



HARVARD PLANNING AND REAL ESTATE

July 21, 1998

Mr. Paul Dietrich
Chair, Cambridge Planning Board

Re: CRGM Zoning Petition filed by Charles T. Hinds et. Al. on May 12, 1998 to require a
City Council-issued special permit for projects over 40,000 square feet

Dear Mr. Dietrich:

I am writing to convey Harvard's concerns about the above-referenced petition. We believe that the City's ability to comprehensively address citywide zoning and growth management issues stems in large part from the effectiveness of the City's boards and commissions, including the Planning Board, the City Council, and the Citywide Growth Management Advisory Committee (CGMAC). After reviewing the specifics of the Hinds Petition, we think that the new requirements proposed will, in fact, serve to undermine the work and efficiency of these groups.

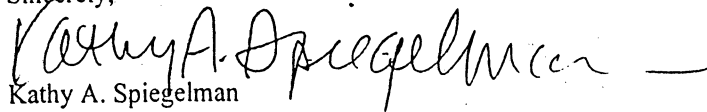
Presently, the Cambridge Planning Board reviews development and traffic impacts associated with potential development against the provisions of the zoning ordinance and the City's Growth Policy document, "Toward a Sustainable Future." The Hinds Petition proposes "any traffic impact" as the threshold for additional approval to be granted by the City Council, but the petition does not consider the City's efforts to address traffic impact issues in a comprehensive manner as with the existing Planning Board review and the proposed Parking and Transportation Demand Management Planning Ordinance.

The City Council is charged with critical responsibility for adoption of the policies and regulations which guide development by property owners in the City. As the elected municipal legislative body, they are supported by appointed boards, commissions, and committees which implement these policies and laws. The work of these citizens groups should be supported, but not supplanted by, actions of the City Council. Harvard maintains that the City Council is effective because of this very system of support and entrustment.

The City Council took action on a process of citywide examination of development issues and the effectiveness of existing zoning by establishing the Citywide Growth Management Advisory Committee, of which Harvard is a part. The Committee represents a diversity of viewpoints and has been meeting since January, 1998. Among the items the Committee will be discussing in the upcoming months are: the reduction in FAR in commercial districts, the reduction in residential FAR in Residence A, B, and C-1 zones, and transition and height zoning. The Hinds Petition sets a different process in place, before the Committee has been given the chance to fulfill its duty.

Harvard University respects, supports, and shares the desires of the petitioners to preserve the unique quality of life in the City. However, even on an interim basis, a requirement for City Council approval of development projects diminishes the importance of the planning work being done by the City's boards and commissions in support of citywide zoning and growth management.

Sincerely,


Kathy A. Spiegelman
Associate Vice President
for Planning and Real Estate

cc: Members of the Planning Board
Members of the City Council
Beth Rubenstein, Acting Assistant City Manager
Mary Power, Director of Community Affairs

**Consent Agenda Item No. 1F
IN CITY COUNCIL
CITY OF CAMBRIDGE
January 25, 1999**

INTRODUCED BY CITY MANAGER ROBERT W. HEALY

AN ORDER CONCERNING APPROPRIATIONS FOR THE FISCAL YEAR BEGINNING JULY 1, 1998

ORDERED: That in addition to sums previously appropriated by the City Council for the fiscal period 1998-99 the following sum is hereby appropriated in the Public Investment Fund of the City of Cambridge:

OTHER						
FUNCTION	DEPARTMENT OR PROGRAM	SALARY & WAGES	ORDINARY MAINTENANCE	TRAVEL & TRAINING	EXTRAORDINARY EXPENDITURES	APPROPRIATIONS
Community Maintenance & Development	Community Development				\$1,998,767	\$1,998,767.00

BE IT FURTHER ORDERED: That the above acceptance and appropriation in the Public Investment Fund to be financed by estimated revenues drawn from the following sources:

FINANCING PLAN	REVENUE
Parking Fund Revenue	\$500,000.00
Free Cash	\$1,498,767.00

In City Council February 1, 1999.

Adopted by a yeas and nays vote:-

Yeas 8; Nays 0; Absent 1.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

D. Margaret Drury

ATTEST:-

D. Margaret Drury, City Clerk

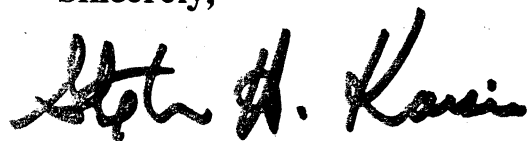
Anglim Street. This design should never have had the various approvals from the numerous City agencies, including Traffic & Parking, CDD and Police. I cannot imagine how any engineering consulting firm would ever put their professional stamp on it.

The design is high speed, with the intersection on an S-curve, with a blind view of vehicles coming from Albany Street. Cars coming from Albany Street must all turn right onto Erie Street (even though the road appears that they could continue straight). As they slow down to make this turn they must cross the rail tracks at an angle -- a most undesirable condition in inclement weather.

Please, do not approve any plan or landtaking which includes this dangerous S-curve. Some landtakings are needed here, but do not open the door to allowing the S-curve.

Finally, Order 1C-ii for Blanche Street is irrelevant to the Cambridgeport Roadways Project and contains a wide sweeping curve radius at the corner of Blanche and Green Streets. Why is this new curve being installed -- to accommodate the largest possible trailer trucks? What are the implications for pedestrian safety with such a sweeping curve? The Blanche Street issue can be separated out and resolved : we should seek a more reasonable curb radius here that is more pedestrian friendly.

Sincerely,



Stephen H. Kaiser

cc. CDD
Traffic & Parking
MIT
Forest Cities

January 28, 1999

1999 JAN 28 P 4: 1

OFFICE OF THE CITY CLERK
CAMBRIDGE, MASS.*Stephen H. Kaiser
191 Hamilton Street
Cambridge, Mass. 02139*

Cambridge City Council
City Hall
Cambridge, Mass 02139

SUBJECT: Proposed Orders for Cambridgeport Roadways

The rather extensive package for Council action on the Cambridgeport Roadways should be reviewed with regard to the following information :

- * Order No. 1A (First WHEREAS) should be modified to reflect that prior Council action actually occurred in 1988, not 1998.
- * Order No 1A (4th WHEREAS) does not meet the initial objectives of the Original Roadway Improvement Plan of 1988. Traffic reductions are likely to occur on Brookline and Henry Streets -- but are not likely to occur on three other streets previously identified : Putnam Avenue, Chestnut Street and Hamilton Street.
- * Order No 1A (First RESOLVED) should be limited only to the approval of the Conceptual Plan, not to the detailed plan prepared by Vollmer Associates. As noted below, the more detailed plan includes what I feel to be an extremely unsafe and unwise intersection design at Erie and Albany Streets. Furthermore, the 25% design public hearing has not occurred, so Council action at this time on the detailed plan would be premature.
- * Order No 1A (Third RESOLVED) should be limited to implementation of the Conceptual Plan.
- * Orders No 1B-iii and v and 1C-i are defective because they require the City to make a land taking which allows for a very dangerous S-curve where Waverly, Erie and Albany Streets come together. The City refers to this location as "Anglim Street," which is the right of way containing the old rail tracks.

In 30 years of observing traffic flow and design, I have never seen a worse and less safe design for a signalized intersection than the S-curve at

..... Cambridgeport Roadways

Consent Communciation #19

A communication was received from
Stephen H. Kaiser, regarding
proposed orders for Cambridgeport
roadways.

In City Council February 1, 1999

Referred to
Charter Right #1

Consent Agenda Item No. 1F
IN CITY COUNCIL
CITY OF CAMBRIDGE
 January 25, 1999

INTRODUCED BY CITY MANAGER ROBERT W. HEALY

AN ORDER CONCERNING APPROPRIATIONS FOR THE FISCAL YEAR BEGINNING JULY 1, 1998

ORDERED: That in addition to sums previously appropriated by the City Council for the fiscal period 1998-99 the following sum is hereby appropriated in the Public Investment Fund of the City of Cambridge:

OTHER					
FUNCTION	DEPARTMENT OR PROGRAM	SALARY & WAGES	ORDINARY MAINTENANCE	TRAVEL & TRAINING	EXTRAORDINARY EXPENDITURES APPROPRIATIONS
Community Maintenance & Development	Community Development				\$1,998,767.00
					\$1,998,767

BE IT FURTHER ORDERED: That the above acceptance and appropriation in the Public Investment Fund to be financed by estimated revenues drawn from the following sources:

FINANCING PLAN

REVENUE

Parking Fund Revenue
 Free Cash

\$500,000.00
 \$1,498,767.00

In City Council February 1, 1999.

Adopted by a ye and nay vote:-

Yeas 8; Nays 0; Absent 1.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

D. Margaret Drury

ATTEST:-

D. Margaret Drury, City Clerk



City of Cambridge

Calendar Item #1A

~~Consent Agenda Item No. 1A~~

IN CITY COUNCIL

~~January 25, 1999~~

February 1, 1999

- WHEREAS: On January 25, 1988 the City Council endorsed the Cambridgeport Revitalization District Roadway Improvement Plan and instructed the City Manager to set in motion a process to implement the plan, all as provided in Calendar Item No. 7, dated January 25, 1988 ("Original Roadway Improvement Plan"), a copy of which is attached hereto as Exhibit "A"; and
- WHEREAS: Pursuant to the Original Roadway Improvement Plan it was contemplated that certain roadway modifications and improvements were to be made which would alleviate traffic within and from University Park and other projects in the Cambridgeport neighborhood, all as shown on the graphics (the "Original Conceptual Plan") attached to the Original Roadway Improvement Plan; and
- WHEREAS: The costs of the Original Roadway Improvement Plan were agreed to be shared among the City, the Massachusetts Institute of Technology (the "Institute"), and Forest City Rental Properties Corporation ("Forest City"); and
- WHEREAS: The Original Roadway Improvement Plan contemplates a schedule for the construction over a 5-7 year period (the "Original Schedule") which has been delayed due to changes in the schedule for build out of University Park and changes in the Original Roadway Improvement Plan; and
- WHEREAS: The City has conducted a public review process and established the Cambridgeport Roadway Advisory Committee to study the roadway improvements in Cambridgeport and has now determined that design modifications and improvements should be made to the Original Roadway Improvement Plan. The proposed modifications address limitations in the Original Roadway Improvement Plan and respond to the concerns of the neighborhood and design problems while still meeting the initial objectives of the Original Roadway Improvement Plan to mitigate traffic from University Park and other projects in the Cambridgeport neighborhood; and
- WHEREAS: Said modifications are described on the updated Cambridgeport Roadways Plan (1998) (the "Cambridgeport Roadways Plan") and updated Conceptual Plan (1998) (the "Conceptual Plan"), copies of which are together attached hereto as Exhibit "B"; and

WHEREAS: The proposed modifications to the Original Roadway Improvement Plan will entail costs in excess of the original estimates set forth in the agreements to share costs; and

WHEREAS: The City, the Institute, and Forest City are all willing to increase their funding obligations to make the roadway modifications in accordance with the proposed Cambridgeport Roadway Plan Funding Agreement (the "Funding Agreement"); now therefore be it

RESOLVED: That the Cambridge City Council hereby endorses the Cambridgeport Roadways Plan and the Conceptual Plan; and be it further

RESOLVED: That the City Manager be authorized to execute the Funding Agreement on behalf of the City; and be it further

RESOLVED: That the City Manager be authorized and directed to implement the Cambridgeport Roadways Plan.

In City Council February 1, 1999.

Adopted on a voice vote of eight members.

Attest:- D. Margaret Drury, City Clerk

A true copy;

ATTEST:-

D. Margaret Drury

D. Margaret Drury
City Clerk

The proposed University Park development has drawn attention to the need for roadway improvements in the Cambridgeport area. This Roadway Improvement Plan has been developed to not only address the impacts associated with University Park, but also the traffic growth associated with other development in the area and the city as a whole.

The Final Environmental Impact Report (EIR) for the University Park Project contained a number of circulation changes designed to mitigate the traffic impacts of the project. The City and its consultant have reviewed these proposals and made recommendations for improvements. This process has produced the Roadway Improvement Plan presented here and shown on the attached graphic. Although implementation of this plan will not solve all the area's traffic problems (specifically the intersections of River Street and Western Avenue with Memorial Drive) it will provide major improvements while minimizing the construction impacts to residents and businesses.

The Roadway Improvement Plan has been designed to discourage trips through the Cambridgeport neighborhood which result from vehicles using streets such as Putnam Avenue, Chestnut Street, and Hamilton Street as alternative routes to bypass the congestion on Memorial Drive, particularly during the peak vehicle demand in the evening. Traffic from the vicinity of the project will no longer travel southbound on Sidney Street from which access is easily gained into the neighborhood. Instead, vehicles are routed southbound on a one-way Waverly Street, which is more removed from the residential streets, to a connector roadway from Waverly Street to Vassar Street. This one-way connector will provide an outlet to Vassar Street via which, vehicles may access Memorial Drive. Putnam Avenue would be designated one-way eastbound between Sidney and Waverly Streets to prevent entry into the neighborhood.

Northbound vehicles from the B.U. Bridge and Memorial Drive would be routed via a new one-way road connecting the B.U. rotary to Sidney Street. Sidney Street will become one-way northbound as far as Pacific Street and then become a widened two-way facility up to Massachusetts Avenue. From Massachusetts Avenue Sidney Street will be extended to Main Street as part of a reconfigured Lafayette Square.

Albany and Vassar Streets will operate as a one-way pair from Massachusetts Avenue to Main Street. In the future should conditions warrant, an extension of Pacific Street from Albany Street across the railroad tracks to Vassar Street may be considered.

The Roadway Improvement Plan is summarized below and organized by the tentative year for construction of each element.

