



Bk: 37277 Pg: 400

Recorded: 12/05/2002

Document: 00001488 Page: 1 of 6



City of Cambridge

2002 JUL 31 A 10: 53

OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS
Consent Agenda #12A

IN CITY COUNCIL

June 17, 2002

- WHEREAS: By prior City Council Order the City Council voted to discontinue a portion of the Rindge Avenue Extension in conjunction with the Massachusetts Bay Transportation Authority's Red Line Extension to Alewife; and
- WHEREAS: By prior City Council Order the City Council authorized the City Manager to execute a real estate Exchange Agreement with the Massachusetts Bay Transportation Authority for the disposition of said portion of the Rindge Avenue Extension; and
- WHEREAS: Pursuant to said real estate Exchange Agreement the City has agreed to accept and lay out the newly configured roadways adjacent to the Alewife T Station; and
- WHEREAS: By Section 21 of Chapter 82 of the General Laws, all as amended, it is provided that the Cambridge City Council may lay out, relocate or alter public ways, for the use of the public, and
- WHEREAS: Pursuant to the Municipal Code of the City of Cambridge, Section 12.16.010, which regulates the acceptance of public ways, reports have been received from the Police, Fire, Inspectional Services, Public Works, Historical, Water, Traffic, Parking and Transportation, and Community Development Departments, the City Engineer and the City Electrician regarding a proposal to lay out and accept Cambridge Park Place; now therefore be it
- ORDERED: That the City Council of the City of Cambridge pursuant to Section 21 of Chapter 82 of the General Laws and pursuant to Section 12.16.010 of the Cambridge Municipal Code hereby accepts and approves the layout of Cambridge Park Place as a public way; and be it further
- ORDERED: That said acceptance and layout of Cambridge Park Place as a public way is the assembly of three parcels which are bounded and described as follows:
- A way located in the City of Cambridge, County of Middlesex, Commonwealth of Massachusetts, bounded and described as follows;
- BEGINNING at a drill hole in a stone bound on the easterly side of the way to be described;
- THENCE: easterly along a curved line to the right with a radius of twenty-five and zero hundredths feet (25.00') and a length of forty-six and forty-six hundredths feet (46.46') to a drill hole in a stone bound for a corner,

City of Cambridge

- 2 -

THENCE: N 26°-37'-04" W seventy-seven and seven hundredths feet (77.07') to a drill hole in a stone bound for a corner,

THENCE: S 69°-47'-40" W six and forty-eight hundredths feet (6.48') to a point for a corner,

THENCE: N 20°-12'-20" W three and forty-six hundredths feet (3.46') to a point for a corner,

THENCE: northerly along a curved line to the right with a radius of thirty and zero hundredths feet (30.00') and a length of twenty-nine and five hundredths feet (29.05') to a drill hole in a stone bound for a corner,

THENCE: N 20°-12'-20" W five hundred twenty-seven and eighty-three hundredths feet (527.83') to 5/8" iron rod for a corner,

THENCE: S 69°-47'-40" W ninety-two and zero hundredths feet (92.00') to a drill hole for a corner,

THENCE: S 20°-12'-20" E one hundred ninety-six and seventy-seven hundredths feet (196.77') to point for a corner,

THENCE: S 80°-13'-02" W one and sixty-six hundredths feet (1.66') to a point for a corner,

THENCE: southerly along a curved line to the left with a radius of one thousand six hundred eighty-two and zero hundredths feet (1682.00') and a length of one hundred one and forty-three hundredths feet (101.43') to a point for a corner,

THENCE: S 22°-08'-39" E thirty-seven and thirty-two hundredths feet (37.32') to a point for a corner,

THENCE: S 20°-12'-20" E one hundred eighty and fifty-four hundredths feet (180.54') to a drill hole in a stone bound for a corner,

THENCE: S 47°-37'-03" W sixteen and forty-two hundredths feet (16.42') to a point for a corner,

THENCE: S 01°-37'-57" W four and sixty-one hundredths feet (4.61') to a point for a corner,

THENCE: S 88°-19'-09" E twenty-five and fifty-five hundredths feet (25.55') to a point for a corner,

THENCE: S 22°-08'-39" E fifty-nine and fifty-eight hundredths feet (59.58') to a drill hole for a corner,

City of Cambridge

- 3 -

THENCE: southerly along a curved line to the right with a radius of seventy-five and zero hundredths feet (75.00') and a length of eighty and forty-eight hundredths feet (80.48') to a drill hole in a stone bound for a corner,

THENCE: S 20°-12'-20" E one hundred thirty-six and sixty-six hundredths feet (136.66') to a drill hole in a stone bound for a corner,

THENCE: southerly along a curved line to the right with a radius of thirty-four and zero hundredths feet (34.00') and a length of twenty-five and forty hundredths feet (25.40') to a drill hole in a stone bound for a corner,

THENCE: southerly along a curved line to the left with a radius of fifty-six and zero hundredths feet (56.00') and a length of twenty-eight and fifty-four hundredths feet (28.54') to a point for a corner,

THENCE: S 67°-51'-21" W eight and thirty-two hundredths feet (8.32') to a point for a corner,

THENCE: S 22°-08'-39" E one hundred thirty and zero hundredths feet (30.00') to a point for a corner,

THENCE: N 67°-51'-21" E eight and thirty-one hundredths feet (8.31') to a point for a corner,

THENCE: along a curved line to the left with a radius of fifty-six and zero hundredths feet (56.00') and a length of one hundred thirty-two and eighty-eight hundredths feet (132.88') to a point for a corner,

THENCE: S 88°-11'-16" E thirteen and thirty-four hundredths feet (13.34') to a point for a corner,

THENCE: N 20°-29'-30" W sixty and eleven hundredths feet (60.11') to a point for a corner,

THENCE: S 34°-26'-37" W thirteen and twenty-seven hundredths feet (13.27') to a point for a corner,

THENCE: northerly along a curved line to the left with a radius of fifty-six and zero hundredths feet (56.00') and a length of thirty-seven and seventy-eight hundredths feet (37.78') to a drill hole in a stone bound for a corner,

THENCE: northerly along a curved line to the right with a radius of thirty-four and zero hundredths feet (34.00') and a length of thirty-six and ninety-one hundredths feet (36.91') to a drill hole in a stone bound for a corner,

City of Cambridge

- 4 -

THENCE: N 20°-12'-20" W one hundred twenty-two and eighty-hundredths feet (122.80') to a drill hole in a stone bound and the point of beginning.

Said way is shown on a plan entitled "Street Acceptance Plan Located in Cambridge, Massachusetts, Prepared by Meridian Engineering", dated June 5, 2001.

In City Council June 17, 2002.

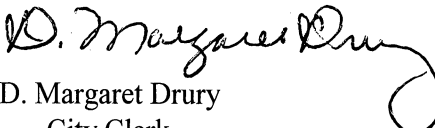
Adopted by a yeas and nays vote:-

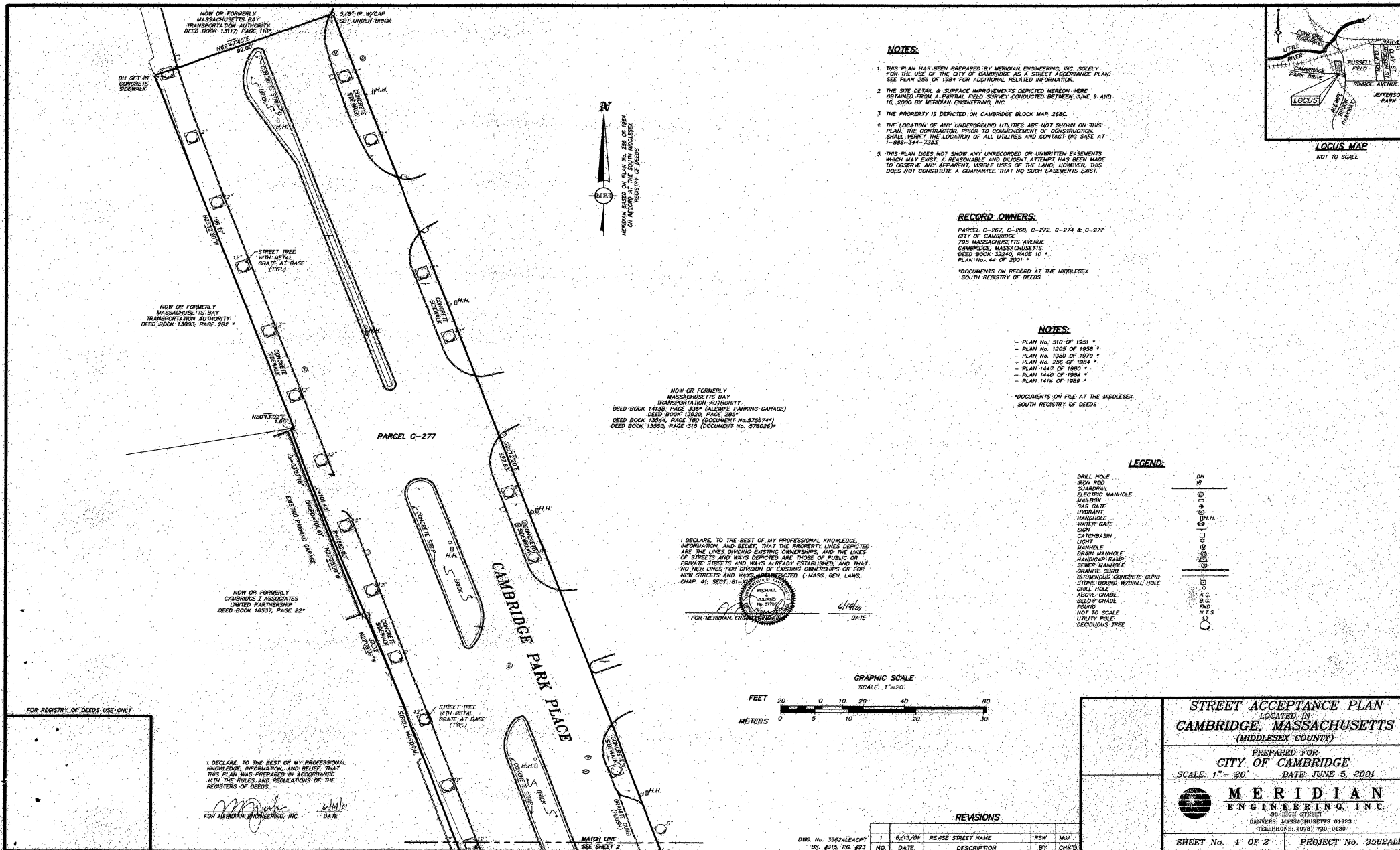
Yeas 9; Nays 0; Absent 0.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:-


