immediate expense would follow such action, as it is not likely that the question of damages would reach a settlement during the next financial year.

Your committee has carefully considered the question as to the desirability, as well as the

necessity of the contemplated improvement, and is fully cognizant of the advantages which might result therefrom. While attaching all due weight to the arguments presented in its favor, it does not appear that the time has yet come for entering upon a project involving a large outlay of money, for a project for public advantage. In view of the fact that any expense now incurred, must fall within a new financial year, whose ways and means are yet to be provided, the present City Council would hardly be justified in forestalling the action of its successors, upon so important a matter. Our city has already suffered long and seriously under a burden of debt, incurred largely for purposes of anticipated general benefit, the good results of which are yet to be realized. It may also be urged with much show of truth, that attention should be given to the accepted streets now needing thorough repair, before beginning new work like that under consideration.

While unwilling to recommend <sup>that</sup> the prayer of these petitioners be granted to the present City Council, your committee, nevertheless is of the opinion, that the matter should not be summarily dismissed.

through an adverse report. But little would be gained this year, should direct favorable action be taken, while if the question should go over to another year, the petitioners would occupy a favorable position for reasserting their case, and a fair prospect would be before them, of the ultimate success of their endeavors.

Entertaining this view, your committee would therefore recommend that the matter of the petition for the laying out and extension of Richdale Avenue be referred to the next City Council.

For the Committee.  
Wm E Doyle



Report  
Com. on Roads & Bridges  
in petition of  
Edw. Perkins & others  
for acceptance of  
Richdale ave.

Nov. 1, 82

Nov. 1, 1882 -

In duplicate postponed.

Attest -

Justin A. Jacobs -  
City Clerk.



#17  
Petition for  
acceptance of  
Richdale Cae

April 18 - 1862

Edm. Perkins  
and others

# City of Cambridge.

In Board of Aldermen, May 7<sup>th</sup> 1883

Ordered, That, the petition and all other papers of the year 1882 relating to the laying out of Rickdale Avenue in Ward Five, be taken from the files and referred to the Committee on Roads & Bridges

(May 14, 1883.) Adopted, Sent down for concurrence.

Attest: Justin A. Jacobs, City Clerk.

In Common Council May 13-1883  
Concurred  
attest Walter W Pike Clerk

Approved May 24<sup>th</sup> 1883  
James D. Fox  
Mayor

Richdale Avenue  
#21 May 7, 1883.

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Conced

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to take papers from  
the files,  
May 7, 1883.

Wm Pearson  
High School  
Tickets