1989

- o Widen Sidney Street as a two-way roadway from Pacific Street to Massachusetts Avenue.
- o Make Albany Street and Vassar Street a one-way pair between Massachusetts Avenue and Main Street plus install required new traffic signals.

1990

- o Extend Sidney Street to Main Street as part of a reconfigured Lafayette Square.
- o Construct Purrington Street Extension as a southbound one-way roadway from Pacific Street to Erie Street.

1991

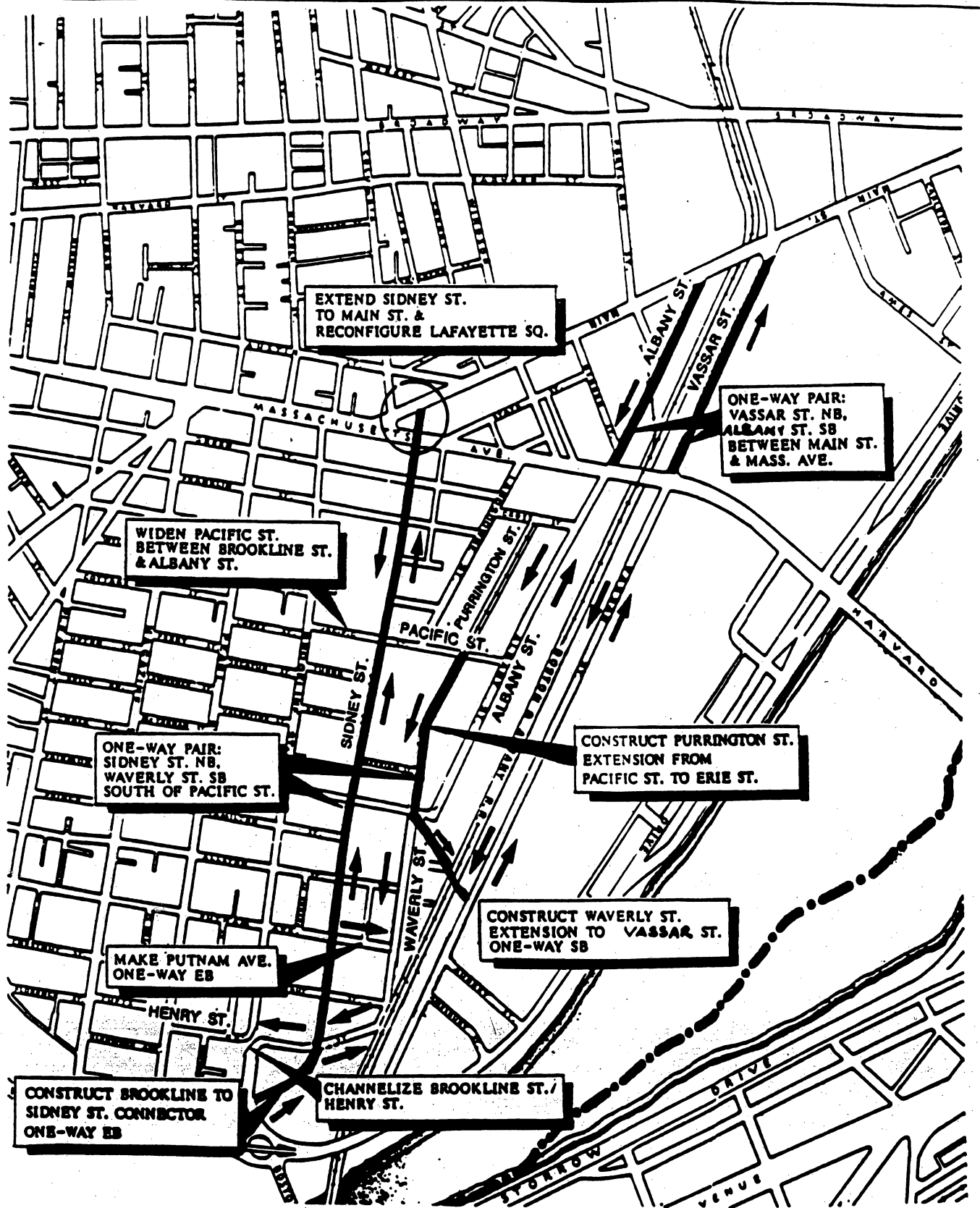
- o Construct a two lane one-way southbound connector from Waverly Street to Vassar Street.
- o Make Waverly Street one-way southbound from Erie Street to the new connector to Vassar Street.
- o Make Putnam Avenue one-way eastbound from Sidney Street to Waverly Street.

1992

- o Construct a two lane one-way northbound connector from the B.U. Rotary to Sidney Street and channelize the Brookline Street/Henry Street intersection to prevent through traffic from using Brookline Street.
- o Make Sidney Street one-way northbound from Henry Street to Pacific Street.
- o Widen Pacific Street between Brookline and Albany Streets.

Construction costs for implementing this plan will be in excess of five million dollars. M.I.T. will make available an easement for the rights-of-way necessary to construct the proposed Brookline to Sidney connector and the Waverly to Vassar connector. Street widenings within University Park will be coordinated with anticipated street closings so that exchanges of land and easements will be done in a cooperative manner. Every effort will be made to secure State and Federal funding to cover the cost of constructing all the proposed roadways. The City will provide any additional funds necessary to ensure that this plan will be implemented over a five to seven year period.

As part of the new zoning for this area Forest City is required to develop a phasing plan for University Park. This will be used to finalize the phasing plan for the roadway improvements. In order to ensure that a construction program can be implemented over the next five to seven years, preliminary design work should begin by the spring of 1988. This preliminary design work will help finalize the location of the new roads, determine more accurate cost estimates and establish the phasing plan. Although some discussions and other contacts have been made with state agencies, Conrail, and private landowners, extensive coordination will take place as part of the preliminary design effort.



Roadway Improvement Plan

Vanasse Hangen Brustlin, Inc.
Consulting Engineers & Planners
60 Birmingham Parkway, Boston, MA 02135

0 500 1000
SCALE IN FEET



EXHIBIT "A"CAMBRIDGEPORT ROADWAYS PLAN (1998)

The original Cambridgeport Roadway Improvement Plan was developed to mitigate traffic impacts associated with the build-out of University Park and other projects in the Cambridgeport area and to discourage the use of neighborhood streets by that traffic. The original plan was endorsed by resolution of the City Council in January 1988 as part of the rezoning process of the area now known as the Cambridgeport Revitalization Development District and known as University Park.

A major feature of the original plan was to reroute vehicles southbound on a one-way Waverly Street from an extension of Purrington Street from Pacific Street to Erie Street then by extending Waverly Street along Anglim Street to a proposed connector across the Grand Junction Railroad tracks to Vassar Street. Once on Vassar Street, vehicles could continue southbound to Memorial Drive. Northbound vehicles from the B.U. Bridge and Memorial Drive were to be routed via a new one-way connector road linking Brookline Street to an extended Sidney Street. Sidney Street would become one-way northbound as far as Pacific Street and then become a widened two-way roadway up to Massachusetts Avenue. From Massachusetts Avenue, Sidney Street was to be extended to Main Street as part of a reconfigured Lafayette Square.

Early on during the City's Engineering Feasibility Study and public hearing process several problems were identified with the original plan, including Fire Department concerns with response time and the inability to receive federal and state approval for an at-grade railroad crossing. In response to these concerns, a new roadway plan was developed in 1989 and 1990. No additional design or engineering work was undertaken on this project until 1996 when the City formed the Cambridgeport Roadway Advisory Committee to review the proposed alignment and other circulation options. In a separate process the City was also reviewing the reconfiguration of Lafayette Square.

The Cambridgeport Roadway Advisory Committee analyzed eight roadway alternatives over the two year period from 1996 to 1998. From among the eight alternatives, one plan was selected and endorsed by the Advisory Committee, The Cambridgeport Roadways Project Conceptual Plan (the "Conceptual Plan"). The Conceptual Plan, which is attached hereto as attachment #1, identifies Sidney Street as a one-way southbound element from Pacific Street including the extension of Sidney Street across Henry Street to the new connector road with Brookline Street; and Waverly Street connected to a reconfigured intersection with Albany Street at Anglim/Erie Streets as a one-way northbound element. Furthermore, this plan extends the new Brookline to Sidney connector road past Sidney Street and up to Waverly Street.

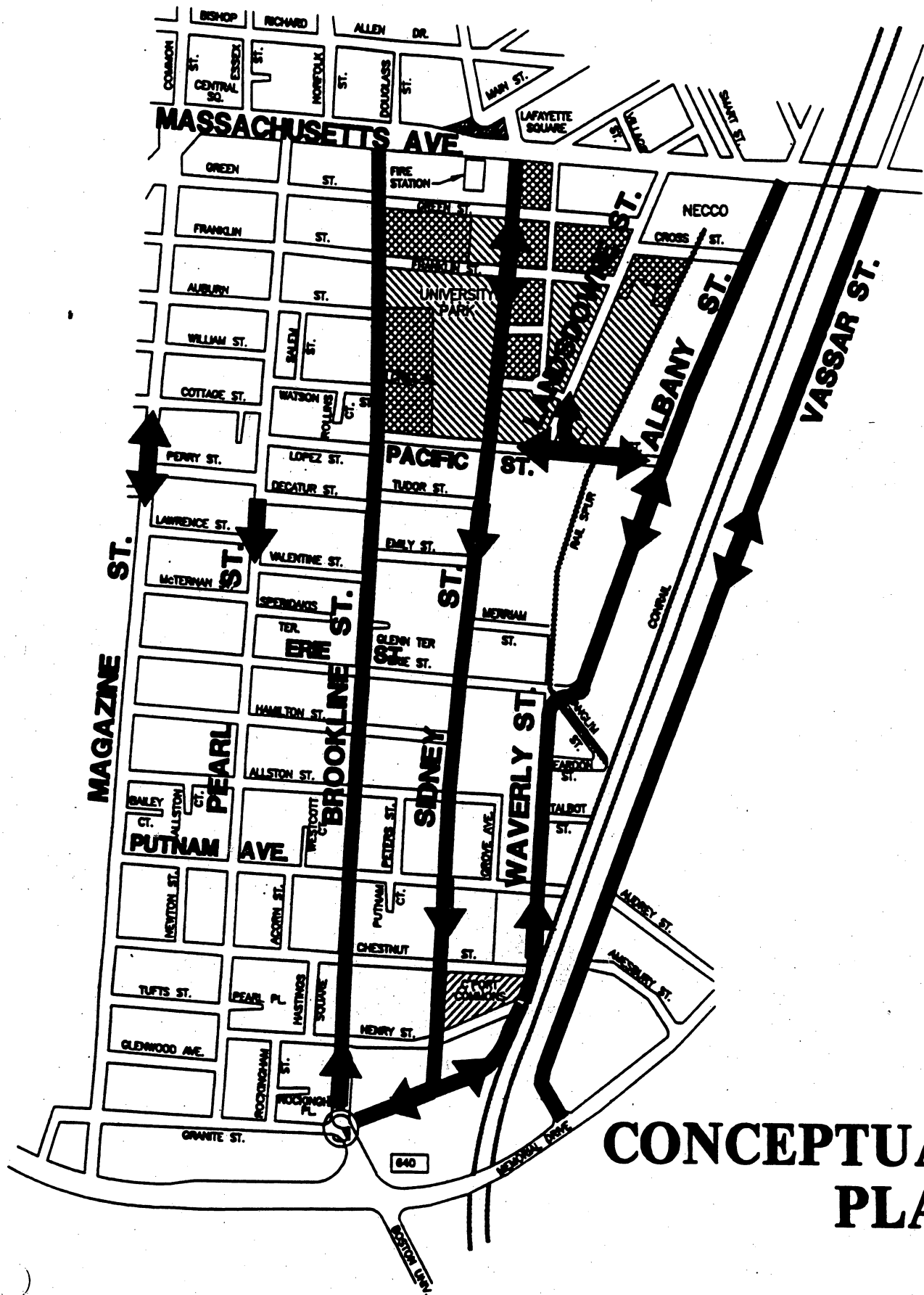
The following features are now a part of the Cambridgeport Roadways Plan:

- Reconstruction of Sidney Street into a one-way southbound roadway between Pacific Street and Henry Street, and the construction of a new roadway segment extending Sidney Street through property at 38 Henry Street to a new connector road behind 640 Memorial Drive.
- Construction of a new two-way connector road connecting Brookline Street to the new Sidney Street extension and Waverly Street.
- Reconstruction of Brookline Street between Granite Street and Henry Street to a one-way northbound roadway.
- Reconstruction of Waverly Street into a one-way northbound roadway between Henry Street and Erie/Albany/Anglim Streets.
- Minor realignment of Sidney Street north of intersection with Pacific Street.

The City reviewed the reconfiguration of Lafayette Square through an extensive outreach and community process. In 1997 the Lafayette Square Committee was created to respond to a division in the community over the design for reconstruction. The Lafayette Square Committee's recommendation supported the creation of the "Plaza" design which is attached hereto as attachment #2. Lafayette Square's reconstruction will provide a direct connection from Main Street to Sidney Street.