D. Margaret Drury
City Clerk



NOTES:

- 1. THIS PLAN HAS BEEN PREPARED BY MERIDIAN ENGINEERING, INC. SOLELY FOR THE USE OF THE CITY OF CAMBRIDGE AS A STREET ACCEPTANCE PLAN. SEE PLAN 258 OF 1984 FOR ADDITIONAL RELATED INFORMATION.
- 2. THE SITE DETAIL & SURFACE IMPROVEMENTS DEPICTED HEREON WERE OBTAINED FROM A PARTIAL FIELD SURVEY CONDUCTED BETWEEN JUNE 9 AND 16, 2000 BY MERIDIAN ENGINEERING, INC.
- 3. THE PROPERTY IS DEPICTED ON CAMBRIDGE BLOCK MAP 288C.
- 4. THE LOCATION OF ANY UNDERGROUND UTILITIES ARE NOT SHOWN ON THIS PLAN. THE CONTRACTOR PRIOR TO COMMENCEMENT OF CONSTRUCTION SHALL VERIFY THE LOCATION OF ALL UTILITIES AND CONTACT D&C SAFE AT 1-888-344-7233.
- 5. THIS PLAN DOES NOT SHOW ANY UNRECORDED OR UNWRITTEN EASEMENTS WHICH MAY EXIST. A REASONABLE AND DILIGENT ATTEMPT HAS BEEN MADE TO OBSERVE ANY APPARENT, VISIBLE USES OF THE LAND, HOWEVER, THIS DOES NOT CONSTITUTE A GUARANTEE THAT NO SUCH EASEMENTS EXIST.

RECORD OWNERS:

PARCEL C-267, C-268, C-272, C-274 & C-277
CITY OF CAMBRIDGE
795 MASSACHUSETTS AVENUE
CAMBRIDGE, MASSACHUSETTS
DEED BOOK 32240, PAGE 10 *
PLAN No. 44 OF 2001
*DOCUMENTS ON FILE AT THE MIDDLESEX SOUTH REGISTRY OF DEEDS

NOTES:

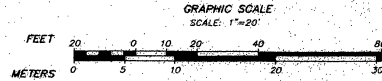
- PLAN No. 510 OF 1951 *
- PLAN No. 1205 OF 1958 *
- PLAN No. 1380 OF 1979 *
- PLAN No. 256 OF 1984 *
- PLAN 1447 OF 1980 *
- PLAN 1440 OF 1984 *
- PLAN 1414 OF 1989 *

*DOCUMENTS ON FILE AT THE MIDDLESEX SOUTH REGISTRY OF DEEDS

LEGEND:

- DRILL HOLE
- IRON ROD
- GUARDRAIL
- ELECTRIC MANHOLE
- MAILBOX
- GAS GATE
- HYDRANT
- MANHOLE
- WATER GATE
- SIGN
- CATCH-BASIN
- LIGHT
- MANHOLE
- DRAIN MANHOLE
- MANHOLE RAMP
- SEWER MANHOLE
- GRANITE CURB
- BIRMINGHAM CONCRETE CURB
- STONE BOUND W/DRILL HOLE
- DRILL HOLE
- ABOVE GRADE
- BELOW GRADE
- FOUND
- NOT TO SCALE
- UTILITY POLE
- DECIDUOUS TREE

I DECLARE, TO THE BEST OF MY PROFESSIONAL KNOWLEDGE, INFORMATION, AND BELIEF, THAT THE PROPERTY LINES DEPICTED ARE THE LINES DIVIDING EXISTING OWNERSHIPS, AND THE LINES OF STREETS AND WAYS DEPICTED ARE THOSE OF PUBLIC OR PRIVATE STREETS AND WAYS ALREADY ESTABLISHED, AND THAT NO NEW LINES FOR DIVISION OF EXISTING OWNERSHIPS OR FOR NEW STREETS AND WAYS, UNLESS INDICATED, (MASS. GEN. LAWS, CHAP. 41, SECT. 81-83)



REVISIONS

NO.	DATE	DESCRIPTION	BY	CHK'D
1	6/13/01	REVISE STREET NAME	RSW	MAJ
2	6/15/01	REVISE STREET NAME	RSW	MAJ

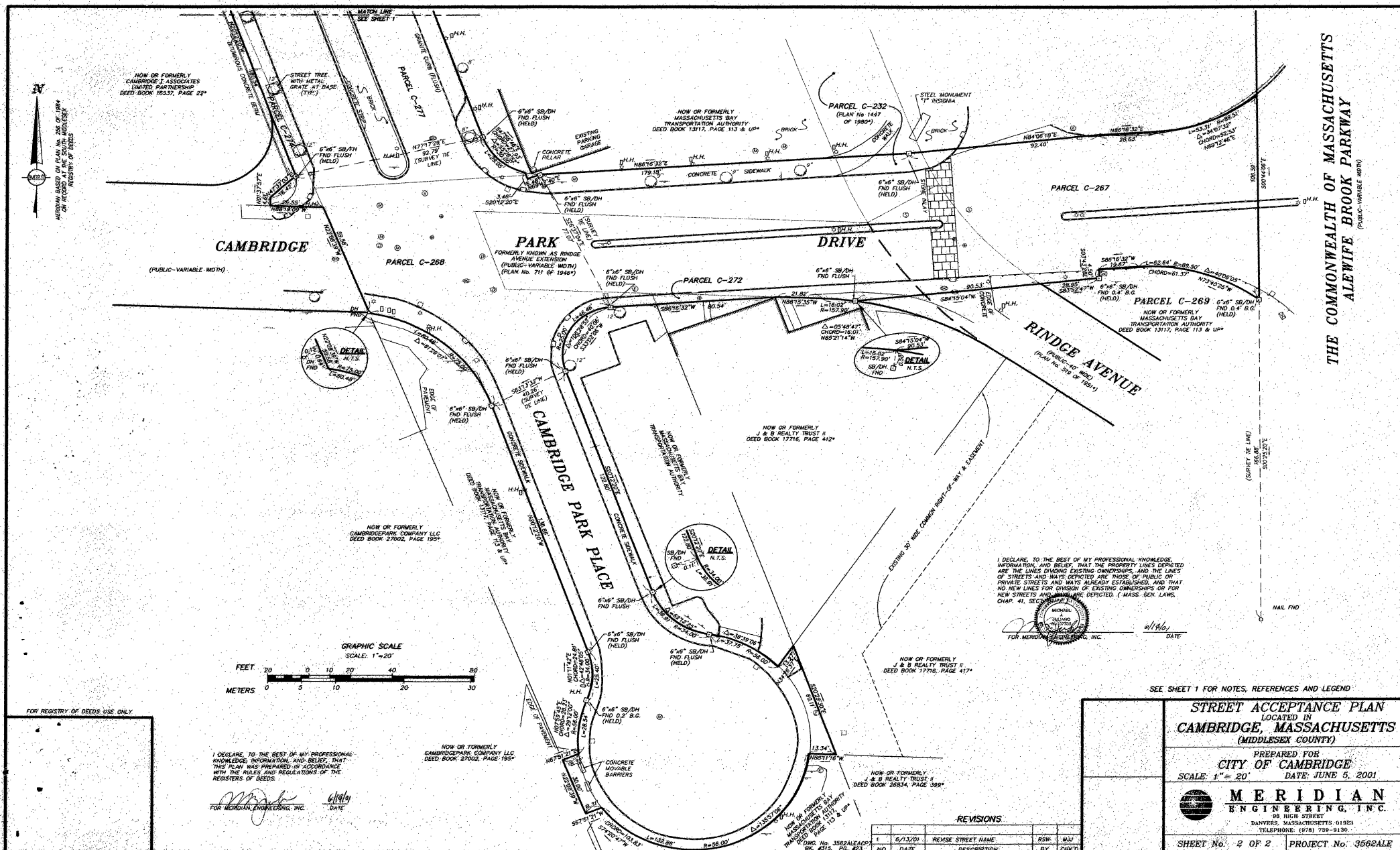
STREET ACCEPTANCE PLAN
LOCATED IN
CAMBRIDGE, MASSACHUSETTS
(MIDDLESEX COUNTY)

PREPARED FOR
CITY OF CAMBRIDGE
SCALE: 1" = 20' DATE: JUNE 5, 2001

MERIDIAN ENGINEERING, INC.
98 HIGH STREET
DANVERS, MASSACHUSETTS 01923
TELEPHONE: (978) 738-8130

SHEET No. 1 OF 2 PROJECT No. 3562ALE

THE COMMONWEALTH OF MASSACHUSETTS
ALEWIFE BROOK PARKWAY



I DECLARE, TO THE BEST OF MY PROFESSIONAL KNOWLEDGE, INFORMATION, AND BELIEF, THAT THE PROPERTY LINES DEPICTED ARE THE LINES DIVIDING EXISTING OWNERSHIPS, AND THE LINES OF STREETS AND WAYS DEPICTED ARE THOSE OF PUBLIC OR PRIVATE STREETS AND WAYS ALREADY ESTABLISHED, AND THAT NO NEW LINES FOR DIVISION OF EXISTING OWNERSHIPS OR FOR NEW STREETS AND WAYS ARE DEPICTED. (MASS. GEN. LAWS, CHAP. 41, SECTION 27B)

FOR MERIDIAN ENGINEERING, INC. *[Signature]* 6/1/01 DATE

SEE SHEET 1 FOR NOTES, REFERENCES AND LEGEND

STREET ACCEPTANCE PLAN
LOCATED IN
CAMBRIDGE, MASSACHUSETTS
(MIDDLESEX COUNTY)

PREPARED FOR
CITY OF CAMBRIDGE
SCALE: 1" = 20' DATE: JUNE 5, 2001

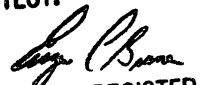
MERIDIAN ENGINEERING, INC.
80 HIGH STREET
DANVERS, MASSACHUSETTS 01923
TELEPHONE: (978) 738-9130

SHEET No. 2 OF 2 PROJECT No. 3562ALE

REVISIONS

NO.	DATE	DESCRIPTION	BY	CHK'D
1	6/1/01	REUSE STREET NAME	RSW	MAJ

RECEIVED & ENTERED
MIDDLESEX COUNTY
REGISTRY OF DEEDS
SOUTHERN DISTRICT
ATTEST:


REGISTER

Cambridge City Hall / Law Dept
(City of Cambridge)
795 Mass Ave
Cambridge MA 02139



City of Cambridge

Consent Agenda #12A

IN CITY COUNCIL

June 17, 2002

- WHEREAS: By prior City Council Order the City Council voted to discontinue a portion of the Rindge Avenue Extension in conjunction with the Massachusetts Bay Transportation Authority's Red Line Extension to Alewife; and
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Date received in unregistered land.