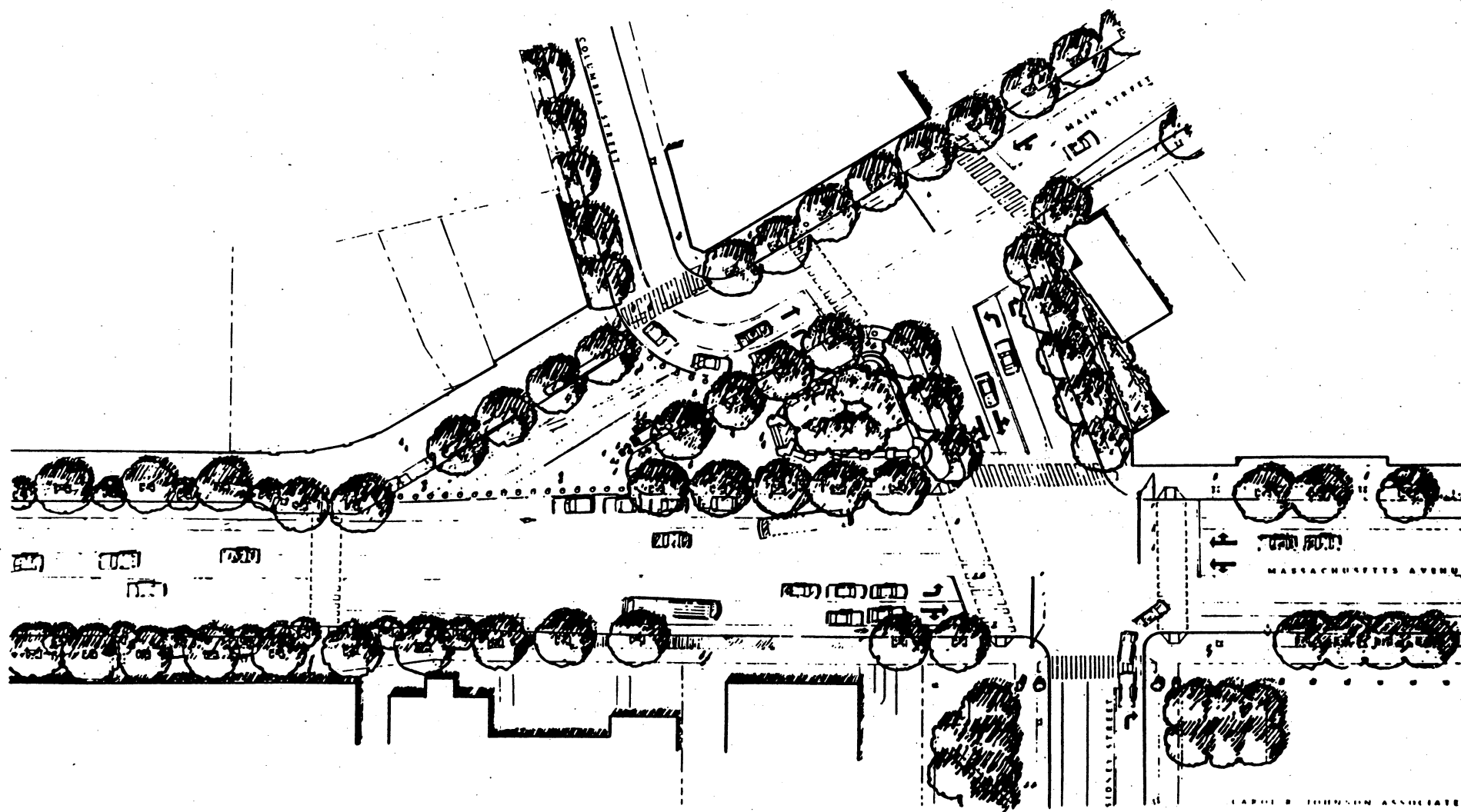
Schedule: Final Plans of the Cambridgeport Roadways Plan and Lafayette Square reconstruction are anticipated to be completed in the year 1999. Construction of the Cambridgeport Roadways Plan and Lafayette Square reconstruction are anticipated to begin in the year 2000.

CAMBRIDGEPORT ROADWAYS PROJECT



CONCEPTUAL PLAN

VOLMER ASSOCIATES LLP
ENGINEERS • LANDSCAPE ARCHITECTS • PLANNERS



LARSEN & JOHNSON ASSOCIATES
PLAZA SCHEME
MAY 1997
N

CITY OF CAMBRIDGE, MASSACHUSETTS *LAFAYETTE SQUARE*



City of Cambridge

Calendar Item #1B1

~~Consent Agenda Order No. 1B-i~~

IN CITY COUNCIL

~~January 25, 1999~~

February 1, 1999

WHEREAS:

By Section 30 of Chapter 43, Section 14 of Chapter 40, and Chapter 79 of the General Laws, all as amended, it is provided that the Cambridge City Council may take in fee in the name of the City for any municipal purpose any land within the limits of the City not already appropriated for public use; and

WHEREAS:

The City Manager of Cambridge and City Council, in order to provide and promote public safety, and keep through traffic out of dense Cambridgeport residential neighborhoods, have approved and authorized that the City should under the provisions of the aforesaid Chapter of the General Laws take and hold for the creation of a public way and for all purposes and uses accessory thereto the parcel of land hereinafter bounded and described and any buildings and trees thereon; and

WHEREAS:

An appropriation duly made by the City Council on January 25, 1999, is sufficient to cover the estimated expense of acquisition as required by the aforesaid Sections of Chapters 40 and 43;

NOW, THEREFORE, by virtue of and in pursuance of the authority conferred by said Chapters of the General Laws and by every other power and authority it thereto enabling, the City of Cambridge by its City Council does hereby take the land hereinafter described and all easements, privileges and appurtenances thereto belonging as well as all trees and all structures thereon, for the creation of a public way and for all purposes and uses accessory thereto. Intending to take and hereby taking in fee simple all land included within such description by whomsoever the same may be owned, vis:

A certain parcel of land situated on Waverly Street and Putnam Avenue in the City of Cambridge, County of Middlesex, Commonwealth of Massachusetts, and more particularly described as follows:

Beginning at the point of intersection of the centerline of Waverly Street (a private way) and the prolongation of the southwesterly sideline of Putnam Avenue (a public way); thence

S 37° 54' 17" W a distance of one-hundred and fifty and nine hundredths feet (150.09') coincident with the centerline of Waverly Street, to a point; thence

N 52° 33' 03" W a distance of twenty and zero hundredths feet (20.00') to a point; thence

N 37° 54' 17" E a distance of zero and eight hundredths feet (0.08') to a point; thence

S 52° 05' 43" E a distance of zero and ninety-nine hundredths feet (0.99') to a point; thence

N 37°55'02" E a distance of seventy-five and eight hundredths feet (75.08') coincident with the northwesterly sideline of Waverly Street, to a point; thence

N 50°49'00" W a distance of two and five hundredths feet (2.05') to a point; thence

N 37°44'44" E a distance of seventy-four and eighty-six hundredths feet (74.86') coincident with the northwesterly sideline of Waverly Street, to the southerly line of Putnam Avenue; thence

S 52°33'48" E a distance of twenty-one and twenty-six hundredths feet (21.26') coincident with the prolongation of the southerly sideline of Putnam Avenue to the point of beginning.

The above described parcel contains an area of three thousand and thirteen plus or minus square feet (3,013 ± sq. ft.), and is more particularly shown as lot T-11 on a plan entitled: "WAVERLY STREET AND SIDNEY STREET TAKING PLAN, CAMBRIDGEPORT ROADWAYS, WAVERLY STREET, CAMBRIDGE, MA 02139", scale 1" = 20', pages T-1, T-2, and T-4 last revised September 3, 1998, and page T-3 last revised September 16, 1998, prepared by: Judith Nitsch Engineering, Inc., One Appleton Street, Boston, Massachusetts 02116, and recorded herewith and on plans no. 3027A filed with the Engineering Office of the Land Court.

For title to said lot T-11 see Certificate of Title No. 101076 with Registration, Book 635 at Page 126, in Middlesex South District Registry of Deeds.

This parcel contains 3,013 ± sq. ft. The damages awarded with respect to said parcel are One Hundred Seven Thousand Three Hundred Thirty Eight (\$107,338.00) Dollars and the supposed owner is California Products Corporation.

NOW, THEREFORE, BE IT

ORDERED:

The taking of fee simple title in land along with all buildings and trees thereon herein described is hereby authorized in accordance with General Laws, Chapter 40, Section 13, Chapter 43, Section 30 and Chapter 79, all as amended for the creation of a public way and for all purposes and uses accessory thereto.

Said land is described above.

This parcel contains 3,013 ± sq. ft.. The fair market value of said parcel has been appraised at One Hundred Seven Thousand Three Hundred Thirty Eight (\$107,338.00) Dollars.

In City Council February 1, 1999.

Adopted by a yea and nay vote:-

Yeas 8; Nays 0; Absent 1.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

A handwritten signature in dark ink, appearing to read "D. Margaret Drury", written over a horizontal line.

ATTEST:-

D. Margaret Drury
City Clerk



City of Cambridge

Calendar Item #1Bii

~~Consent Agenda Order No. 1B-ii~~

IN CITY COUNCIL

~~January 25, 1999--~~
February 1, 1999

WHEREAS:

By Section 30 of Chapter 43, Section 14 of Chapter 40, and Chapter 79 of the General Laws, all as amended, it is provided that the Cambridge City Council may take in fee in the name of the City for any municipal purpose any land within the limits of the City not already appropriated for public use; and

WHEREAS:

The City Manager of Cambridge and City Council, in order to provide and promote public safety, and keep through traffic out of dense Cambridgeport residential neighborhoods, have approved and authorized that the City should under the provisions of the aforesaid Chapter of the General Laws take and hold for the creation of a public way and for all purposes and uses accessory thereto the parcel of land hereinafter bounded and described and any buildings and trees thereon; and

WHEREAS:

An appropriation duly made by the City Council on January 25, 1999, is sufficient to cover the estimated expense of acquisition as required by the aforesaid Sections of Chapters 40 and 43;

NOW, THEREFORE, by virtue of and in pursuance of the authority conferred by said Chapters of the General Laws and by every other power and authority it thereto enabling, the City of Cambridge by its City Council does hereby take the land hereinafter described and all easements, privileges and appurtenances thereto belonging as well as all trees and all structures thereon, for the creation of a public way and for all purposes and uses accessory thereto. Intending to take and hereby taking in fee simple all land included within such description by whomsoever the same may be owned, vis:

A certain parcel of land situated on Waverly Street and Chestnut Street in the City of Cambridge, County of Middlesex, Commonwealth of Massachusetts, and more particularly described as follows:

Beginning at the point of intersection of the centerline of Waverly Street (a private way) and the prolongation of the northeasterly sideline of Chestnut Street (a public way); thence

N 52°45'43" W a distance of twenty and zero hundredths feet (20.00') coincident with the prolongation of the northeasterly sideline of Chestnut Street, to a point; thence

N 37°54'17" E a distance of one-hundred and fifty and six hundredths feet (150.06') coincident with the northwesterly sideline of Waverly Street, to a point; thence

S 52°33'03" E a distance of twenty and zero hundredths feet (20.00') to a point; thence

S 37°54'17" W a distance of one -hundred and forty-nine and ninety-nine hundredths feet (149.99') coincident with the centerline of Waverly Street, to the point of beginning.

The above described parcel contains an area of three thousand plus or minus square feet (3,000 ± sq. ft.), and is more particularly shown as lot T-12 on a plan entitled: "WAVERLY STREET AND SIDNEY STREET TAKING PLAN, CAMBRIDGEPORT ROADWAYS, WAVERLY STREET, CAMBRIDGE, MA 02139", scale 1" = 20', pages T-1, T-2, and T-4 last revised September 3, 1998, and page T-3 last revised September 16, 1998, prepared by: Judith Nitsch Engineering, Inc., One Appleton Street, Boston, Massachusetts 02116, and recorded herewith.

For title to said lot T-12 see Middlesex South Registry of Deeds Book 13024, Page 148.

This parcel contains 3,000 ± sq. ft. The damages awarded with respect to said parcel are Fourteen Thousand Two Hundred Fifty (\$14,250.00) Dollars and the supposed owner is California Products Corporation.

NOW, THEREFORE, BE IT

ORDERED:

The taking of fee simple title in land along with all buildings and trees thereon herein described is hereby authorized in accordance with General Laws, Chapter 40, Section 13, Chapter 43, Section 30 and Chapter 79, all as amended for the creation of a public way and for all purposes and uses accessory thereto.

Said land is described above.

This parcel contains 3,000 ± sq. ft. The fair market value of said parcel has been appraised at Fourteen Thousand Two Hundred Fifty (\$14,250.00) Dollars.

In City Council February 1, 1999.

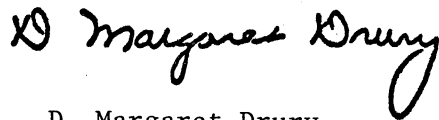
Adopted by a yea and nay vote:-

Yeas 8; Nays 0; Absent 1.

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.

D. Margaret Drury
City Clerk



City of Cambridge

Calendar Item #1Biii
~~--Consent Agenda Order No. 1B-iii--~~

IN CITY COUNCIL

~~--January 25, 1999--~~
 February 1, 1999

WHEREAS:

By Section 30 of Chapter 43, Section 14 of Chapter 40, and Chapter 79 of the General Laws, all as amended, it is provided that the Cambridge City Council may take in fee in the name of the City for any municipal purpose any land within the limits of the City not already appropriated for public use; and

WHEREAS:

The City Manager of Cambridge and City Council have approved and authorized that the City should under the provisions of the aforesaid Chapter of the General Laws take and hold for the creation of a public way and for all purposes and uses accessory thereto the parcel of land hereinafter bounded;

NOW, THEREFORE, by virtue of and in pursuance of the authority conferred by said Chapters of the General Laws and by every other power and authority it thereto enabling, the City of Cambridge by its City Council does hereby take the land hereinafter described, but specifically excluding therefrom all improvements and structures thereon presently standing, for the creation of a public way and for all purposes and uses accessory thereto. Intending to take and hereby taking in fee simple all land included within such description by whomsoever the same may be owned, vis:

A certain parcel of land situated on Anglim Street in the City of Cambridge, County of Middlesex, Commonwealth of Massachusetts, and more particularly described as follows:

Beginning at the point of the new intersection of the easterly sideline of Anglim Street (a public way) and the southwesterly sideline of Erie Street (a public way);

Thence on a non-tangential curve to the northwest having a radius of forty-nine and twenty-one hundredths feet (49.21') northwesterly thirteen and thirty-five hundredths feet (13.35') to a point; thence

N 86° 46' 14" W a distance of fifty and ninety-eight hundredths feet (50.98') to a point; thence

N 00°51'38" W a distance of twenty-nine and thirty-five hundredths feet (29.35') coincident with the easterly sideline of Anglim Street to the point of curvature;

Thence on a non-tangential curve to the northeast having a radius of ten and zero hundredths feet (10.00') northeasterly twenty-two and twenty-nine hundredths feet (22.29') to a point coincident with the westerly sideline of Erie Street; thence

S 51°14'36" E a distance of sixty-two and one hundredths feet (62.01) to the point of beginning.

The above described parcel contains an area of one thousand and five-hundred and sixty-two and zero hundredths plus or minus square feet (1,562 ± sq. ft.), and is more particularly shown as Anglim Street on a plan entitled: "ANGLIM STREET TAKING PLAN, CAMBRIDGEPORT ROADWAYS, ANGLIM STREET, CAMBRIDGE, MA 02139", scale 1" = 20', last revised September 16, 1998, prepared by: Judith Nitsch Engineering, Inc., One Appleton Street, Boston, Massachusetts 02116, to be recorded herewith.

For title to said lot T-12 see Middlesex South Registry of Deeds Book 22301, Page 425.

This parcel contains 1,562 ± sq. ft. The damages awarded with respect to said parcel are Zero (\$0.00) Dollars and the supposed owner is Massachusetts Institute of Technology.

NOW, THEREFORE, BE IT

ORDERED:

The taking of fee simple title in land herein described is hereby authorized in accordance with General Laws, Chapter 40, Section 13, Chapter 43, Section 30 and Chapter 79, all as amended for the creation of a public way and for all purposes and uses accessory thereto.

Said land is described above.

This parcel contains 1,562 ± sq. ft. The damages awarded with respect to said parcel are Zero (\$0.00) Dollars.

In City Council February 1, 1999.

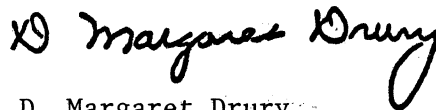
Adopted by a ye and nay vote:-

Yeas 8; Nays 0; Absent 1.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:-



D. Margaret Drury
City Clerk

cambridge/RoadPln/Takings/T-12A.doc



City of Cambridge

Calendar Item #1Biv

~~Consent Agenda Order No. 1B-iv~~

IN CITY COUNCIL

~~January 25, 1999~~

February 1, 1999

WHEREAS:

By Section 30 of Chapter 43, Section 14 of Chapter 40, and Chapter 79 of the General Laws, all as amended, it is provided that the Cambridge City Council may take in fee in the name of the City for any municipal purpose any land within the limits of the City not already appropriated for public use; and

WHEREAS:

The City Manager of Cambridge and City Council, in order to provide and promote public safety, and keep through traffic out of dense Cambridgeport residential neighborhoods, have approved and authorized that the City should under the provisions of the aforesaid Chapter of the General Laws take and hold for the creation of a public way and for all purposes and uses accessory thereto the parcel of land hereinafter bounded and described and any buildings and trees thereon; and

WHEREAS:

An appropriation duly made by the City Council on January 25, 1999, is sufficient to cover the estimated expense of acquisition as required by the aforesaid Sections of Chapters 40 and 43;

NOW, THEREFORE, by virtue of and in pursuance of the authority conferred by said Chapters of the General Laws and by every other power and authority it thereto enabling, the City of Cambridge by its City Council does hereby take the land hereinafter described and all easements, privileges and appurtenances thereto belonging as well as all trees and all structures thereon, for the creation of a public way and for all purposes and uses accessory thereto. Intending to take and hereby taking in fee simple all land included within such description by whomsoever the same may be owned, vis:

A certain parcel of land situated on Waverly Street and Chestnut Street in the City of Cambridge, County of Middlesex, Commonwealth of Massachusetts, and more particularly described as follows:

Beginning at the point of intersection of the westerly sideline of Waverly Street (a private

way) and the southerly sideline of Chestnut Street (a public way); thence

S 52°45'43" E a distance of twenty and fourteen hundredths feet (20.14') coincident with the prolongation of the southerly sideline of Chestnut Street, to a point; thence

S 56°09'58" W a distance of eighty-four and ten hundredths feet (84.10') parallel with the easterly sideline of Waverly Street, to a point; thence

N 78°50'17" W a distance of twenty-eight and eleven hundredths feet (28.11') coincident with the sideline of Henry Street (public way), to a point; thence

N 56°39'02" E a distance of ninety-seven and forty-four hundredths feet (97.44') parallel to the westerly sideline of Waverly Street, to the point of beginning.

The above described parcel contains an area of one thousand and seven hundred and sixty-one plus or minus square feet (1,761 ± sq. ft.), and is more particularly shown as lot T-45 on a plan entitled: "WAVERLY STREET AND SIDNEY STREET TAKING PLAN, CAMBRIDGEPORT ROADWAYS, WAVERLY STREET, CAMBRIDGE, MA 02139", scale 1" = 20', pages T-1, T-2, and T-4 last revised September 3, 1998, and page T-3 last revised September 16, 1998, prepared by: Judith Nitsch Engineering, Inc., One Appleton Street, Boston, Massachusetts 02116, and recorded herewith.

For title to said lot T-45 see Middlesex South Registry of Deeds Book 19712, Page 284.

This parcel contains 1,761 ± sq. ft. The damages awarded with respect to said parcel are Fifteen Thousand Three Hundred (\$15,300.00) Dollars and the supposed owner is Cambridgeport Commons Condominium Trust.

NOW, THEREFORE, BE IT

ORDERED:

The taking of fee simple title in land along with all buildings and trees thereon herein described is hereby authorized in accordance with General Laws, Chapter 40, Section 13, Chapter 43, Section 30 and Chapter 79, all as amended for the creation of a public way and for all purposes and uses accessory thereto.

Said land is described above.

This parcel contains 1,761 ± sq. ft. The fair market value of said parcel has been appraised at Fifteen Thousand Three Hundred (\$15,300.00) Dollars.

In City Council February 1, 1999.

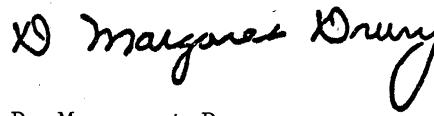
Adopted by a yea and nay vote:-

Yeas 8; Nays 0; Absent 1.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:-



D. Margaret Drury
City Clerk



City of Cambridge

Calendar Item #1Bv

~~Consent Agenda Order No. 1B-v~~

IN CITY COUNCIL

~~January 25, 1999~~

February 1, 1999

WHEREAS:

By Section 30 of Chapter 43, Section 14 of Chapter 40, and Chapter 79 of the General Laws, all as amended, it is provided that the Cambridge City Council may take in fee in the name of the City for any municipal purpose any land within the limits of the City not already appropriated for public use; and

WHEREAS:

The City Manager of Cambridge and City Council have approved and authorized that the City should under the provisions of the aforesaid Chapter of the General Laws take and hold for the creation of a public way and for all purposes and uses accessory thereto the parcel of land hereinafter bounded and described and any buildings and trees thereof;

NOW, THEREFORE, by virtue of and in pursuance of the authority conferred by said Chapters of the General Laws and by every other power and authority it thereto enabling, the City of Cambridge by its City Council does hereby take the land hereinafter described and all easements, privileges and appurtenances thereto belonging as well as all trees and all structures thereon, for the creation of a public way and for all purposes and uses accessory thereto. Intending to take and hereby taking in fee simple all land included within such description by whomsoever the same may be owned, vis:

A certain parcel of land situated on Anglim and Waverly Streets in the City of Cambridge, County of Middlesex, State of Massachusetts, and more particularly described as follows:

Beginning at a point at the intersection of the southerly sideline of Waverly Street with the westerly sideline of Anglim Street;

Thence On a tangential curve concave to the south having a radius of ten feet (10.00'), easterly twenty-five and forty-five hundredths feet (25.45') along said curve to a point of compound curvature;

Thence On a tangential curve concave to the west having a radius of three-hundred

and seventy feet (370.00'), southerly forty-nine and eight hundredths feet (49.08') along said curve to a point of reverse curvature, the previous two courses are coincident with the westerly sideline of Anglim Street;

Thence On a tangential curve concave to the west having a radius of one-hundred and eighteen and ninety-three hundredths feet (118.93'), westerly one-hundred three and ninety-four hundredths feet (103.94') along said curve to a point of compound curvature;

Thence On a tangential curve concave to the west having a radius of six-hundred and fifty-six and seventeen hundredths feet (656.17') westerly thirty-one and sixty hundredths feet (31.60') along said curve to a point coincident with the southerly sideline of Waverly Street; thence

N 37°58'19"E A distance of one-hundred and fifty-four and twenty-five hundredths feet (154.25') coincident with the southerly sideline of Waverly Street to the point of beginning.

The above described parcel contains an area of two-thousand seven-hundred twenty four plus or minus square feet (2,724 ±sq. ft.) or zero and six hundredths plus or minus acres (0.06 ± acres); and is more particularly shown as Lot T- 99/100 on a plan entitled: "ANGLIM STREET TAKING PLAN, CAMBRIDGEPORT ROADWAYS, ANGLIM STREET, CAMBRIDGE, MA 02139, scale 1"=20', last revised September 16, 1998, prepared by Judith Nitsch Engineering, Inc., One Appleton Street, Boston, Massachusetts 02116.

For title to said lot T-99/100 see Middlesex South Registry of Deeds Book 11868, Page 134, L.C.C. 3454B, and Book 11868, Page 135, L.C.C. 3363A.

This parcel contains 2,724 ± sq. ft. The damages awarded with respect to said parcel are Zero (\$0.00) Dollars and the supposed owner is Massachusetts Institute of Technology.

NOW, THEREFORE, BE IT

ORDERED:

The taking of fee simple title in land along with all buildings and trees thereon herein described is hereby authorized in accordance with General Laws, Chapter 40, Section 13, Chapter 43, Section 30 and Chapter 79, all as amended for the creation of a public way and for all purposes and uses accessory thereto.

Said land is described above.

This parcel contains 2,724 ± sq. ft. The damages awarded with respect to said parcel are Zero (\$0.00) Dollars.

In City Council February 1, 1999.

Adopted by a yeas and nays vote:-

Yeas 8; Nays 0; Absent 1.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:-

A handwritten signature in cursive script, reading "D. Margaret Drury".

D. Margaret Drury
City Clerk



City of Cambridge

Calendar Item #1Bvi

~~Consent Agenda Order No. 1B-vi-~~

IN CITY COUNCIL

~~January 25, 1999~~
February 1, 1999

WHEREAS:

By Section 30 of Chapter 43, Section 14 of Chapter 40, and Chapter 79 of the General Laws, all as amended, it is provided that the Cambridge City Council may take in fee in the name of the City for any municipal purpose any land within the limits of the City not already appropriated for public use; and

WHEREAS:

The City Manager of Cambridge and City Council, in order to provide and promote public safety, and keep through traffic out of dense Cambridgeport residential neighborhoods, have approved and authorized that the City should under the provisions of the aforesaid Chapter of the General Laws take and hold for the creation of a public way and for all purposes and uses accessory thereto the parcel of land hereinafter bounded and described and any buildings and trees thereon; and

WHEREAS:

An appropriation duly made by the City Council on January 25, 1999, is sufficient to cover the estimated expense of acquisition as required by the aforesaid Sections of Chapters 40 and 43;

NOW, THEREFORE, by virtue of and in pursuance of the authority conferred by said Chapters of the General Laws and by every other power and authority it thereto enabling, the City of Cambridge by its City Council does hereby take the land hereinafter described and all easements, privileges and appurtenances thereto belonging as well as all trees and all structures thereon, for the creation of a public way and for all purposes and uses accessory thereto. Intending to take and hereby taking in fee simple all land included within such description by whomsoever the same may be owned, vis:

A certain parcel of land situated on Waverly Street in the City of Cambridge, County of Middlesex, Commonwealth of Massachusetts, and more particularly described as follows:

Beginning at the point of intersection of the centerline of Waverly Street (a private way) and the prolongation of the northerly sideline of Putnam Avenue (public way); thence

- S 52°33'48" E a distance of nineteen and ninety hundredths feet (19.90') coincident with the prolongation of the northerly sideline of Putnam Avenue, to a point; thence
- S 38°01'15" W a distance of forty and one hundredths feet (40.01') coincident with the easterly sideline of Waverly Street, to a point; thence
- N 52°33'23" W a distance of nineteen and four hundredths feet (19.04'), coincident with the prolongation of the southerly sideline of Putnam Avenue, to a point; thence
- N 36°47'02" E a distance of forty and one hundredths feet (40.01'), coincident with the centerline of Waverly Street, to the point of beginning.

The above described parcel contains an area of seven hundred and seventy-nine plus or minus square feet (779 ± sq. ft.), and is more particularly shown as lot T-113 on a plan entitled: "WAVERLY STREET AND SIDNEY STREET TAKING PLAN, CAMBRIDGEPORT ROADWAYS, WAVERLY STREET, CAMBRIDGE, MA 02139", scale 1" = 20', pages T-1, T-2, and T-4 last revised September 3, 1998, and page T-3 last revised September 16, 1998, prepared by: Judith Nitsch Engineering, Inc., One Appleton Street, Boston, Massachusetts 02116, and recorded herewith.

For title to said lots T-113 see Certificate of Title No. 112415 in Registration Book 692 at Page 65 and plans filed as Nos. 983A and 3027A in Middlesex South District Registry of Deeds.