MSD 12/05/02 02:54:43 1488 32.00

City of Cambridge

- 2 -

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City of Cambridge

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City of Cambridge

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In City Council June 17, 2002.

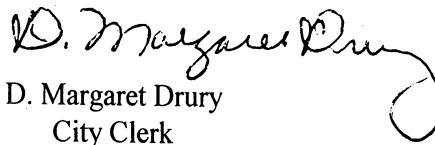
Adopted by a ye and nay vote:-

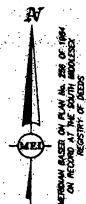
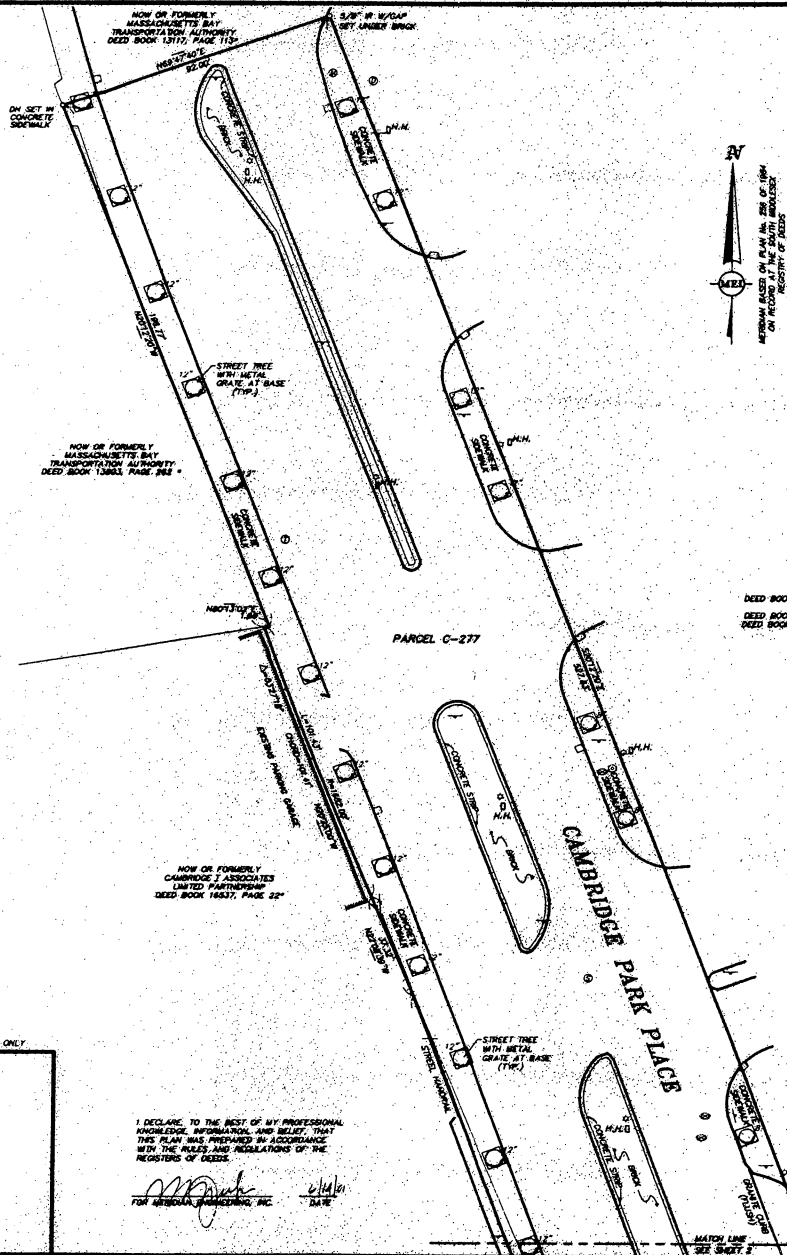
Yeas 9; Nays 0; Absent 0.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:-


D. Margaret Drury
City Clerk



NOTES

1. THIS PLAN HAS BEEN PREPARED BY MERIDIAN ENGINEERING, INC. SOLELY FOR THE USE OF THE CITY OF CAMBRIDGE AS A STREET ACCEPTANCE PLAN. SEE PLAN 358 OF 1991 FOR ADDITIONAL RELATED INFORMATION.
2. THE SITE DETAIL & SURFACE IMPROVEMENTS DEPICTED HEREIN WERE OBTAINED FROM A PARTIAL FIELD SURVEY CONDUCTED BETWEEN JUNE 8 AND 16, 2000 BY MERIDIAN ENGINEERING, INC.
3. THE PROPERTY IS DEPICTED ON CAMBRIDGE BLOCK MAP 368C.
4. THE LOCATION OF ANY UNDERGROUND UTILITIES ARE NOT SHOWN ON THIS PLAN. THE CONTRACTOR, PRIOR TO COMMENCEMENT OF CONSTRUCTION, SHALL VERIFY THE LOCATION OF ALL UTILITIES AND CONTACT THE SAFE AT 1-800-344-7233.
5. THIS PLAN DOES NOT SHOW ANY UNRECORDED OR UNWRITTEN EASEMENTS WHICH MAY EXIST. A REASONABLE AND DILIGENT ATTEMPT HAS BEEN MADE TO OBTAIN ANY APPARENT, VISIBLE USES OF THE LAND. HOWEVER, THIS DOES NOT CONSTITUTE A GUARANTEE THAT NO SUCH EASEMENTS EXIST.

RECORD OWNERS

PARCEL C-277, C-248, C-272, C-274 & C-277
CITY OF CAMBRIDGE
780 MASSACHUSETTS AVENUE
CAMBRIDGE, MASSACHUSETTS
DEED BOOK 3294, PAGE 10
PLAN No. 44 OF 2001
DOCUMENTS ON RECORD AT THE MIDDLESEX
SOUTH REGISTRY OF DEEDS

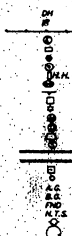
NOTES

- PLAN No. 510 OF 1991
- PLAN No. 1002 OF 1998
- PLAN No. 1380 OF 1979
- PLAN No. 250 OF 1984
- PLAN 1447 OF 1980
- PLAN 1440 OF 1984
- PLAN 1416 OF 1989

DOCUMENTS ON FILE AT THE MIDDLESEX
SOUTH REGISTRY OF DEEDS

LEGEND

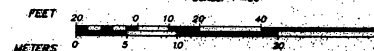
DRILL HOLE
IRON ROD
GUARDRAIL
ELECTRIC MANHOLE
MELBURY
GAS GATE
HYDRAULIC
MANHOLE
WATER GATE
SOIL
CATCHBASIN
LIGHT
MANHOLE
GRAN MANHOLE
HANDICAP RAMP
SEWER MANHOLE
GRANITE CURB
STAINLESS STEEL CURB
STONE SOUND HOLE
DRILL HOLE
ABOVE GRADE
BELOW GRADE
TOLING
NOT TO SCALE
UTILITY POLE
DECEASED TREE



I DECLARE, TO THE BEST OF MY PROFESSIONAL KNOWLEDGE, INFORMATION, AND BELIEF, THAT THE PROPERTY LINES DEPICTED ARE THE LINES DURING EXISTING OWNERSHIP, AND THE LINES OF STREETS AND WAYS DEPICTED ARE THOSE OF PUBLIC OR PRIVATE STREETS AND WAYS ALREADY ESTABLISHED, AND THAT NO NEW LINES FOR DIVISION OF EXISTING OWNERSHIP OR FOR NEW STREETS AND WAYS UNRECORDED, (EASE, GEN. LAW, CHAP. 41, SECT. 81).



GRAPHIC SCALE
SCALE: 1"=20'



REVISIONS

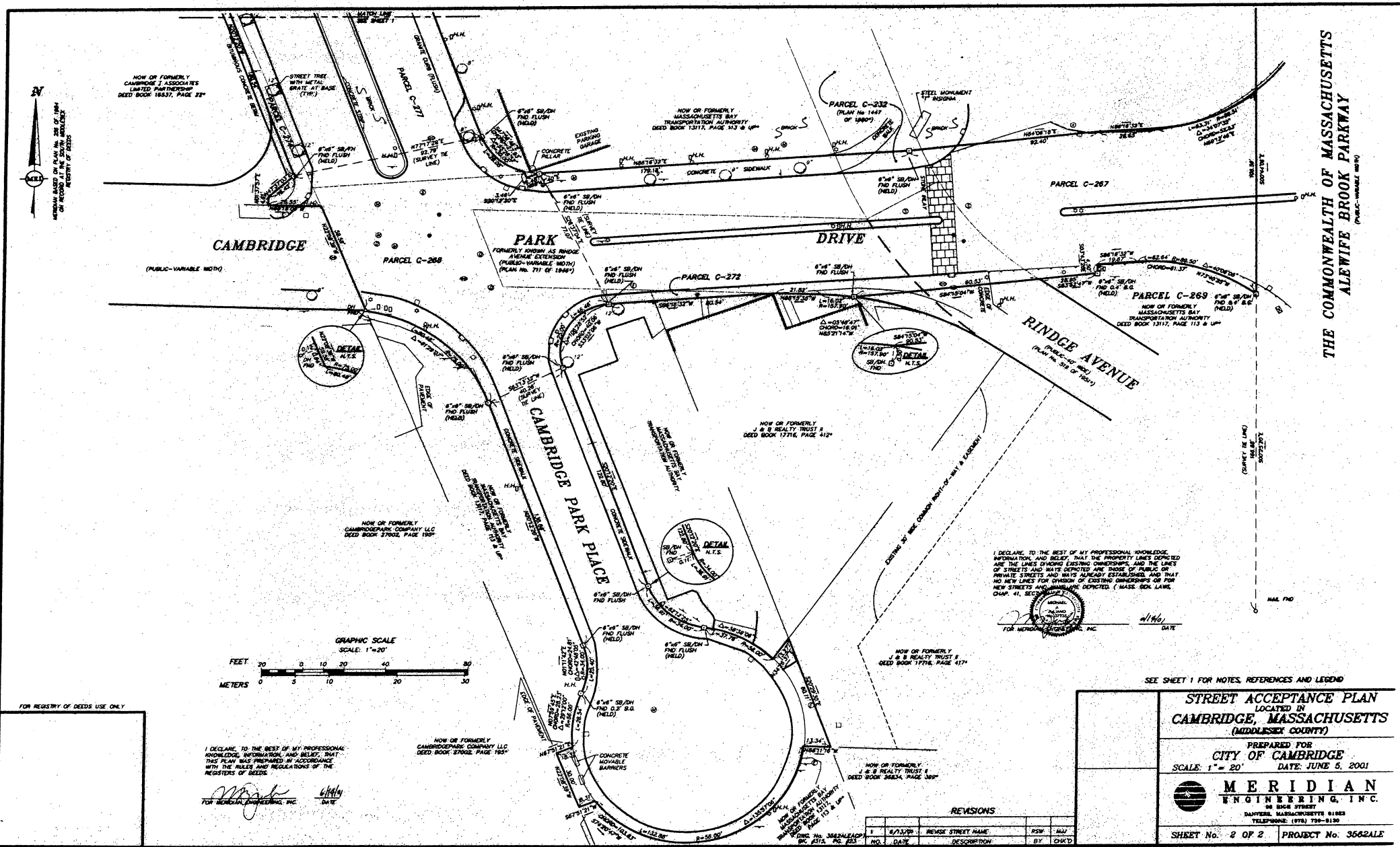
NO.	DATE	REVISION	BY	CHKD
1	6/13/01	ADJUST STREET NAME	RSW	MAU

STREET ACCEPTANCE PLAN
LOCATED IN:
CAMBRIDGE, MASSACHUSETTS
(MIDDLESEX COUNTY)

PREPARED FOR:
CITY OF CAMBRIDGE
SCALE: 1"=20' DATE: JUNE 5, 2001

MERIDIAN
ENGINEERING, INC.
30 BROAD STREET
CAMBRIDGE, MASSACHUSETTS 02142
TELEPHONE: (617) 726-6100

SHEET No. 1 OF 2 PROJECT No. 3562ALE



THE COMMONWEALTH OF MASSACHUSETTS
ALEWIFE BROOK PARKWAY
(PUBLIC-VARIABLE WIDTH)

NOW OR FORMERLY
CAMBRIDGE I ASSOCIATES
LIMITED PARTNERSHIP
DEED BOOK 18337, PAGE 22*

NOW OR FORMERLY
MASSACHUSETTS BAY
TRANSPORTATION AUTHORITY
DEED BOOK 13117, PAGE 113 & 114*

PARCEL C-232
(PLAN No. 1447
OF 1999)

PARCEL C-267

PARCEL C-269
NOW OR FORMERLY
MASSACHUSETTS BAY
TRANSPORTATION AUTHORITY
DEED BOOK 13117, PAGE 113 & 114*

PARCEL C-272

PARCEL C-288
FORMERLY KNOWN AS RINDGE
AVENUE EXTENSION
(PUBLIC-VARIABLE WIDTH)
(PLAN No. 711 OF 1949)*

NOW OR FORMERLY
CAMBRIDGEPARK COMPANY LLC
DEED BOOK 27002, PAGE 180*

NOW OR FORMERLY
J & B REALTY TRUST I
DEED BOOK 17716, PAGE 412*

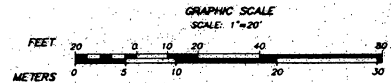
NOW OR FORMERLY
J & B REALTY TRUST I
DEED BOOK 17716, PAGE 412*

NOW OR FORMERLY
J & B REALTY TRUST I
DEED BOOK 26834, PAGE 180*

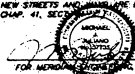
NOW OR FORMERLY
CAMBRIDGEPARK COMPANY LLC
DEED BOOK 27002, PAGE 180*

I DECLARE, TO THE BEST OF MY PROFESSIONAL
KNOWLEDGE, INFORMATION, AND BELIEF, THAT
THIS PLAN WAS PREPARED IN ACCORDANCE
WITH THE RULES AND REGULATIONS OF THE
REGISTER OF DEEDS.

FOR MERIDIAN ENGINEERING, INC.
DATE



I DECLARE, TO THE BEST OF MY PROFESSIONAL KNOWLEDGE,
INFORMATION, AND BELIEF, THAT THE PROPERTY LINES DEPICTED
ARE THE LINES SHOWING EXISTING OWNERSHIP, AND THE LINES
OF STREETS AND WAYS DEPICTED ARE THOSE OF PUBLIC OR
PRIVATE STREETS AND WAYS ALREADY ESTABLISHED, AND THAT
NO NEW LINES FOR DIVISION OF EXISTING OWNERSHIP OR FOR
NEW STREETS AND WAYS ARE DEPICTED. (MASS. GEN. LAWS,
CHAP. 41, SECTION 27B)



SEE SHEET 1 FOR NOTES, REFERENCES AND LEGEND

STREET ACCEPTANCE PLAN
LOCATED IN
CAMBRIDGE, MASSACHUSETTS
(MIDDLESEX COUNTY)

PREPARED FOR
CITY OF CAMBRIDGE
SCALE: 1"= 20' DATE: JUNE 5, 2001

MERIDIAN
ENGINEERING, INC.
96 BUCK STREET
DANVERS, MASSACHUSETTS 01923
TELEPHONE: (978) 752-8130

SHEET No. 2 OF 2 PROJECT No. 3562ALE

REVISIONS

NO.	DATE	DESCRIPTION	BY	CHKD
1	6/1/01	REVISE STREET NAME	RSW	ALJ

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The Parcels are conveyed as is, subject to all matters of record and to the following reservations for the benefit of the MBTA, its successors and assigns:

3/16/81 PLAN NUMBER: 8886904 WEAR ALUMINUM FLOOR MATS ONLY
SEE PLAN IN RECORD BOOK 22ND PAGE 12
187 73 50

BK 32240PG010

813

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

DEED

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY, a public body politic and corporate and a political subdivision of the Commonwealth of Massachusetts, organized and existing pursuant to Chapter 161A of the Massachusetts General Laws, as amended, with offices at Ten Park Plaza, Boston, County of Suffolk, Commonwealth of Massachusetts ("MBTA"), for consideration of One Dollar (\$1.00) paid and other good and sufficient consideration, the receipt of which is hereby acknowledged, hereby grants to the City of Cambridge, Massachusetts, a municipal corporation organized and existing under the laws of the Commonwealth of Massachusetts (the "City") with an office at 795 Massachusetts Avenue, Cambridge, Commonwealth of Massachusetts, all of its right, title and interest in the following five parcels (collectively, the "Parcels") of land in Cambridge, County of Middlesex, Commonwealth of Massachusetts:

1. Parcel C-267 containing 10,795+/- square feet of land, as described in Exhibit "A-1" attached hereto;
2. Parcel C-268 containing 29,127+/- square feet of land as described in Exhibit "A-2" attached hereto;
3. Parcel C-272 containing 168+/- square feet of land, as described in Exhibit "A-3" attached hereto;
4. Parcel C-274 containing 845+/- square feet of land, as described in Exhibit "A-4" attached hereto; and
5. Parcel C-277 containing 49,079+/- square feet of land, as described in Exhibit "A-5" attached hereto.

all as shown on a plan entitled "Land Disposition Plan, City of Cambridge, Massachusetts (Middlesex County)," Plan No. 54388A, dated November 30, 1983, recorded herewith.

The Parcels are conveyed as is, subject to all matters of record and to the following reservations for the benefit of the MBTA, its successors and assigns:

31/16/81 PLAN NUMBER: 80000044 WEAR ALLEYS NEAR FLOOR PARKWAY
 SEE PLAN IN RECORD BOOK 32240 PAGE 2
 187 73.50
 Cambridge, Mass. 02142

1. A permanent right of access over all of the Parcels for all purposes for which streets are used in the City of Cambridge, which right can also be exercised by the public;
2. A permanent easement in the roadways constructed in Parcels C-268 and C-277 for future mass transportation or rail use;
3. The right to approve all traffic signalization systems to be installed in the Parcels;
4. The right to approve all proposed curb cuts to be made in any of the Parcels; and
5. A permanent easement in the roadways constructed in the Parcels for future highway use.
6. A permanent right and easement under, above, and/or on the Parcels for existing utilities and telecommunication lines and conduits and the respective appurtenances of each, and for reasonably necessary future utilities and telecommunication lines and conduits and the respective appurtenances of each which are physically proximate to existing installations so long as said future utilities and conduits and said respective appurtenances of each do not cause substantial interference with the use of the public roadways in the Parcels for all customary and traditional public roadway uses.

By acceptance of this deed, the City agrees to lay out the roadways located in the Parcels as public ways, in conformity with law, and to maintain, at no cost to the MBTA, its successors and assigns, such roadways and related facilities including without limitation, sidewalks, lights, signals, signs, landscaping and drainage. The City shall maintain signage, access and no parking restrictions as set forth on Exhibit B hereto and incorporated herein, and will not alter any such restriction without prior written notice to the MBTA. Existing signage shall specify "No Parking" and "No Stopping At Any Time." The City shall enforce each such signage, access and no parking restriction in conformity with usual and customary City practice without derogation of any authority conferred on the MBTA by law including, without limitation, any authority to ticket

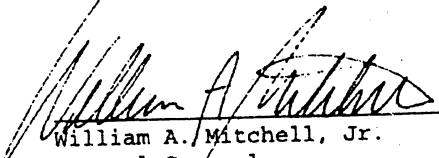
and/or tow vehicles. Such roadways and other facilities shall at all times remain public ways and be open to the MBTA, its successors and assigns (the term "assigns" as used in this paragraph shall include but not be limited to MBTA's contractors, lessees, licensees and invitees) and its vehicles and to the general public and its and their respective vehicles, and shall be maintained in the same manner (including clearance of snow or other obstructions) as emergency arterial streets in the City. Such roadways and facilities may be used by the MBTA, its successors and assigns and the Commonwealth of Massachusetts for any lawful purpose.

A true copy of Approval of this transfer by the Urban Mass Transportation Administration is annexed hereto as Exhibit C.

IN WITNESS WHEREOF, on the 12th day of January, 2001, the Massachusetts Bay Transportation Authority has caused this deed to be executed by its General Manager, duly authorized.

Approved as to form:

MASSACHUSETTS BAY
TRANSPORTATION AUTHORITY


William A. Mitchell, Jr.
General Counsel

By 
Robert H. Prince, Jr.
General Manager

BK32240PG013

COMMONWEALTH OF MASSACHUSETTS

Suffolk, ss.

January 12, 2001

Then personally appeared before me the above-named Robert H. Prince, Jr., GENERAL MANAGER, who executed the foregoing instrument on behalf of the Massachusetts Bay Transportation Authority, and acknowledged the same to be the free act and deed of said Authority, before me.