This parcel contains 779 ± sq. ft. The damages awarded with respect to said parcel are Zero (\$0.00) Dollars and the supposed owner is Massachusetts Institute of Technology.

NOW, THEREFORE, BE IT

ORDERED:

The taking of fee simple title in land along with all buildings and trees thereon herein described is hereby authorized in accordance with General Laws, Chapter 40, Section 13, Chapter 43, Section 30 and Chapter 79, all as amended for the creation of a public way and for all purposes and uses accessory thereto.

Said land is described above.

This parcel contains 779 $\pm$ sq. ft. The damages awarded with respect to said parcel are Zero (\$0.00) Dollars.

In City Council February 1, 1999.

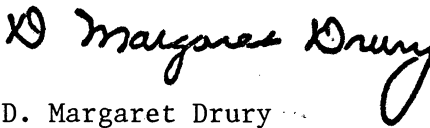
Adopted by a yea and nay vote:-

Yeas 8; Nays 0; Absent 1.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:-



D. Margaret Drury
City Clerk



City of Cambridge

Calendar Item #1Bvii

~~-Consent Agenda Order No. 1B-vii-~~

IN CITY COUNCIL

~~-January 25, 1999-~~
February 1, 1999

WHEREAS:

By Section 30 of Chapter 43, Section 14 of Chapter 40, and Chapter 79 of the General Laws, all as amended, it is provided that the Cambridge City Council may take in fee in the name of the City for any municipal purpose any land within the limits of the City not already appropriated for public use; and

WHEREAS:

The City Manager of Cambridge and City Council, in order to provide and promote public safety, and keep through traffic out of dense Cambridgeport residential neighborhoods, have approved and authorized that the City should under the provisions of the aforesaid Chapter of the General Laws take and hold for the creation of a public way and for all purposes and uses accessory thereto the parcel of land hereinafter bounded and described and any buildings and trees thereon; and

WHEREAS:

An appropriation duly made by the City Council on January 25, 1999, is sufficient to cover the estimated expense of acquisition as required by the aforesaid Sections of Chapters 40 and 43;

NOW, THEREFORE, by virtue of and in pursuance of the authority conferred by said Chapters of the General Laws and by every other power and authority it thereto enabling, the City of Cambridge by its City Council does hereby take the land hereinafter described and all easements, privileges and appurtenances thereto belonging as well as all trees and all structures thereon, for the creation of a public way and for all purposes and uses accessory thereto. Intending to take and hereby taking in fee simple all land included within such description by whomsoever the same may be owned, vis:

A certain parcel of land situated on Waverly Street in the City of Cambridge, County of Middlesex, Commonwealth of Massachusetts, and more particularly described as follows:

Beginning at the point of intersection of the centerline of Waverly Street (a private way) and the northeasterly corner of lot 122 as shown on Cambridge Assessor's Map 66;

thence

- N 37°54'17" E a distance of one-hundred and sixteen hundredths feet (100.16') coincident with the centerline of Waverly Street, to a point; thence
- S 52°05'43" E a distance of nineteen and four hundredths feet (19.04'), to a point; thence
- S 37°54'17" W a distance of ninety-nine and seventy-nine hundredths feet (99.79') coincident with the easterly sideline of Waverly Street, to a point; thence
- S 52°15'08" E a distance of one and ninety-six hundredths feet (1.96'), to a point; thence
- S 37°58'58" W a distance of zero and twenty-one hundredths feet (0.21'), to a point; thence
- N 52°33'23" W a distance of twenty-one and zero hundredths feet (21.00'), to the point of beginning.

The above described parcel contains an area of one thousand and nine hundred and six plus or minus square feet (1,906 ± sq. ft.), and is more particularly shown as lot T-121 on a plan entitled: "WAVERLY STREET AND SIDNEY STREET TAKING PLAN, CAMBRIDGEPORT ROADWAYS, WAVERLY STREET, CAMBRIDGE, MA 02139", scale 1" = 20', pages T-1, T-2, and T-4 last revised September 3, 1998, and page T-3 last revised September 16, 1998, prepared by: Judith Nitsch Engineering, Inc., One Appleton Street, Boston, Massachusetts 02116, and recorded herewith.

For title to said lot T-121 see Certificate of Title No. 101076 in Registration Book 635 at Page 126 and plan filed as No. 2867B with the Engineering Office of the Land Court, in Middlesex South District Registry of Deeds.

This parcel contains 1,906 ± sq. ft. The damages awarded with respect to said parcel are Seventy One Thousand Four Hundred Seventy Five (\$71,475.00) Dollars and the supposed owner is California Products Corporation.

NOW, THEREFORE, BE IT

ORDERED:

The taking of fee simple title in land along with all buildings and trees thereon herein described is hereby authorized in accordance with General Laws, Chapter 40, Section 13, Chapter 43, Section 30 and Chapter 79, all as amended for the creation of a public way and for all purposes and uses accessory thereto.

Said land is described above.

This parcel contains 1,906 ± sq. ft. The fair market value of said parcel, and severance damages to the remaining parcel, has been appraised at Seventy One Thousand Four Hundred Seventy Five (\$71,475.00) Dollars.

In City Council February 1, 1999.

Adopted by a yea and nay vote:-

Yeas 8; Nays 0; Absent 1.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

XD Margaret Drury

ATTEST:-

D. Margaret Drury
City Clerk



City of Cambridge

Calendar Item #1Bviii

~~Consent Agenda Order No. 1B-viii~~

IN CITY COUNCIL

~~January 25, 1999~~

February 1, 1999

WHEREAS:

By Section 30 of Chapter 43, Section 14 of Chapter 40, and Chapter 79 of the General Laws, all as amended, it is provided that the Cambridge City Council may take in fee in the name of the City for any municipal purpose any land within the limits of the City not already appropriated for public use; and

WHEREAS:

The City Manager of Cambridge and City Council, in order to provide and promote public safety, and keep through traffic out of dense Cambridgeport residential neighborhoods, have approved and authorized that the City should under the provisions of the aforesaid Chapter of the General Laws take and hold for the creation of a public way and for all purposes and uses accessory thereto the parcel of land hereinafter bounded and described and any buildings and trees thereof; and

WHEREAS:

An appropriation duly made by the City Council on January 25, 1999, is sufficient to cover the estimated expense of acquisition as required by the aforesaid Sections of Chapters 40 and 43;

NOW, THEREFORE, by virtue of and in pursuance of the authority conferred by said Chapters of the General Laws and by every other power and authority it thereto enabling, the City of Cambridge by its City Council does hereby take the land hereinafter described and all easements, privileges and appurtenances thereto belonging as well as all trees and all structures thereon, for the creation of a public way and for all purposes and uses accessory thereto. Intending to take and hereby taking in fee simple all land included within such description by whomsoever the same may be owned, vis:

A certain parcel of land situated on Waverly Street in the City of Cambridge, County of Middlesex, Commonwealth of Massachusetts, and more particularly described as follows:

Beginning at the point of intersection of the centerline of Waverly Street (a private way) and the prolongation of the southerly sideline of Putnam Avenue (public way); thence

S 52°33'23" E a distance of nineteen and four hundredths feet (19.04') coincident with the prolongation of the southerly sideline of Putnam Avenue, to a point; thence

S 37°54'17" W a distance of seventy-four and ninety-nine hundredths feet (74.99') coincident with the easterly sideline of Waverly Street, to a point; thence

N 52°05'43" W a distance of nineteen and four hundredths feet (19.04'), to a point; thence

N 37°54'17" E a distance of seventy-four and eighty-four hundredths feet (74.84'), coincident with the centerline of Waverly Street, to the point of beginning.

The above described parcel contains an area of one thousand and four hundred and twenty-six plus or minus square feet (1,426 ± sq. ft.), and is more particularly shown as lots 125/126 on a plan entitled: "WAVERLY STREET AND SIDNEY STREET TAKING PLAN, CAMBRIDGEPORT ROADWAYS, WAVERLY STREET, CAMBRIDGE, MA 02139", scale 1" = 20', pages T-1, T-2, and T-4 last revised September 3, 1998, and page T-3 last revised September 16, 1998, prepared by: Judith Nitsch Engineering, Inc., One Appleton Street, Boston, Massachusetts 02116, and recorded herewith and on plan no. 3027A filed with the Engineering Office of the Land Court.

For title to said lots 125/126 see Certificate of Title No. 112415 in Registration Book 692, Page 65 in Middlesex South District Registry of Deeds..

This parcel contains 1,426 ± sq. ft. The damages awarded with respect to said parcel are Zero (\$0.00) Dollars and the supposed owner is Massachusetts Institute of Technology.

NOW, THEREFORE, BE IT

ORDERED:

The taking of fee simple title in land along with all buildings and trees thereon herein described is hereby authorized in accordance with General Laws, Chapter 40, Section 13, Chapter 43, Section 30 and Chapter 79, all as amended for the creation of a public way and for all purposes and uses accessory thereto.

Said land is described above.

This parcel contains 1,426 ± sq. ft. The damages awarded with respect to said parcel are Zero (\$0.00) Dollars.

In City Council February 1, 1999.

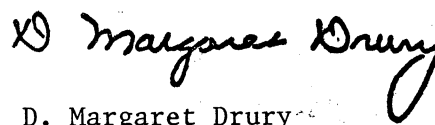
Adopted by a ye and nay vote:-

Yeas 8; Nays 0; Absent 1.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:-



D. Margaret Drury
City Clerk



City of Cambridge

Calendar Item #1Bix

~~Consent Agenda Order No. 1B-ix~~

IN CITY COUNCIL

~~January 25, 1999~~
February 1, 1999

WHEREAS:

By Section 30 of Chapter 43, Section 14 of Chapter 40, and Chapter 79 of the General Laws, all as amended, it is provided that the Cambridge City Council may take in fee in the name of the City for any municipal purpose any land within the limits of the City not already appropriated for public use; and

WHEREAS:

The City Manager of Cambridge and City Council, in order to provide and promote public safety, and keep through traffic out of dense Cambridgeport residential neighborhoods, have approved and authorized that the City should under the provisions of the aforesaid Chapter of the General Laws take and hold for the creation of a public way and for all purposes and uses accessory thereto the parcel of land hereinafter bounded and described and any buildings and trees thereon; and

WHEREAS:

An appropriation duly made by the City Council on January 25, 1999, is sufficient to cover the estimated expense of acquisition as required by the aforesaid Sections of Chapters 40 and 43;

NOW, THEREFORE, by virtue of and in pursuance of the authority conferred by said Chapters of the General Laws and by every other power and authority it thereto enabling, the City of Cambridge by its City Council does hereby take the land hereinafter described and all easements, privileges and appurtenances thereto belonging as well as all trees and all structures thereon, for the creation of a public way and for all purposes and uses accessory thereto. Intending to take and hereby taking in fee simple all land included within such description by whomsoever the same may be owned, vis:

A certain parcel of land situated at the most easterly end of Henry Street in the City of Cambridge, County of Middlesex, Commonwealth of Massachusetts, and more particularly described as follows:

Beginning at the point at the northwesterly common lot corner of Lots T-CRC 1 and T-CRC 2 as shown on the plan hereinafter described; thence

S 85°21'48" E a distance of twenty-four and ninety-seven hundredths feet (24.97'), to a point; thence

S 56°21'17" W a distance of eighty-three and ninety-seven hundredths feet (83.97'), to a point; thence

S 64°39'50" W a distance of one hundred and twenty-two and fifty-one hundredths feet (122.51'), to a point; thence

N 56°09'58" E a distance of one hundred and sixty-six and fifty-five hundredths feet (166.55'), to the point of beginning.

The above described parcel contains an area of one thousand and nine hundred and twenty-one plus or minus square feet (1,921 ± sq. ft.), and is more particularly shown as lot T-CRC 1 on a plan entitled: "WAVERLY STREET AND SIDNEY STREET TAKING PLAN, CAMBRIDGEPORT ROADWAYS, WAVERLY STREET, CAMBRIDGE, MA 02139", scale 1" = 20', pages T-1, T-2, and T-4 last revised September 3, 1998, and page T-3 last revised September 16, 1998, prepared by: Judith Nitsch Engineering, Inc., One Appleton Street, Boston, Massachusetts 02116, and recorded herewith, and on plan no. 2866A filed with the Engineering Office of the Land Court..

For title to said lot T-CRC1 see Certificate of Title No. 8158 in Book 48, Page 505 in Middlesex South Registry of Deeds.

This parcel contains 1,921 ± sq. ft. The damages awarded with respect to said parcel are Fifteen Thousand Three Hundred Sixty Eight (\$15,368.00) Dollars and the supposed owner is Consolidated Rail Corporation.

NOW, THEREFORE, BE IT

ORDERED:

The taking of fee simple title in land along with all buildings and trees thereon herein described is hereby authorized in accordance with General Laws, Chapter 40, Section 13, Chapter 43, Section 30 and Chapter 79, all as amended for the creation of a public way and for all purposes and uses accessory thereto.

Said land is described above.

This parcel contains 1,921 ± sq. ft. The fair market value of said parcel has been appraised at Fifteen Thousand Three Hundred Sixty Eight (\$15,368.00) Dollars.

In City Council February 1, 1999.

Adopted by a yea and nay vote:-

Yeas 8; Nays 0; Absent 1.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:-

XD Margaret Drury

D. Margaret Drury
City Clerk



City of Cambridge

Calendar Item #1Bx

~~--Consent Agenda Order No. 1B-x--~~

IN CITY COUNCIL

~~--January 25, 1999--~~
February 1, 1999

WHEREAS:

By Section 30 of Chapter 43, Section 14 of Chapter 40, and Chapter 79 of the General Laws, all as amended, it is provided that the Cambridge City Council may take in fee in the name of the City for any municipal purpose any land within the limits of the City not already appropriated for public use; and

WHEREAS:

The City Manager of Cambridge and City Council, in order to provide and promote public safety, and keep through traffic out of dense Cambridgeport residential neighborhoods, have approved and authorized that the City should under the provisions of the aforesaid Chapter of the General Laws take and hold for the creation of a public way and for all purposes and uses accessory thereto the parcel of land hereinafter bounded and described and any buildings and trees thereon; and

WHEREAS:

An appropriation duly made by the City Council on January 25, 1999, is sufficient to cover the estimated expense of acquisition as required by the aforesaid Sections of Chapters 40 and 43;

NOW, THEREFORE, by virtue of and in pursuance of the authority conferred by said Chapters of the General Laws and by every other power and authority it thereto enabling, the City of Cambridge by its City Council does hereby take the land hereinafter described and all easements, privileges and appurtenances thereto belonging as well as all trees and all structures thereon, for the creation of a public way and for all purposes and uses accessory thereto. Intending to take and hereby taking in fee simple all land included within such description by whomsoever the same may be owned, vis:

A certain parcel of land situated on Waverly Street and Chestnut Street in the City of Cambridge, County of Middlesex, Commonwealth of Massachusetts, and more particularly described as follows:

Beginning at the point of intersection of the westerly sideline of the Boston and Albany Railroad (1866) and the prolongation of the southern sideline of Chestnut Street; thence

S 52°45'43" E a distance of eight and thirteen hundredths feet (8.13'), coincident with the prolongation of the southerly sideline of Chestnut Street, to a point; thence

N 37°54'17" E a distance of twenty and one hundredths feet (20.01'), coincident with the centerline of Waverly Street, to a point; thence

S 52°05'43" E a distance of fifteen and sixteen hundredths feet (15.16'), to a point; thence

S 56°21'17" W a distance of eighty-five and seventy-two hundredths feet (85.72'), to a point; thence

N 85°21'48" W a distance of twenty-four and ninety-seven hundredths feet (24.97'), to a point; thence

N 56°09'58" E a distance of seventy-eight and eighty-nine hundredths feet (78.89') parallel to the sideline of Waverly Street, to the point of beginning.

The above described parcel contains an area of one thousand and three hundred and fifty-eight plus or minus square feet (1,358 ± sq. ft.), and is more particularly shown as lot T-CRC 2 on a plan entitled: "WAVERLY STREET AND SIDNEY STREET TAKING PLAN, CAMBRIDGEPORT ROADWAYS, WAVERLY STREET, CAMBRIDGE, MA 02139", scale 1" = 20', pages T-1, T-2, and T-4 last revised September 3, 1998, and page T-3 last revised September 16, 1998, prepared by: Judith Nitsch Engineering, Inc., One Appleton Street, Boston, Massachusetts 02116, and recorded herewith.

For title to said lot T-CRC2 see Middlesex South Registry of Deeds, Book 13554, Page 574.

This parcel contains 1,358 ± sq. ft. The damages awarded with respect to said parcel are Ten Thousand Eight Hundred Sixty Four Dollars (\$10,864.00) and the supposed owner is Consolidated Rail Corporation.

NOW, THEREFORE, BE IT

ORDERED:

The taking of fee simple title in land along with all buildings and trees thereon herein described is hereby authorized in accordance with General Laws, Chapter 40, Section 13, Chapter 43, Section 30 and Chapter 79, all as amended for the creation of a public way and for all purposes and uses accessory thereto.

Said land is described above.

This parcel contains 1,358 ± sq. ft. The fair market value of said parcel has been appraised at Ten Thousand Eight Hundred Sixty Four Dollars (\$10,864.00).

In City Council February 1, 1999.

Adopted by a yea and nay vote:-

Yeas 8; Nays 0; Absent 1.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:-

XO Margaret Drury

D. Margaret Drury
City Clerk

cambridge/RoadPln/Takings/T-CRC2



City of Cambridge

Calendar Item #1Bxi

~~Consent Agenda Order No. 1B-xi~~

IN CITY COUNCIL

~~January 25, 1999~~

February 1, 1999

WHEREAS:

By Section 30 of Chapter 43, Section 14 of Chapter 40, and Chapter 79 of the General Laws, all as amended, it is provided that the Cambridge City Council may take in fee in the name of the City for any municipal purpose any land within the limits of the City not already appropriated for public use; and

WHEREAS:

The City Manager of Cambridge and City Council, in order to provide and promote public safety, and keep through traffic out of dense Cambridgeport residential neighborhoods, have approved and authorized that the City should under the provisions of the aforesaid Chapter of the General Laws take and hold for the creation of a public way and for all purposes and uses accessory thereto the parcel of land hereinafter bounded and described and any buildings and trees thereon; and

WHEREAS:

An appropriation duly made by the City Council on January 25, 1999, is sufficient to cover the estimated expense of acquisition as required by the aforesaid Sections of Chapters 40 and 43;

NOW, THEREFORE, by virtue of and in pursuance of the authority conferred by said Chapters of the General Laws and by every other power and authority it thereto enabling, the City of Cambridge by its City Council does hereby take the land hereinafter described and all easements, privileges and appurtenances thereto belonging as well as all trees and all structures thereon, for the creation of a public way and for all purposes and uses accessory thereto. Intending to take and hereby taking in fee simple all land included within such description by whomsoever the same may be owned, vis:

A certain parcel of land situated on Waverly Street and Chestnut Street in the City of Cambridge, County of Middlesex, Commonwealth of Massachusetts, and more particularly described as follows:

Beginning at the point of intersection of the centerline of Waverly Street and the intersection of Lot 122 and Lot 121, as shown on Cambridge Assessor's Map 66; thence

S 52°33'23" E a distance of twenty-one and zero hundredths feet (21.00'), to a point; thence

S 37°58'58" W a distance of one hundred and twenty-eight and twenty-seven hundredths feet (128.27'), coincident with the easterly sideline of Waverly Street, to a point; thence

S 56°21'17" W a distance of seventeen and eighty-nine hundredths feet (17.89'), to a point; thence

N 52°05'43" W a distance of fifteen and sixteen hundredths feet (15.16'), to a point on the centerline of Waverly Street; thence

N 37°54'17" E a distance of one hundred and forty-five and seven hundredths feet (145.07'), coincident with the centerline of Waverly Street, to the point of beginning.

The above described parcel contains an area of two thousand and nine hundred and eighty-six plus or minus square feet (2,986 ± sq. ft.), and is more particularly shown as lot T-CRC 3 on a plan entitled: "WAVERLY STREET AND SIDNEY STREET TAKING PLAN, CAMBRIDGEPORT ROADWAYS, WAVERLY STREET, CAMBRIDGE, MA 02139", scale 1" = 20', pages T-1, T-2, and T-4 last revised September 3, 1998, and page T-3 last revised September 16, 1998, prepared by: Judith Nitsch Engineering, Inc., One Appleton Street, Boston, Massachusetts 02116, and recorded herewith.

For title to said lot T-CRC3 see Middlesex South Registry of Deeds L.C.C. 2867A, and Certificate of Title No. 8007.

This parcel contains 2,986 ± sq. ft. The damages awarded with respect to said parcel are Forty Four Thousand Seven Hundred Ninety (\$44,790.00) Dollars and the supposed owner is Consolidated Rail Corporation.

NOW, THEREFORE, BE IT

ORDERED:

The taking of fee simple title in land along with all buildings and trees thereon herein described is hereby authorized in accordance with General Laws, Chapter 40, Section 13, Chapter 43, Section 30 and Chapter 79, all as amended for the creation of a public way and for all purposes and uses accessory thereto.

Said land is described above.

This parcel contains 2,986 ± sq. ft. The fair market value of said parcel has been appraised at Forty Four Thousand Seven Hundred Ninety (\$44,790.00) Dollars.

In City Council February 1, 1999.

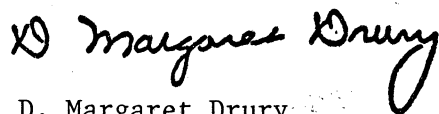
Adopted by a yea and nay vote:-

Yeas 8; Nays 0; Absent 1.

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.

D. Margaret Drury
City Clerk



City of Cambridge

Calendar Item #1Bx11

~~-Consent Agenda Order No. 1B-xii-~~

IN CITY COUNCIL

~~-January 25, 1999-~~

February 1, 1999

WHEREAS:

By Section 30 of Chapter 43, Section 14 of Chapter 40, and Chapter 79 of the General Laws, all as amended, it is provided that the Cambridge City Council may take in fee in the name of the City for any municipal purpose any land within the limits of the City not already appropriated for public use; and

WHEREAS:

The City Manager of Cambridge and City Council have approved and authorized that the City should under the provisions of the aforesaid Chapter of the General Laws take and hold for the creation of a public way and for all purposes and uses accessory thereto the parcel of land hereinafter bounded and described and any buildings and trees thereof;

NOW, THEREFORE, by virtue of and in pursuance of the authority conferred by said Chapters of the General Laws and by every other power and authority it thereto enabling, the City of Cambridge by its City Council does hereby take the land hereinafter described and all easements, privileges and appurtenances thereto belonging as well as all trees and all structures thereon, for the creation of a public way and for all purposes and uses accessory thereto. Intending to take and hereby taking in fee simple all land included within such description by whomsoever the same may be owned, vis:

A certain parcel of land situated on Brookline Street in the City of Cambridge, County of Middlesex, Commonwealth of Massachusetts, and more particularly described as follows:

Beginning at a point on the intersection of the easterly sideline of Brookline Street and the intersection of the northwest corner of Lot 6; thence

S 73°39'27" E a distance of two-hundred and seventy-four and seventy-four hundredths feet (274.74') to a point; thence

S 73°34'17" E a distance of one-hundred and fifty-two and sixty-two hundredths feet (152.62') to a point; thence

S 73°34'17" E	a distance of 11.18 feet to a point; thence
S 80°48'17" E	a distance of one-hundred and sixty-two and thirty hundredths feet (162.30') to a point; thence
S 80°48'17" E	a distance of 81.95 feet, the previous five courses are coincident with the northerly sideline of Lot 6 to the point of curvature;
Thence	on a non-tangential curve concave to the southwest having a radius of three-hundred and twenty-eight and eight hundredths feet (328.08') southwesterly sixty-three and forty-two hundredths feet (63.42') to a point; thence
N 79°45'24" W	a distance of three-hundred and twenty-one and seven hundredths feet (321.07') to the point of curvature;
Thence	on a tangential curve concave to the west having a radius of one-thousand and twenty-five and twenty-six hundredths feet (1025.26') westerly one-hundred and eighteen and sixty-seven hundredths feet (118.67') to a point; thence
N 73°07'29" W	a distance of sixty-four and forty-five hundredths feet (64.45') to a point; thence
S 16°47'47" W	a distance of six and seventy-six hundredths feet (6.76') to a point; thence
N 73°12'13" W	a distance of forty-seven and thirty-four hundredths feet (47.34') to a point; thence
S 16°59'36" W	a distance of two and forty-eight hundredths feet (2.48') to a point; thence
N 72°56'50" W	a distance of twenty-three and twenty-six hundredths feet (23.26') to a point; thence
Thence	on a tangential curve concave to the southwest having a radius of thirty-seven and one hundredths feet (37.01') southwesterly sixty-five and thirty-nine hundredths feet (65.39') to a point; thence
N 05°49'53" E	a distance of fifty-three and sixty-four hundredths feet (53.64') to the point of curvature;
Thence	on a tangential curve concave to the northeast having a radius of fifty

and zero hundredths feet (50.00') northeasterly twenty-one and sixty-four hundredths feet (21.64') the previous two courses are coincident with the easterly sideline of Brookline Street to the point of beginning.

The above described parcel contains an area of nine thousand and nine hundred twenty plus or minus square feet (9,920 $\pm$ sq. ft.), and is more particularly shown as T-MIT1 on a plan entitled: "WAVERLY STREET AND SIDNEY STREET TAKING PLAN, CAMBRIDGEPORT ROADWAYS, WAVERLY STREET, CAMBRIDGE, MA 02139", scale 1" = 20', pages T-1, T-2, and T-4 last revised September 3, 1998, and page T-3 last revised September 16, 1998, prepared by: Judith Nitsch Engineering, Inc., One Appleton Street, Boston, Massachusetts 02116, and recorded herewith.

For title to said lot T-MIT1 see Middlesex South Registry of Deeds L.C. Certificate of Title No. 89497 in Book 577, Page 147.

This parcel contains 9,920 $\pm$ sq. ft. The damages awarded with respect to said parcel are Zero (\$0.00) Dollars and the supposed owner is Massachusetts Institute of Technology.

NOW, THEREFORE, BE IT

ORDERED:

The taking of fee simple title in land along with all buildings and trees thereon herein described is hereby authorized in accordance with General Laws, Chapter 40, Section 13, Chapter 43, Section 30 and Chapter 79, all as amended for the creation of a public way and for all purposes and uses accessory thereto.

Said land is described above.

This parcel contains 9,920 $\pm$ sq. ft. The damages awarded with respect to said parcel are Zero (\$0.00) Dollars.

In City Council February 1, 1999.