Nancy E. Cotton
Notary Public *Nancy E. Cotton*

My Commission Expires: *9-29-06*

BK 32240PG014

Exhibit "A-1"

A certain portion of Massachusetts Bay Transportation Authority land located in Cambridge (Middlesex County), Massachusetts bounded and described as follows:

Commencing at a point "1158" which is located about ninety feet (90') northeasterly of the centerline of existing Rindge Avenue and about eighty-six feet west perpendicularly of the east curbing of Alewife Brook Parkway;
thence curving left along an eighty-nine and 50/100 foot (89.50') radius curve a distance of sixty-two and 63/100 feet (62.63') to a point "1159";
thence continuing S 86°-16'-32" W a distance of nineteen and 67/100 feet (19.67') to a point "1160";
thence turning and running S 3°-43'-28" E a distance of four and 50/100 feet (4.50') to a point "1161";
thence turning and running S 83°-52'-47" W a distance of twenty-eight and 95/100 feet (28.95') to a point "1162";
thence turning and running N 55°-38'-36" W a distance of three and 93/100 feet (3.93') to a point "111";
thence turning and curving right along a one hundred fifty-four and 18/100 foot radius curve a distance of eighty-seven and 37/100 feet (87.37') to a point "1185";
thence turning and running N 84°-06'-18" E a distance of eighty-six and 40/100 feet (86.40') to a point "1155";
thence turning and running N 86°-16'-32" E a distance of twenty-eight and 63/100 feet (28.63') to a point "1154";
thence curving left along an eighty-nine and 50/100 foot radius curve a distance of fifty-three and 30/100 feet (53.30') to a point "1153";
thence turning and running S 0°-44'-06" E a distance of one hundred and six and 58/100 feet (106.58') to the point of beginning "1158";

Containing ten thousand seven hundred and ninety-five square feet (10,795 S.F.) of land, more or less, as shown on the plan entitled "Land Disposition Plan, City of Cambridge, Massachusetts" Plan No. 54388A, Sheets 1 through 4 of 4, as prepared by Sverdrup & Parcel and Associates, Inc., for the Massachusetts Bay Transportation Authority dated November 30, 1983, and being shown as Parcel C-257 thereon.

BK 32240PG015

Page 2

Exhibit "A-1"

For title reference to said Parcel C-267, see Order of Taking M.B.T.A. No. 121, recorded with Middlesex South District Deeds in Book 13572, Page 444. Said Parcel C-267 is a portion of Parcel No. C-221 as shown on "Massachusetts Bay Transportation Authority, Land Acquisition Plan, City of Cambridge, Massachusetts," by Sverdrup & Parcel and Associates, Inc., dated 11/9/1977, Plan No. 54364, Sheet 1 of 1, and recorded with said Deeds as Plan No. 1124 of 1978, at Book 13550, Page 315.

BK 32240PG016

Exhibit "A-2"

A certain portion of Massachusetts Bay Transportation Authority land located in Cambridge (Middlesex County), Massachusetts bounded and described as follows:

Commencing at a point "1157" which is located along the west right-of-way line of the MBTA Lexington Branch and about seventeen feet north of the centerline of Rindge Avenue Extension;

thence running N 86°-16'-32" E a distance of one hundred and two and 80/100 feet (102.80') to a point "1189";

thence turning and running S 20°-12'-20" E a distance of one and 92/100 feet (1.92') to a point "1188";

thence turning and running N 69°-47'-40" E a distance of six and 48/100 feet (6.48') to a point "1187";

thence turning and running N 86°-16'-32" E a distance of one hundred and forty-three and 19/100 feet (143.19') to a point "1186";

thence turning and running S 21°-27'-29" E a distance of seven and 95/100 feet (7.95') to a point "120";

thence curving left along a two hundred and 29/100 foot (200.29') radius curve a distance of twenty-nine and 75/100 feet (29.75') to a point "123";

thence continuing N 88°-19'-09" W a distance of one hundred and ninety and 70/100 feet (190.70') to a point "130";

thence turning and running S 20°-29'-30" E a distance of forty-three and 19/100 feet (43.19') to a point "3509";

thence turning and running S 88°-19'-08" E a distance of seventy-one and 27/100 feet (71.27') to a point "3505";

thence turning and running S 20°-29'-29" E a distance of six and 2/100 feet (6.02') to a point "1164";

thence turning and running S 86°-16'-32" W a distance of twenty-two and 5/100 feet (22.05') to a point "1171";

thence curving left along a twenty-five and 00/100 foot (25.00') radius curve a distance of forty-six and 46/100 feet (46.46') to a point "1172";

thence continuing S 20°-12'-20" E a distance of one hundred twenty-two and 80/100 feet (122.80') to a point "1173";

thence curving left along a thirty-four and 00/100 foot (34.00') radius a distance of thirty-six and 91/100 feet (36.91') to a point "1174";

thence curving right along a fifty-six and 00/100 foot (56.00') radius a distance of thirty-seven and 78/100 feet (37.78') to a point "1190";

thence turning and running N 34°-26'-34" E a distance of thirteen and 27/100 feet (13.27') to a point "3528";

thence turning and running S 20°-29'-29" E a distance of sixty and 11/100 feet (60.11') to a point "3530";

thence turning and running N 88°-11'-18" W a distance of thirteen and 34/100 feet (13.34') to a point "1191";

thence turning and curving right along a fifty-six and 00/100 foot (56.00') radius a distance of one hundred thirty-two and 88/100 feet (132.88') to a point "1192";

thence turning and running S 67°-51'-21" W a distance of eight and 31/100 feet (8.31') to a point "1193";

thence turning and running N 22°-08'-39" W a distance of thirty and 00/100 feet (30.00') to a point "1194";

thence turning and running N 67°-51'-21" E a distance of eight and 31/100 feet (8.31') to a point "1195";

thence turning and curving right along a fifty-six and 00/100 foot (56.00') radius a distance of twenty-eight and 54/100 feet (28.54') to a point "1175";

thence curving left along a thirty-four and 00/100 foot (34.00') radius a distance of twenty-five and 40/100 feet (25.40') to a point "1176";

thence continuing N 20°-12'-20" W a distance of one hundred thirty-six and 66/100 feet (136.66') to a point "1177";

thence curving left along a seventy-five and 00/100 foot (75.00') radius a distance of eighty and 48/100 feet (80.48') to a point "1178";

thence turning and running N 22°-08'-39" W a distance of seventy and 39/100 feet (70.39') to the point of beginning "1157";

Containing twenty-nine thousand one hundred and twenty-seven square feet (29,127 S.F.) of land, more or less, as shown on the plan entitled "Land Disposition Plan, City of Cambridge, Massachusetts" Plan No. 54388A, Sheets 1 through 4 of 4, as prepared by Sverdrup & Parcel and Associates, Inc., for the Massachusetts Bay Transportation Authority dated November 30, 1983, and being shown as Parcel C-268 thereon.

BK 32240PG018

Page 3

Exhibit "A-2"

For title reference, see deed from the Trustees of the Property of Boston and Maine Corporation, Debtor, to the Massachusetts Bay Transportation Authority, dated December 24, 1976, and recorded with Middlesex South District Deeds at Book 13117, Page 113, and Order of Taking by the Massachusetts Bay Transportation Authority dated February 16, 1977 and recorded with said Deeds at Book 13156, Page 034.

Exhibit "A-3"

A certain portion of Massachusetts Bay Transportation Authority land located in Cambridge (Middlesex County), Massachusetts bounded and described as follows:

Commencing at a point "3505" which is about seventeen feet (17') southeasterly of the Rindge Avenue Extension centerline and about seventy-two feet (72') east of east side of the right-of-way line of the MBTA Lexington Branch;

thence running N 88°-15'-37" E a distance of sixty and 50/100 feet (60.50') to a point "1163";

thence turning and running S 86°-16'-32" W a distance of fifty-eight and 49/100 feet (58.49') to a point "1164";

thence turning and running N 20°-29'-29" W a distance of six and 02/100 feet (6.02') to the point of beginning "3505";

Containing one hundred and sixty-eight square feet (168 S.F.) of land, more or less, as shown on the plan entitled "Land Disposition Plan, City of Cambridge, Massachusetts" Plan No. 54388A, Sheets 1 through 4 of 4, as prepared by Sverdrup & Parcel and Associates, Inc., for the Massachusetts Bay Transportation Authority dated November 30, 1983, and being shown as Parcel C-272 thereon.

For title reference, see Massachusetts Bay Transportation Authority Taking No. 308, dated February 15, 1984 and recorded with Middlesex South District Registry of Deeds at Book 15477, Page 358, and is shown on Plan of "Massachusetts Bay Transportation Authority Land Acquisition Plan, City of Cambridge, Massachusetts" above referenced, recorded with Deeds as Plan No. 256 of 1984, in Book 15477, Page 358, B of 3.

BK 32240PG020

Exhibit "A-4"

A certain portion of Massachusetts Bay Transportation Authority land located in Cambridge (Middlesex County), Massachusetts, bounded and described as follows:

Commencing at a point "25" which is located about twenty-five feet north of the centerline of Rindge Avenue Extension and along the west right-of-way line of the MBTA Lexington Branch;

thence running N 88°-19'09" W a distance of twenty-five and 55/100 feet (25.55') to a point "1180";

thence turning and running N 1°-37'57" E a distance of four and 61/100 feet (4.61') to a point "1181";

thence turning and running N 47°-37'-03" E a distance of sixteen and 42/100 feet (16.42') to a point "1182";

thence turning and running N 20°-12'-20" W a distance of one hundred eighty and 54/100 feet (180.54') to a point "1183";

thence turning and running S 22°-08'-39" E a distance of two hundred and 66/100 feet (200.66') to the point of beginning "25".

Containing eight hundred and forty-five square feet (845 S.F.) of land, more or less, as shown on the plan entitled "Land Disposition Plan, City of Cambridge, Massachusetts" Plan No. 54388A, Sheets 1 through 4 of 4, as prepared by Sverdrup & Parcel and Associates, Inc., for the Massachusetts Bay Transportation Authority dated November 30, 1983, and being shown thereon as Parcel C-274.

For title reference, see Massachusetts Bay Transportation Authority Taking No. 308, dated February 15, 1984, and recorded with Middlesex South District Registry of Deeds in Book 15477, Page 358, and is shown on Plan of "Massachusetts Bay Transportation Authority Plan, City of Cambridge, Massachusetts, recorded with said Deeds as Plan No. 256 of 1984, at Book 15477, Page 358, A of 3.