Adopted by a ye and nay vote:-

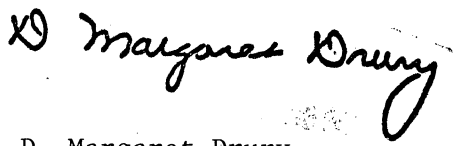
Yeas 8; Nays 0; Absent 1.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:-

cambridge/RoadPln/Takings/T-MIT1.doc


D. Margaret Drury
City Clerk



City of Cambridge

Calendar Item #1Bxiii

~~Consent Agenda Order No. 1B-xiii~~

IN CITY COUNCIL

~~January 25, 1999~~
February 1, 1999

WHEREAS:

By Section 30 of Chapter 43, Section 14 of Chapter 40, and Chapter 79 of the General Laws, all as amended, it is provided that the Cambridge City Council may take in fee in the name of the City for any municipal purpose any land within the limits of the City not already appropriated for public use; and

WHEREAS:

The City Manager of Cambridge and City Council have approved and authorized that the City should under the provisions of the aforesaid Chapter of the General Laws take and hold for the creation of a public way and for all purposes and uses accessory thereto the parcel of land hereinafter bounded and described and any buildings and trees thereof;

NOW, THEREFORE, by virtue of and in pursuance of the authority conferred by said Chapters of the General Laws and by every other power and authority it thereto enabling, the City of Cambridge by its City Council does hereby take the land hereinafter described and all easements, privileges and appurtenances thereto belonging as well as all trees and all structures thereon, for the creation of a public way and for all purposes and uses accessory thereto. Intending to take and hereby taking in fee simple all land included within such description by whomsoever the same may be owned, vis:

A certain parcel of land situated on Brookline Street in the City of Cambridge, County of Middlesex, Commonwealth of Massachusetts, and more particularly described as follows:

Beginning at a point on the intersection of the easterly sideline of Brookline Street and the intersection of the northwest corner of Lot 6;

Thence on a tangential curve concave to the northeast having a radius of fifty and zero hundredths feet (50.00') northeasterly one and five hundredths feet (1.05') to a point; thence

S 82°40'21" E a distance of sixty-five and thirty-four hundredths feet (65.34') to a point; thence

S 74°36'00" E a distance of thirty-seven and one hundredths feet (37.01') to a point;
thence

S 69°44'02" E a distance of one-hundred and seventy-three and thirty-four hundredths
feet (173.34') to a point; thence

N 73°39'27" W a distance of two-hundred and seventy-four and seventy-four
hundredths feet (274.74') coincident with the northerly sideline of Lot
6 to the point of beginning.

The above described parcel contains an area of one thousand and eight-hundred and forty-nine plus or minus square feet (1,849 ± sq. ft.), and is more particularly shown as T-MIT 2 on a plan entitled: "WAVERLY STREET AND SIDNEY STREET TAKING PLAN, CAMBRIDGEPORT ROADWAYS, WAVERLY STREET, CAMBRIDGE, MA 02139", scale 1" = 20', pages T-1, T-2, and T-4 last revised September 3, 1998, and page T-3 last revised September 16, 1998, prepared by: Judith Nitsch Engineering, Inc., One Appleton Street, Boston, Massachusetts 02116, to be recorded herewith.

For title to said lot T-MIT2 see Middlesex South Registry of Deeds L.C.
Certificate of Title No. 131094, in Book 785, Page 144.

This parcel contains 1,849 ± sq. ft. The damages awarded with respect to said parcel are Zero (\$0.00) Dollars and the supposed owner is Massachusetts Institute of Technology.

NOW, THEREFORE, BE IT

ORDERED:

The taking of fee simple title in land along with all buildings and trees thereon herein described is hereby authorized in accordance with General Laws, Chapter 40, Section 13, Chapter 43, Section 30 and Chapter 79, all as amended for the creation of a public way and for all purposes and uses accessory thereto.

Said land is described above.

This parcel contains 1,849 ± sq. ft. The damages awarded with respect to said parcel are Zero (\$0.00) Dollars.

In City Council February 1, 1999.

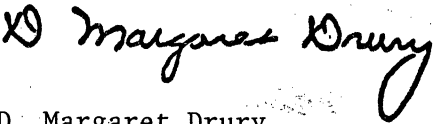
Adopted by a yea and nay vote:-

Yeas 8; Nays 0; Absent 1.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:-



D. Margaret Drury
City Clerk



City of Cambridge

Calendar Item #1Bxiv

--Consent Agenda Order No. 1B-xiv

IN CITY COUNCIL

~~January 25, 1999~~
February 1, 1999

WHEREAS:

By Section 30 of Chapter 43, Section 14 of Chapter 40, and Chapter 79 of the General Laws, all as amended, it is provided that the Cambridge City Council may take in fee in the name of the City for any municipal purpose any land within the limits of the City not already appropriated for public use; and

WHEREAS:

The City Manager of Cambridge and City Council have approved and authorized that the City should under the provisions of the aforesaid Chapter of the General Laws take and hold for the creation of a public way and for all purposes and uses accessory thereto the parcel of land hereinafter bounded and described and any buildings and trees thereof;

NOW, THEREFORE, by virtue of and in pursuance of the authority conferred by said Chapters of the General Laws and by every other power and authority it thereto enabling, the City of Cambridge by its City Council does hereby take the land hereinafter described and all easements, privileges and appurtenances thereto belonging as well as all trees and all structures thereon, for the creation of a public way and for all purposes and uses accessory thereto. Intending to take and hereby taking in fee simple all land included within such description by whomsoever the same may be owned, vis:

A certain parcel of land situated on Brookline Street in the City of Cambridge, County of Middlesex, Commonwealth of Massachusetts, and more particularly described as follows:

Beginning at a point on the intersection of the easterly sideline of Brookline Street and the intersection of the southwest corner of Lot 48; thence

S 83°47'09" E a distance of fifty-nine and forty-nine hundredths feet (59.49') to a point; thence

S 74°31'18" E a distance of thirty-eight and seventy-seven hundredths feet (38.77') to a point; thence

S 69°14'39" E a distance of one-hundred and seventy-three and forty-three

hundredths feet (173.43') to a point; thence

S 72°56'55" E a distance of one-hundred and fifty and sixty-eight hundredths feet (150.68') the previous four courses are coincident with the southerly sideline of Lot 48 to a point; thence

S 11°09'43" W a distance of ten and eighty-nine hundredths feet (10.89') coincident with the westerly sideline of Lot 47 to a point; thence

N 73°34'17" W a distance of one-hundred and fifty-two and sixty-two hundredths feet (152.62') to a point; thence

N 69°44'02" W a distance of one-hundred and seventy-three and thirty-four hundredths feet (173.34') to a point; thence

N 74°36'00" W a distance of thirty-seven and one hundredths feet (37.01') to a point; thence

N 82°40'21" W a distance of sixty-five and thirty-four hundredths feet (65.34') to the point of curvature;

Thence on a tangential curve concave to the northeast having a radius of fifty and zero hundredths feet (50.00') northeasterly five and fifty-four hundredths feet (5.54') to a point; thence

N 38°10'43" E a distance of nine and eighteen hundredths feet (9.18') to the point of beginning.

The above described parcel contains an area of five thousand and four-hundred and thirty plus or minus square feet (5,430 ± sq. ft.), and is more particularly shown as T-MIT 3 on a plan entitled: "WAVERLY STREET AND SIDNEY STREET LAYOUT AND TAKING PLAN, CAMBRIDGEPORT ROADWAYS, WAVERLY STREET, CAMBRIDGE, MA 02139", scale 1" = 20', pages T-1, T-2, and T-4 last revised September 3, 1998, and page T-3 last revised September 16, 1998, prepared by: Judith Nitsch Engineering, Inc., One Appleton Street, Boston, Massachusetts 02116, recorded herewith.

For title to said lot T-MIT3 see Middlesex South Registry of Deeds, Book 11761, Page 578.

This parcel contains 5,430 ± sq. ft. The damages awarded with respect to said parcel are Zero (\$0.00) Dollars and the supposed owner is Massachusetts Institute of Technology.

NOW, THEREFORE, BE IT

ORDERED:

The taking of fee simple title in land along with all buildings and trees thereon herein described is hereby authorized in accordance with General Laws, Chapter 40, Section 13, Chapter 43, Section 30 and Chapter 79, all as amended for the creation of a public way and for all purposes and uses accessory thereto.

Said land is described above.

This parcel contains 5,430 ± sq. ft. The damages awarded with respect to said parcel are Zero (\$0.00) Dollars.

In City Council February 1, 1999.

Adopted by a yea and nay vote:-

Yeas 8; Nays 0; Absent 1.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:-

XO Margaret Drury

D. Margaret Drury
City Clerk



City of Cambridge

Calendar Item #1Bxv

~~Consent Agenda Order No. 1B-xv~~

IN CITY COUNCIL

~~January 25, 1999~~
February 1, 1999

WHEREAS:

By Section 30 of Chapter 43, Section 14 of Chapter 40, and Chapter 79 of the General Laws, all as amended, it is provided that the Cambridge City Council may take in fee in the name of the City for any municipal purpose any land within the limits of the City not already appropriated for public use; and

WHEREAS:

The City Manager of Cambridge and City Council have approved and authorized that the City should under the provisions of the aforesaid Chapter of the General Laws take and hold for the creation of a public way and for all purposes and uses accessory thereto the parcel of land hereinafter bounded;

NOW, THEREFORE, by virtue of and in pursuance of the authority conferred by said Chapters of the General Laws and by every other power and authority it thereto enabling, the City of Cambridge by its City Council does hereby take the land hereinafter described, but specifically excluding therefrom all improvements and structures thereon presently standing, for the creation of a public way and for all purposes and uses accessory thereto. Intending to take and hereby taking in fee simple all land included within such description by whomsoever the same may be owned, vis:

A certain parcel of land situated on Brookline Street in the City of Cambridge, County of Middlesex, Commonwealth of Massachusetts, and more particularly described as follows:

Beginning at a point on the intersection of the easterly sideline of Brookline Street and the intersection of the southwest corner of Lot 48; thence

N 38°10'43" E a distance of twenty and eighty-five hundredths feet (20.85')
coincident with the easterly sideline of Brookline Street to a point;
thence

S 51°20'17" E a distance of fourteen and twenty hundredths feet (14.20') to a point;
thence

- S 73°01'35" E a distance of two-hundred and eighteen hundredths feet (200.18') to a point; thence
- S 79°37'57" E a distance of one-hundred and ninety-seven and sixty-two hundredths feet (197.62') to a point; thence
- S 11°09'43" W a distance of thirty-six and sixty-four hundredths feet (36.64') coincident with the westerly sideline of Lot 47 to a point; thence
- N 72°56'55" W a distance of one-hundred and fifty and sixty-eight hundredths feet (150.68') to a point; thence
- N 69°14'39" W a distance of one-hundred and seventy-three and forty-three hundredths feet (173.43') to a point; thence
- N 74°31'18" W a distance of thirty-eight and seventy-seven hundredths feet (38.77') to a point; thence
- N 83°47'09" W a distance of fifty-nine and forty-nine hundredths feet (59.49') to the point of beginning.

The above described parcel contains an area of six thousand and two-hundred and fifty-five plus or minus square feet (6,255 ± sq. ft.), and is more particularly shown as T-MIT 4 on a plan entitled: "WAVERLY STREET AND SIDNEY STREET TAKING PLAN, CAMBRIDGEPORT ROADWAYS, WAVERLY STREET, CAMBRIDGE, MA 02139", scale 1" = 20', pages T-1, T-2, and T-4 last revised September 3, 1998, and page T-3 last revised September 16, 1998, prepared by: Judith Nitsch Engineering, Inc., One Appleton Street, Boston, Massachusetts 02116, and recorded herewith.

For title to said lot T-MIT4 see Middlesex South Registry of Deeds Certificate of Title No. 131094 in Book 785, Page 144.

This parcel contains 6,255 ± sq. ft. The damages awarded with respect to said parcel are Zero (\$0.00) Dollars and the supposed owner is Massachusetts Institute of Technology.

NOW, THEREFORE, BE IT

ORDERED:

The taking of fee simple title in land herein described is hereby authorized in accordance with General Laws, Chapter 40, Section 13, Chapter 43, Section 30 and Chapter 79, all as amended for the creation of a public way and for all purposes and uses accessory thereto.

Said land is described above.

This parcel contains 6,255 $\pm$ sq. ft. The damages awarded with respect to said parcel are Zero (\$0.00) Dollars.

In City Council February 1, 1999.

Adopted by a yea and nay vote:-

Yeas 8; Nays 0; Absent 1.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

A handwritten signature in cursive script, reading "D. Margaret Drury".