BK 32240PG021

Exhibit "A-5"

A certain portion of Massachusetts Bay Transportation Authority land located in Cambridge (Middlesex County), Massachusetts bounded and described as follows:

Commencing at a point "1157" which is located about thirty-four feet (34') northeasterly of the centerline of existing Rindge Avenue Extension and along the west side of the right-of-way line of the MBTA Lexington Branch;

thence running N 22°-08'-39" W a distance of two hundred twenty-seven and 17/100 feet (227.17') to a point "134";

thence turning right along a one thousand six hundred eighty-two and 00/100 foot (1,682.00') radius curve a distance of one hundred one and 43/100 feet (101.43') to a point "988";

thence turning and running N 80°-13'-02" E a distance of one and 66/100 feet (1.66') to a point "1211";

thence turning and running N 20°-12'-20" W a distance of one hundred ninety-six and 77/100 feet (196.77') to a point "1206";

thence turning and running N 69°-47'-40" E a distance of ninety-two and 00/100 feet (92.00') to a point "1205";

thence turning and running S 20°-12'-20" E a distance of five hundred twenty-seven and 83/100 feet (527.83') to a point "1209";

thence curving left along a thirty and 00/100 foot (30.00') radius curve a distance of twenty-nine and 05/100 feet (29.05') to a point "1210";

thence turning and running S 20°-12'-20" E a distance of one and 54/100 feet (1.54') to a point "1189";

thence turning and running S 86°-16'-32" W a distance of one hundred two and 80/100 feet (102.80') to a point of beginning "1157";

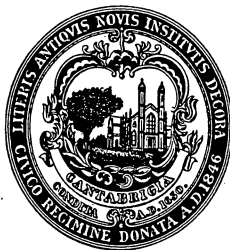
Containing forty-nine thousand and seventy-nine square feet (49,079 S.F.) of land, more or less, as shown on the plan entitled "Land Disposition Plan, City of Cambridge, Massachusetts" Plan No. 54388A, Sheets 1 through 4 of 4, as prepared by Sverdrup & Parcel and Associates, Inc., for the Massachusetts Bay Transportation Authority dated November 30, 1983, and being shown as Parcel C-277 thereon.

For title reference, see deed from the Trustees of the Property of Boston and Maine Corporation, Debtor, to the Massachusetts Bay Transportation Authority, dated December 24, 1976, and recorded with Middlesex South District Deeds in Book 13117, Page 113, and Order of Taking by the Massachusetts Bay Transportation Authority dated February 16, 1977 and recorded with said Deeds at Book 13156, Page 034.

Donald A. Drisdell
City Solicitor

Nancy E. Glowa
Deputy City Solicitor

Arthur J. Goldberg
First Assistant
City Solicitor



Assistant City Solicitors

Birge Albright
Vali Buland
Cheryl Anne Watson
Nancy B. Schlacter
Christine E. McGinn

CITY OF CAMBRIDGE

Office of the City Solicitor
795 Massachusetts Avenue
Cambridge, Massachusetts 02139

INTEROFFICE MEMORANDUM
ATTORNEY - CLIENT PRIVILEGE

TO: Donna Lopez, Deputy City Clerk

FROM: Cheryl Anne Watson, Assistant City Solicitor

RE: Official records

DATE: December 6, 2002

I delivered to your office today copies of the following records to be filed in the Clerk's Office:

1. First Amended Lease between the City of Cambridge and Poppa & Goose Restaurant. This amendment outlines the rental rates for the five-year optional term that began on September 1, 2002. The Council approved the original lease dated 1997 during the June 17, 2002 council meeting.
2. A copy of the deed to Cambridge Park Place with the Registry's book and page numbers stamped on the first page.
3. A copy of the Order and Acceptance Plans for Cambridge Park Place with the Registry's date stamp. As of December 5, 2002 Cambridge Park Place was recorded as a public way.

If you have any questions, feel free to telephone me at ext. 4121.



City of Cambridge

Consent Agenda #12A

IN CITY COUNCIL

June 17, 2002

- WHEREAS: By prior City Council Order the City Council voted to discontinue a portion of the Rindge Avenue Extension in conjunction with the Massachusetts Bay Transportation Authority's Red Line Extension to Alewife; and
- WHEREAS: By prior City Council Order the City Council authorized the City Manager to execute a real estate Exchange Agreement with the Massachusetts Bay Transportation Authority for the disposition of said portion of the Rindge Avenue Extension; and
- WHEREAS: Pursuant to said real estate Exchange Agreement the City has agreed to accept and lay out the newly configured roadways adjacent to the Alewife T Station; and
- WHEREAS: By Section 21 of Chapter 82 of the General Laws, all as amended, it is provided that the Cambridge City Council may lay out, relocate or alter public ways, for the use of the public, and
- WHEREAS: Pursuant to the Municipal Code of the City of Cambridge, Section 12.16.010, which regulates the acceptance of public ways, reports have been received from the Police, Fire, Inspectional Services, Public Works, Historical, Water, Traffic, Parking and Transportation, and Community Development Departments, the City Engineer and the City Electrician regarding a proposal to lay out and accept Cambridge Park Place; now therefore be it
- ORDERED: That the City Council of the City of Cambridge pursuant to Section 21 of Chapter 82 of the General Laws and pursuant to Section 12.16.010 of the Cambridge Municipal Code hereby accepts and approves the layout of Cambridge Park Place as a public way; and be it further
- ORDERED: That said acceptance and layout of Cambridge Park Place as a public way is the assembly of three parcels which are bounded and described as follows:

A way located in the City of Cambridge, County of Middlesex, Commonwealth of Massachusetts, bounded and described as follows;

BEGINNING at a drill hole in a stone bound on the easterly side of the way to be described;

THENCE: easterly along a curved line to the right with a radius of twenty-five and zero hundredths feet (25.00') and a length of forty-six and forty-six hundredths feet (46.46') to a drill hole in a stone bound for a corner,

THENCE: N 26°-37'-04" W seventy-seven and seven hundredths feet (77.07') to a drill hole in a stone bound for a corner,

THENCE: S 69°-47'-40" W six and forty-eight hundredths feet (6.48') to a point for a corner,

THENCE: N 20°-12'-20" W three and forty-six hundredths feet (3.46') to a point for a corner,

THENCE: northerly along a curved line to the right with a radius of thirty and zero hundredths feet (30.00') and a length of twenty-nine and five hundredths feet (29.05') to a drill hole in a stone bound for a corner,

THENCE: N 20°-12'-20" W five hundred twenty-seven and eighty-three hundredths feet (527.83') to 5/8" iron rod for a corner,

THENCE: S 69°-47'-40" W ninety-two and zero hundredths feet (92.00') to a drill hole for a corner,

THENCE: S 20°-12'-20" E one hundred ninety-six and seventy-seven hundredths feet (196.77') to point for a corner,

THENCE: S 80°-13'-02" W one and sixty-six hundredths feet (1.66') to a point for a corner,

THENCE: southerly along a curved line to the left with a radius of one thousand six hundred eighty-two and zero hundredths feet (1682.00') and a length of one hundred one and forty-three hundredths feet (101.43') to a point for a corner,

THENCE: S 22°-08'-39" E thirty-seven and thirty-two hundredths feet (37.32') to a point for a corner,

THENCE: S 20°-12'-20" E one hundred eighty and fifty-four hundredths feet (180.54') to a drill hole in a stone bound for a corner,

THENCE: S 47°-37'-03" W sixteen and forty-two hundredths feet (16.42') to a point for a corner,

THENCE: S 01°-37'-57" W four and sixty-one hundredths feet (4.61') to a point for a corner,

THENCE: S 88°-19'-09" E twenty-five and fifty-five hundredths feet (25.55') to a point for a corner,

THENCE: S 22°-08'-39" E fifty-nine and fifty-eight hundredths feet (59.58') to a drill hole for a corner,

THENCE: southerly along a curved line to the right with a radius of seventy-five and zero hundredths feet (75.00') and a length of eighty and forty-eight hundredths feet (80.48') to a drill hole in a stone bound for a corner,

THENCE: S 20°-12'-20" E one hundred thirty-six and sixty-six hundredths feet (136.66') to a drill hole in a stone bound for a corner,

THENCE: southerly along a curved line to the right with a radius of thirty-four and zero hundredths feet (34.00') and a length of twenty-five and forty hundredths feet (25.40') to a drill hole in a stone bound for a corner,

THENCE: southerly along a curved line to the left with a radius of fifty-six and zero hundredths feet (56.00') and a length of twenty-eight and fifty-four hundredths feet (28.54') to a point for a corner,

THENCE: S 67°-51'-21" W eight and thirty-two hundredths feet (8.32') to a point for a corner,

THENCE: S 22°-08'-39" E one hundred thirty and zero hundredths feet (30.00') to a point for a corner,

THENCE: N 67°-51'-21" E eight and thirty-one hundredths feet (8.31') to a point for a corner,

THENCE: along a curved line to the left with a radius of fifty-six and zero hundredths feet (56.00') and a length of one hundred thirty-two and eighty-eight hundredths feet (132.88') to a point for a corner,

THENCE: S 88°-11'-16" E thirteen and thirty-four hundredths feet (13.34') to a point for a corner,

THENCE: N 20°-29'-30" W sixty and eleven hundredths feet (60.11') to a point for a corner,

THENCE: S 34°-26'-37" W thirteen and twenty-seven hundredths feet (13.27') to a point for a corner,

THENCE: northerly along a curved line to the left with a radius of fifty-six and zero hundredths feet (56.00') and a length of thirty-seven and seventy-eight hundredths feet (37.78') to a drill hole in a stone bound for a corner,

THENCE: northerly along a curved line to the right with a radius of thirty-four and zero hundredths feet (34.00') and a length of thirty-six and ninety-one hundredths feet (36.91') to a drill hole in a stone bound for a corner,

THENCE: N 20°-12'-20" W one hundred twenty-two and eighty-hundredths feet

(122.80') to a drill hole in a stone bound and the point of beginning.

Said way is shown on a plan entitled "Street Acceptance Plan Located in Cambridge, Massachusetts, Prepared by Meridian Engineering", dated June 5, 2001.

In City Council June 17, 2002.

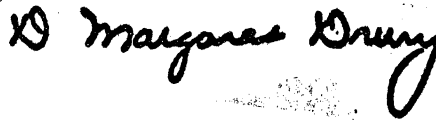
Adopted by a ye and nay vote:-

Yeas 9; Nays 0; Absent 0.

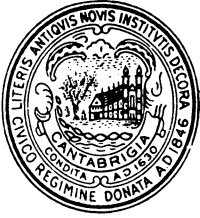
Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:-

A handwritten signature in black ink, appearing to read "D. Margaret Drury". The signature is written in a cursive, flowing style. To the left of the signature is a small, dark, circular mark, possibly a stamp or a hole punch.

D. Margaret Drury
City Clerk



CITY OF CAMBRIDGE
Traffic, Parking and Transportation
238 Broadway
Cambridge, Massachusetts 02139

Susan E. Clippinger
Director

Administration	349-4700
Parking Violations	349-4705
Resident Parking	349-4701

June 11, 2002

Mr. Robert W. Healy, City Manager
City Hall
795 Massachusetts Avenue
Cambridge, MA 02139

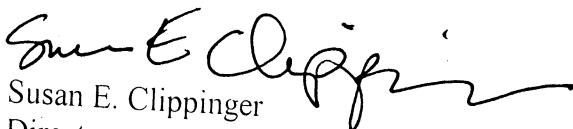
RE: Layout and Acceptance of Cambridge Park Place

Dear Mr. Healy:

In accordance with provisions of Cambridge Municipal Code 12.16.010, the Traffic, Parking & Transportation Department has reviewed the design, engineering, construction and utility aspects of the layout and acceptance of a new roadway that extends 200 feet from the Route 2 off-ramp past the intersection with Cambridge Park Drive.

Based upon this review, I recommend that the City of Cambridge approve the layout and accept those parcels now known as Cambridge Park Place as shown generally on the plans entitled "Street Acceptance Plan" as prepared by Meridian Engineering Inc., dated June 5, 2001.

Sincerely,


Susan E. Clippinger
Director

SEC:lb



Cambridge Electrical Department

250 Fresh Pond Parkway, Cambridge, MA 02138
Tel. (617) 349-4925 Fax (617) 349-4913

George Fernandes
City Electrician
Superintendent of Fire Alarm

Mr. Robert Healy
City Manager
City of Cambridge, City Hall
795 Massachusetts Avenue
Cambridge, MA 02139

Re: Acceptance of Cambridge Park Place

Dear Mr. Healy:

In accordance with provisions of the Cambridge Municipal Code – 12.16.010, the Electrical Department has reviewed the design, engineering, construction and utility aspects of the layout and acceptance of a new roadway that extends 200 feet from the Route 2 off-ramp past the intersection with Cambridge Park Drive.

Based upon this review, I recommend that the City of Cambridge approve the layout and accept those parcels now known as Cambridge Park Place as shown generally on the plans entitled "Street Acceptance" as prepared by Meridian Engineering Inc., dated June 5th, 2001.

Sincerely,

George Fernandes
City Electrician



CITY OF CAMBRIDGE

489 BROADWAY, CAMBRIDGE, MA. 02138

TEL. (617) 349-6911

FAX 349-6918

EMERGENCY COMMUNICATIONS DEPARTMENT

George L. Fosque, Emergency Communications and 911 Director

Paula M. Snow, Chief of Emergency Operations

Kenneth T. Pitts, Public Safety Computer Systems Manager

Patricia, Macher, Administrative Assistant

June 4, 2002

Mr. Robert W. Healy
City Manager
City of Cambridge, City Hall
795 Massachusetts Avenue
Cambridge, MA 02139

RECEIVED
2002 JUN -4 PM 12:52
OFFICE OF THE CITY MANAGER

Re: Layout and Acceptance of Cambridge Park Place

Dear Mr. Healy:

In accordance with provisions of Cambridge Municipal Code-12.16.010, the Emergency Communications Department has reviewed the design, engineering, construction and utility aspects of the layout and acceptance of a new roadway that extends 200 feet from the Route 2 off-ramp past the intersection with Cambridge Park Drive.

Based upon this review, I recommend that the City of Cambridge approve the layout and accept those parcels now known as Cambridge Park Place as shown generally on the plans entitled "Street Acceptance Plan" as prepared by Meridian Engineering Inc., dated June 5, 2001.

As an aside, I recommend that the apartment complex known as "Cambridge Park Place" (currently under construction) that has its prominent main entrance on Cambridge Park Drive, be assigned an address on Cambridge Park Place.

Sincerely,

George Fosque
Director of 911



City of Cambridge Police Department

TELEPHONE
(617) 349-3300

FAX
(617) 349-3320

WEB
www.cambridgepolice.org

Ronnie Watson
Police Commissioner

Robert W. Healy
City Manager

Cristina Beamud, Esq.
Legal Advisor

June 4, 2002

Harold F. Murphy, Jr.
Superintendent

David J. Degou
Superintendent

Michael D. Giacoppo
Deputy Superintendent

Mr. Robert W. Healy
City Manager
City of Cambridge
Cambridge, Mass. 02139

Timothy F. McCusker
Deputy Superintendent

Re: Layout and acceptance of Cambridge Park Place

Thomas F. O'Connor
Deputy Superintendent

Dear Mr. Healy:

Garfield Morrison, Jr.
Deputy Superintendent

In accordance with Cambridge Municipal Code 12.16.010, the Cambridge Police Department has reviewed the design, engineering, construction and utility aspects layout and acceptance of a new roadway extending 200 feet from the Route 2 off-ramp pass the intersection of Cambridge Park Drive. The Cambridge Police Department is conscious of the fact that the MBTA will continue to use Cambridge Park as its normal routes around Alewife T station and to its existing garage facilities.

Lt. J. Michael Walsh
Community Relations

Lt. Christopher Burke
Quality Control

Officer Frank Pasquarello
Aide to the Commissioner

Based upon this review, I recommend that the City of Cambridge approve the layout and acceptance of those parcels now known as Cambridge Park Place as shown generally on the plans entitled "Street Acceptance Plan" as prepared by Meridian Engineering, Inc. dated June 5, 2001.

Sincerely,

Ronnie Watson
Police Commissioner

RW:smc



CITY OF CAMBRIDGE
FIRE DEPARTMENT
ISO Class 1 Fire Department
HEADQUARTERS
491 BROADWAY, CAMBRIDGE, MA. 02138



GERALD R. REARDON
CHIEF OF DEPARTMENT

JOHN J. O'DONOGHUE
ASSISTANT CHIEF

(617) 349-4974
FAX (617) 349-4999

Date

Mr. Robert W. Healy
City Manager
City of Cambridge
Cambridge, MA 02139

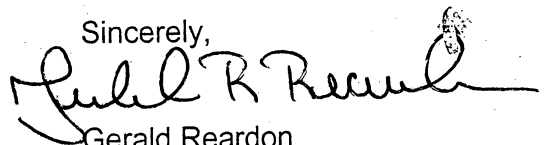
Re: Layout and Acceptance of Cambridge Park Place

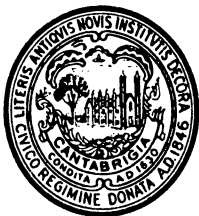
Dear Mr. Healy:

The Cambridge Fire Department has reviewed the design, engineering, construction and utility aspects of the land transfer agreement between the City of Cambridge and the Massachusetts Bay Transportation Authority ("MBTA"). The acquisition of property from the MBTA necessitates the layout and acceptance of a new roadway extending 200 feet from the Route 2 off-ramp past the intersection of Cambridge Park Drive.

Based upon this review, I recommend that the City of Cambridge approve the layout and accept those parcels now known as Cambridge Park Place as shown generally on the plan entitled "Street Acceptance Plan" as prepared by Meridian Engineering Inc. dated June 5, 2001.

Sincerely,


Gerald Reardon
Chief of Department



CITY OF CAMBRIDGE

MASSACHUSETTS

WATER DEPARTMENT

250 FRESH POND PARKWAY

CAMBRIDGE, MASS. 02138

Stephen S. Corda, P.E.
Managing Director

617-349-4770

June 7, 2002

Mr. Robert W. Healy
City Manager
City of Cambridge, City Hall
795 Massachusetts Avenue
Cambridge, MA 02139

Re: Layout and Acceptance of Cambridge Park Place

Dear Mr. Healy:

In accordance with provisions of Cambridge Municipal Code – 12.16.010, the Cambridge Water Department has reviewed the design, engineering, construction and utility aspects of the layout and acceptance of the new roadway that extends 200 feet from the Route 2 off-ramp past the intersection with Cambridge Park Drive.

Based upon this review, I recommend that the City of Cambridge approve the layout and accept those parcels now known as Cambridge Park Place and as generally shown on the plans entitled "Street Acceptance Plan" as prepared by Meridian Engineering Inc., dated June 5, 2001.

Truly Yours,

A handwritten signature in black ink, appearing to read "Stephen S. Corda", is written over the "Truly Yours," text.

Stephen S. Corda
Managing Director



CITY OF CAMBRIDGE

INSPECTIONAL SERVICES DEPARTMENT 831 MASS. AVE.
CAMBRIDGE, MASSACHUSETTS 02139 (617) 349-6100

ROBERT R. BERSANI
Commissioner

Date: June 10, 2002

Mr. Robert W. Healy
City Manager
City of Cambridge, City Hall
795 Massachusetts Avenue
Cambridge, MA 02139

Re: Layout and Acceptance of Cambridge Park Place

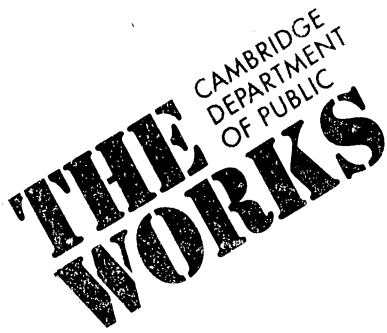
Dear Mr. Healy:

In accordance with provisions of Cambridge Municipal Code – 12.16.010, the Inspectional Services Department has reviewed the design, engineering, construction and utility aspects of the layout and acceptance of a new roadway that extends 200 feet from the Route 2 off-ramp past the intersection with Cambridge Park Drive. We viewed the MBTA parking garage at this location and have determined that the street realignments and associated curb cuts in place by the MBTA in this area will not result in a Zoning violation as pertains to Article 6.000 (Off Street Parking and Loading Requirements) of the Cambridge Zoning Ordinance.

Based upon this review, I recommend that the City of Cambridge approve the layout and accept those parcels now known as Cambridge Park Place as shown generally on the plans entitled "Street Acceptance Plan" as prepared by Meridian Engineering Inc., dated June 5, 2001.

Sincerely,

Robert Bersani
Commissioner of Inspectional Services



Lisa Peterson
Commissioner

June 10, 2002

147 Hampshire Street
Cambridge, MA 02139
617-349-4800
TTD 617-349-4805

Mr. Robert W. Healy
City Manager
City of Cambridge, City Hall
795 Massachusetts Avenue
Cambridge, MA 02139

Re: Layout and Acceptance of Cambridge Park Place

Dear Mr. Healy:

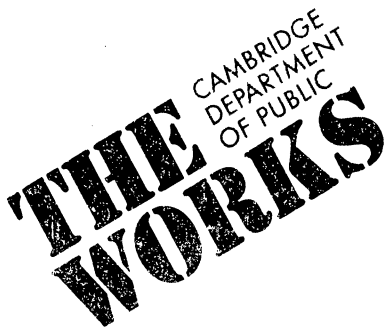
In accordance with provisions of Cambridge Municipal Code-12.16.010, the Public Works Department has reviewed the design, engineering, construction and utility aspects of the layout and acceptance of a new roadway that extends 200 feet from the Route 2 off-ramp past the intersection with Cambridge Park Drive.

Based upon this review, I recommend that the City of Cambridge approve the layout and accept those parcels now known as Cambridge Park Place as shown generally on the plans entitled "Street Acceptance Plan" as prepared by Meridian Engineering Inc., dated June 5, 2001.

Sincerely,

Lisa Peterson, Commissioner-PWD





Lisa Peterson
Commissioner

June 10, 2002

147 Hampshire Street
Cambridge, MA 02139
617-349-4800
TTD 617-349-4805

Mr. Robert W. Healy
City Manager
City of Cambridge, City Hall
795 Massachusetts Avenue
Cambridge, MA 02139

Re: Layout and Acceptance of Cambridge Park Place

Dear Mr. Healy:

In accordance with provisions of Cambridge Municipal Code-12.16.010, the Public Works Department has reviewed the design, engineering, construction and utility aspects of the layout and acceptance of a new roadway that extends 200 feet from the Route 2 off-ramp past the intersection with Cambridge Park Drive.

Based upon this review, I recommend that the City of Cambridge approve the layout and accept those parcels now known as Cambridge Park Place as shown generally on the plans entitled "Street Acceptance Plan" as prepared by Meridian Engineering Inc., dated June 5, 2001.

Sincerely,

A handwritten signature in black ink, appearing to read "Owen O'Riordan".

Owen O'Riordan, City Engineer





CITY OF CAMBRIDGE
COMMUNITY DEVELOPMENT DEPARTMENT

BETH RUBENSTEIN

*Assistant City Manager for
Community Development*

SUSAN M. GLAZER

*Deputy Director for
Community Development*

June 11, 2002

Mr. Robert W. Healy
City Manager
City of Cambridge, City Hall
795 Massachusetts Avenue
Cambridge, MA 02139

Re: Layout and Acceptance of Cambridge Park Place

Dear Mr. Healy:

In accordance with provisions of Cambridge Municipal Code - 12.16.010, the Community Development Department has reviewed the design, engineering, construction and utility aspects of the layout and acceptance of new roadway that extends 200 feet from the Route 2 off-ramp past the intersection with Cambridge Park Drive.

Based upon this review, I recommend that the City of Cambridge approve the layout and accept those parcels now known as Cambridge Park Place as shown generally on the plans entitled "Street Acceptance Plan" as prepared by Meridian Engineering Inc., dated June 5, 2001.

Sincerely,

Beth Rubenstein
Assistant City Manager for Community Development



CAMBRIDGE HISTORICAL COMMISSION

831 Massachusetts Avenue, Cambridge, Massachusetts 02139

Voice: 617 349 4683 Fax: 617 349 3116 TTY: 617 349 6112

E-mail: histcomm@ci.cambridge.ma.us Web: www.ci.cambridge.ma.us/~Historic



William B. King, *Chair*, Allison M. Crump, *Vice Chair*, Charles M. Sullivan, *Executive Director*
M. Wyllis Bibbins, Robert C. Crocker, Suzanne R. Green, Frank Shirley, Jo M. Solet, *Members*
Jacob D. Albert, Bruce A. Irving, Jennifer Jones, *Alternates*

June 3, 2002

Mr. Robert W. Healy
City Manager
City of Cambridge, City Hall
795 Massachusetts Avenue
Cambridge, MA 02139

Re: Layout and Acceptance of Cambridge Park Place

Dear Mr. Healy:

In accordance with provisions of Cambridge Municipal Code – 12.16.010, the Historical Commission has reviewed the design, engineering, construction and utility aspects of the layout and acceptance of a new roadway that extends 200 feet from the Route 2 off-ramp past the intersection with Cambridge Park Drive.

Based upon this review, I recommend that the City of Cambridge approve the layout and accept those parcels now known as Cambridge Park Place as shown generally on the plans entitled "Street Acceptance Plan" as prepared by Meridian Engineering Inc. dated June 5, 2001.

Sincerely,

Charles Sullivan
Executive Director

cc: Cheryl Anne Watson



NOW OR FORMERLY
CAMBRIDGE I ASSOCIATES
LIMITED PARTNERSHIP
DEED BOOK 18537, PAGE 37

CAMBRIDGE

(PUBLIC-VARIABLE WIDTH)

PARK

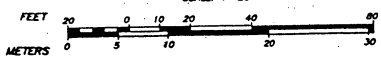
FORMERLY KNOWN AS PARK
AVENUE EXTENSION
(PUBLIC-VARIABLE WIDTH)
(PLAN No. 711 OF 1944)

DRIVE

RINDGE AVENUE
(PLAN No. 314 OF 1911)

THE COMMONWEALTH OF MASSACHUSETTS
ALEWIFE BROOK PARKWAY
(PUBLIC-WAIVER 1870)

GRAPHIC SCALE
SCALE: 1"=20'



FOR REGISTRY OF DEEDS USE ONLY.

I DECLARE, TO THE BEST OF MY PROFESSIONAL
KNOWLEDGE, INFORMATION, AND BELIEF, THAT
THIS PLAN WAS PREPARED IN ACCORDANCE
WITH THE RULES AND REGULATIONS OF THE
REGISTERS OF DEEDS.

FOR MERIDIAN ENGINEERING, INC.

DATE

NOW OR FORMERLY
CAMBRIDGEPARK COMPANY LLC
DEED BOOK 27006, PAGE 189

NOW OR FORMERLY
J & B REALTY TRUST I
DEED BOOK 17716, PAGE 417

I DECLARE, TO THE BEST OF MY PROFESSIONAL KNOWLEDGE,
INFORMATION, AND BELIEF, THAT THE PROPERTY LINES DEPICTED
ARE THE LINES SHOWING EXISTING OWNERSHIPS, AND THE LINES
OF STREETS AND WAYS DEPICTED ARE THOSE OF PUBLIC OR
PRIVATE STREETS AND WAYS ALREADY ESTABLISHED, AND THAT
NO NEW LINES FOR DIVISION OF EXISTING OWNERSHIPS OR FOR
NEW STREETS AND WAYS HAVE BEEN DEPICTED. (MASS. GEN. LAWS,
CHAP. 41, SEC. 27B)



SEE SHEET 1 FOR NOTES, REFERENCES AND LEGEND

STREET ACCEPTANCE PLAN
LOCATED IN
CAMBRIDGE, MASSACHUSETTS
(MIDDLESEX COUNTY)

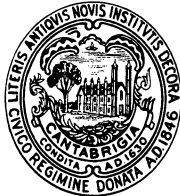
PREPARED FOR
CITY OF CAMBRIDGE
SCALE: 1"=20' DATE: JUNE 5, 2001

MERIDIAN
ENGINEERING, INC.
BANTERS, MASSACHUSETTS 01850
TELEPHONE: (978) 729-9130

SHEET No. 2 OF 2 PROJECT No. 3562ALE

REVISIONS

NO.	DATE	REVISION	BY	CHK'D
1	6/13/01	REVISE STREET NAME	RSW	MAI
2				
3				



12.

CITY OF CAMBRIDGE • EXECUTIVE DEPARTMENT

Robert W. Healy, City Manager

Richard C. Rossi, Deputy City Manager

June 17, 2002

To The Honorable, The City Council:

In the 1980's the Massachusetts Bay Transportation Authority ("MBTA"), authorized by the Legislature, was proceeding with plans for the extension of the Red Line from Harvard Square to Alewife. The MBTA desired to construct a Park and Ride parking facility at Alewife. The Rindge Avenue Extension, an accepted public way, occupied part of the area on which the MBTA desired to construct the garage. Based upon preliminary discussions about a possible swap of other MBTA owned land in the City in exchange for the Rindge Avenue Extension, the City Council voted on August 4, 1980 to discontinue a portion of Rindge Avenue Extension. The City Council also voted to authorize the City Manager to execute a real estate exchange agreement with the MBTA for the swap of the land. Prior to finalizing an exchange of land the MBTA filed a notice of intent to take the Rindge Avenue Extension by eminent domain. The City filed an action in the Land Court seeking an injunction to halt construction of the garage on Rindge Avenue Extension. After protracted settlement negotiations the MBTA and the City entered into a settlement agreement for the exchange of the portion of Rindge Avenue Extension over which the garage has long stood for MBTA property in North Cambridge.

In 2001, the City and the MBTA reached final resolution of the litigation and stipulated to dismissal of the Land Court case. Pursuant to the settlement, the MBTA deeded several small parcels of land behind and adjacent to the Alewife T Station in order that the City could lay out and accept the new configuration of streets around the Alewife T Station which have been constructed at the MBTA's expense. As result, the City of Cambridge now owns the roadway which begins 200 feet from the end of the Route 2 off-ramp and proceeds directly behind the Alewife T Station, crosses the intersection at Cambridge Park Drive, and extends to a circular drive at the end of which is situated an MBTA yard for servicing its buses. The new roadway will be called "Cambridge Park Place". The layout and construction of these streets was done with the involvement of appropriate City officials.

I have attached for your information a plan detailing the proposed layout and acceptance of Cambridge Park Place. In addition, I have attached reports received from the City Engineer, the City Electrician and the Police, Fire, Inspectional Services, Historical, Emergency Communications, Community Development, Water, and Public Works Departments recommending the proposed layout and acceptance of the new roadway.

Therefore, based upon the above information furnished in this letter and its attachments, I hereby request that you accept and approve the layout of Cambridge Park Place as a public way in the City of Cambridge, pursuant to the provisions of Section 21 of chapter 82 of the General Laws.

Very truly yours,

Robert W. Healy,
City Manager

11-79

Consent Agenda #12

City Council accept and approve the layout of Cambridge Park Place as a public way in the City of Cambridge, pursuant to the provisions of Section 21, of Chapter 82 of the General Laws.

In City Council June 17, 2002

**A. PUBLIC WAY
ACCEPTED.
9-0-0.**

**B. VOTE TO LAYOUT
PUBLIC WAY.
9-0-0.**