ATTEST:-

D. Margaret Drury
City Clerk

cambridge/RoadPln/Takings/T-MIT4.doc



City of Cambridge

Calendar Item #1Bxvi

~~Consent Agenda Order No. 1B-xvi~~

IN CITY COUNCIL

~~January 25, 1999~~
February 1, 1999

WHEREAS:

By Section 30 of Chapter 43, Section 14 of Chapter 40, and Chapter 79 of the General Laws, all as amended, it is provided that the Cambridge City Council may take in fee in the name of the City for any municipal purpose any land within the limits of the City not already appropriated for public use; and

WHEREAS:

The City Manager of Cambridge and City Council have approved and authorized that the City should under the provisions of the aforesaid Chapter of the General Laws take and hold for the creation of a public way and for all purposes and uses accessory thereto the parcel of land hereinafter bounded and described;

NOW, THEREFORE, by virtue of and in pursuance of the authority conferred by said Chapters of the General Laws and by every other power and authority it thereto enabling, the City of Cambridge by its City Council does hereby take the land hereinafter described, but specifically excluding therefrom all improvements and structures thereon presently standing, for the creation of a public way and for all purposes and uses accessory thereto. Intending to take and hereby taking in fee simple all land included within such description by whomsoever the same may be owned, vis:

A certain parcel of land situated on Henry Street in the City of Cambridge, County of Middlesex, Commonwealth of Massachusetts, and more particularly described as follows:

Beginning at a point on the intersection of the southerly sideline of Henry Street and the intersection of the northeast corner of Lot 48 and the northwest corner of Lot 47; thence

Thence on a tangential curve concave to the east having a radius of two-hundred and fifty-six and thirty hundredths feet (256.30') easterly sixty-five and nine hundredths feet (65.09') to a point; thence

S 78°50'17" E a distance of one-hundred and twenty-five and fifty-nine hundredths feet (125.59') to a point, the previous two courses are coincident with the southerly sideline of Henry Street; thence

S 11°09'43" W	a distance of one and forty-three hundredths feet (1.43') to a point; thence
N 79°07'38" W	a distance of ninety-eight and eleven hundredths feet (98.11') to the point of curvature;
Thence	on a non-tangential curve concave to the south having a radius of two- hundred and forty-five and twenty-four hundredths feet (245.24') southerly forty-two and twenty-two hundredths feet (42.22') to a point; thence
S 13°41'41" W	a distance of sixty and thirty-five hundredths feet (60.35') to the point of curvature;
Thence	on a non-tangential curve concave to the southeast having a radius of six and fifty-six hundredths feet (6.56') southeasterly nine and eighty- two hundredths feet (9.82') to a point; thence
S 79°45'24" E	a distance of one-hundred and three and twelve hundredths feet (103.12') to the point of curvature;
Thence	on a tangential curve concave to the northeast having a radius of two- hundred and eighty-eight and six hundredths feet (288.06') northeasterly one-hundred and seventy-eight and eighty-five hundredths feet (178.85') to a point; thence
N 64°40'13" E	a distance of sixty and thirty-five hundredths feet (60.35') to a point; thence
N 08°37'57" W	a distance of seventeen and fifty hundredths feet (17.50') to a point; thence
S 78°50'17" E	a distance of sixty-nine and forty-three hundredths feet (69.43') coincident with the southerly sideline of Henry Street to a point; thence
S 56°09'58" W	a distance of one-hundred and four and seventy-six hundredths feet (104.76') to a point; thence
S 64°39'50" W	a distance of nineteen and twenty-four hundredths feet (19.24') to the point of curvature;
Thence	on a tangential curve concave to the southwest having a radius of three-hundred and twenty-eight and eight hundredths feet (328.08')

- southwesterly one-hundred and forty and thirty-two hundredths feet (140.32') to a point; thence
- N 80°48'17" W a distance of eighty-one and ninety-five hundredths feet (81.95') to a point; thence
- N 80°48'17" W a distance of one hundred sixty-two and thirty hundredths feet (162.30') to a point; thence
- N 73°34'17" W a distance of eleven and eighteen hundredths feet (11.18') to a point; thence
- N 11°09'43" E a distance of forty-seven and seventy hundredths feet (47.70') to the point of curvature;
- Thence on a non-tangential curve concave to the northeast having a radius of forty-four and twenty-nine hundredths feet (44.29') northeasterly sixty-three and twenty-four hundredths feet (63.24') to the point of curvature;
- Thence on a non-tangential curve concave to the north having a radius of two-hundred and eighty-seven and seven hundredths feet (287.07') northerly fifty-seven and seventy hundredths feet (57.70') to the point of curvature;
- Thence on a non-tangential curve concave to the northwest having a radius of one and sixty-four hundredths feet (1.64') northwesterly two and eighty-six hundredths feet (2.86') to the point of curvature;
- Thence on a non-tangential curve concave to the northwest having a radius of two-hundred and fifty-seven and ninety-four hundredths feet (257.94') northwesterly forty-six and ninety-six hundredths feet (46.96') to the point of curvature;
- N 11°09'54" E a distance of one and sixty-nine hundredths feet (1.69') to the point of beginning.

The above described parcel contains an area of twenty-four thousand and seven-hundred and thirty-four plus or minus square feet (24,734 ± sq. ft.), and is more particularly shown as T-MIT5 on a plan entitled: "WAVERLY STREET AND SIDNEY STREET TAKING PLAN, CAMBRIDGEPORT ROADWAYS, WAVERLY STREET, CAMBRIDGE, MA 02139", scale 1" = 20', pages T-1, T-2, and T-4 last revised September 3, 1998, and page T-3 last revised September 16, 1998, prepared by: Judith

Nitsch Engineering, Inc., One Appleton Street, Boston, Massachusetts 02116, and recorded herewith.

For title to said lot T-MIT5 see Middlesex South Registry of Deeds L.C. Certificate of Title No. 169976, in Book 980, Page 26, and Book 11761, Page 578..

This parcel contains 24,734 $\pm$ sq. ft. The damages awarded with respect to said parcel are Zero (\$0.00) Dollars and the supposed owner is Massachusetts Institute of Technology.

NOW, THEREFORE, BE IT

ORDERED:

The taking of fee simple title in land herein described is hereby authorized in accordance with General Laws, Chapter 40, Section 13, Chapter 43, Section 30 and Chapter 79, all as amended for the creation of a public way and for all purposes and uses accessory thereto.

Said land is described above.

This parcel contains 24,734 $\pm$ sq. ft. The damages awarded with respect to said parcel are Zero (\$0.00) Dollars.

In City Council February 1, 1999.

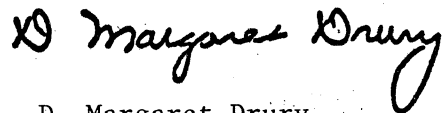
Adopted by a yea and nay vote:-

Yeas 8; Nays 0; Absent 1.

Attest:- D. Margaret Drury, City Clerk

A true copy;

ATTEST:-



D. Margaret Drury
City Clerk

cambridge/RoadPln/Takings/T-MIT5.doc



City of Cambridge

Calendar Item #1Bxvii

~~Consent Agenda Order No. 1B-xvii~~

IN CITY COUNCIL

~~January 25, 1999~~

February 1, 1999

WHEREAS:

By Section 30 of Chapter 43, Section 14 of Chapter 40, and Chapter 79 of the General Laws, all as amended, it is provided that the Cambridge City Council may take in fee in the name of the City for any municipal purpose any land within the limits of the City not already appropriated for public use; and

WHEREAS:

The City Manager of Cambridge and City Council have approved and authorized that the City should under the provisions of the aforesaid Chapter of the General Laws take and hold for the creation of a public way and for all purposes and uses accessory thereto the parcel of land hereinafter bounded and described and any buildings and trees thereof;

NOW, THEREFORE, by virtue of and in pursuance of the authority conferred by said Chapters of the General Laws and by every other power and authority it thereto enabling, the City of Cambridge by its City Council does hereby take the land hereinafter described and all easements, privileges and appurtenances thereto belonging as well as all trees and all structures thereon, for the creation of a public way and for all purposes and uses accessory thereto. Intending to take and hereby taking in fee simple all land included within such description by whomsoever the same may be owned, vis:

A parcel of land situated in the City of Cambridge, Middlesex County, Commonwealth of Massachusetts being more particularly bounded and described as follows:

Beginning at the intersection of the northeasterly line of Green Street with the northwesterly line of Blanche Street;

Thence Running N 51° 36' 22" W, along said northeasterly line of Green Street, a distance of 14.43 feet, to a point;

Thence Running, through land, now or formerly of Massachusetts Institute of Technology, N 82° 51' 16"E, a distance of 20.22 feet to a point on the aforesaid northwesterly line of Blanche Street;

Thence Running S 37° 18' 54"W, along said northwesterly line of Blanche Street, a distance of 14.43 feet, to the point of beginning.

The above described parcel contains an area of one hundred four plus or minus square feet (104 ± sq. ft.), and is more particularly shown as "Area of Taking" on a plan entitled: "BLANCHE STREET TAKING PLAN, BLANCHE STREET AT GREEN STREET, CAMBRIDGE, MASSACHUSETTS", scale 1" = 10', dated September 16, 1998, prepared by: Cullinan Engineering, 400 Commonwealth Ave., Boston, MA 02215, to be recorded herewith.

For title to said lot see Middlesex South Registry of Deeds L.C.C. 14613A, Book 13075, Page 70, and Certificate of Title No. 150227.

This parcel contains 104 ± sq. ft. The damages awarded with respect to said parcel are Zero (\$0.00) Dollars and the supposed owner is Massachusetts Institute of Technology.

NOW, THEREFORE, BE IT

ORDERED:

The taking of fee simple title in land along with all buildings and trees thereon herein described is hereby authorized in accordance with General Laws, Chapter 40, Section 13, Chapter 43, Section 30 and Chapter 79, all as amended for the creation of a public way and for all purposes uses accessory thereto.

Said land is described above.

This parcel contains 104 ± sq. ft. The damages awarded with respect to said parcel are Zero (\$0.00) Dollars.

In City Council February 1, 1999.

Adopted by a yea and nay vote:-

Yeas 8; Nays 0; Absent 1.

Attest:- D. Margaret Drury, City Clerk

A true copy;

ATTEST:-

D. Margaret Drury

D. Margaret Drury
City Clerk



City of Cambridge

Calendar Item #1Ci

~~--Consent Agenda Order No. 1C-i--~~

IN CITY COUNCIL

~~--January 25, 1999--~~

February 1, 1999

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 Police, Fire, Inspectional Services, Public Works, Water, Traffic, Parking and Transportation, and the Community Development Departments, the City Engineer and the City Electrician regarding a proposal to widen, extend, and accept Anglim Street as a public way;

NOW, THEREFORE, by virtue of and in pursuance of the authority conferred in the City Council by Section 12.16.010 of the Municipal Code of the City of Cambridge it is;

ORDERED:

That the City Council of the City of Cambridge hereby approves the acceptance of Anglim Street as a public way; and be it further

ORDERED:

That said acceptance of Anglim Street as a public way is bounded and described as follows:

A certain parcel of land situated on Anglim Street in the City of Cambridge, County of Middlesex, Commonwealth of Massachusetts, and more particularly described as follows:

Beginning at the point of the new intersection of the easterly sideline of Waverly Street (a public way) and the northwesterly sideline of Anglim Street (a public way); thence

N 37° 58' 19" E a distance of one-hundred and eighty and sixty-four hundredths (180.64') coincident with the easterly sideline of Waverly Street, to a point; thence

S 51° 14' 36" E a distance of one-hundred and thirty-two and one hundredths feet (132.01') to the point of curvature;

Thence on a tangential curve to the northwest having a radius of forty-nine and

twenty-one hundredths feet (49.21') northwesterly thirteen and thirty-five hundredths feet (13.35') to a point; thence

N 86° 46' 14" W a distance of fifty and ninety-eight hundredths feet (50.98') to a point; thence

S 00°51'38" E a distance of eight and fifty-seven hundredths feet (8.57') to the point of curvature;

Thence on a non-tangential curve to the south having a radius of three-hundred and sixty and zero hundredths feet (360.00') southerly forty-one and thirty-six hundredths feet (41.36') to a point; thence

S 09°15'33" E a distance of forty-five and four hundredths feet (45.04) to the point of curvature;

Thence on a non-tangential curve to the south having a radius of three-hundred and zero hundredths feet (300.00') southwesterly sixty-six and twenty hundredths feet (66.20') to a point; thence

S 00° 45' 49" W a distance of one-hundred and sixteen and forty hundredths feet (116.40') to a point, the last five courses are coincident with the easterly sideline of Anglim Street; thence

S 56°06'19" W a distance of twenty-five and sixty-nine hundredths feet (25.69') to a point; thence

N 52°10'01" W a distance of fifty-three and sixty-four hundredths feet (53.64') to the point of curvature;

Thence on a non-tangential curve to the north having a radius of three-hundred and fifty and zero hundredths feet (350.00') northerly one-hundred fifty-nine and six hundredths feet (159.06') to a point; thence

N 07°37'42" W a distance of eighty-five and forty-two hundredths feet (85.42') to the point of curvature;

Thence on a non-tangential curve to the north having a radius of three-hundred and seventy and zero hundredths feet (370.00') northerly nineteen and sixty-seven hundredths feet (19.67') to the point of curvature, the last three courses are coincident with the westerly sideline of Anglim Street;

Thence on a tangential curve to the northwest having a radius of one-hundred and eighteen and ninety-three hundredths feet (118.93') northwesterly

one-hundred and three and ninety-four hundredths feet (103.94') to the point of curvature;

Thence on a tangential curve to the northwest having a radius of six-hundred and fifty-six and seventeen hundredths feet (656.17') northwesterly thirty-one and sixty hundredths feet (31.60') to the point of beginning.

The above described parcel contains an area of twenty thousand and eighty-two and zero hundredths plus or minus square feet (20,082 $\pm$ sq. ft.), and is more particularly shown as Anglim Street on a plan entitled: "ANGLIM STREET LAYOUT AND ACCEPTANCE PLAN, CAMBRIDGEPORT ROADWAYS, ANGLIM STREET, CAMBRIDGE, MA 02139", scale 1" = 20', dated September 16, 1998, prepared by: Judith Nitsch Engineering, Inc., One Appleton Street, Boston, Massachusetts 02116.

The reconfigured Anglim Street contains approximately 20,082 $\pm$ square feet.

In City Council February 1, 1999.

Adopted by a yeas and nays vote:-

Yeas 8; Nays 0; Absent 1.

Attest:- D. Margaret Drury, City Clerk

A true copy;

ATTEST:-

D. Margaret Drury

D. Margaret Drury
City Clerk



City of Cambridge

Calendar Item #1C11

~~Consent Agenda Order No. 1C-ii~~

IN CITY COUNCIL

~~January 25, 1999~~
February 1, 1999

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 Police, Fire, Inspectional Services, Public Works, Water, Traffic, Parking and Transportation, and the Community Development Departments, the City Engineer and the City Electrician regarding a proposal to widen, extend, and accept Blanche Street as a public way;

NOW, THEREFORE, by virtue of and in pursuance of the authority conferred in the City Council by Section 12.16.010 of the Municipal Code of the City of Cambridge it is;

ORDERED:

That the City Council of the City of Cambridge hereby approves the acceptance of an extension of Blanche Street as a public way; and be it further

ORDERED:

That said acceptance of the Blanche Street extension as a public way is bounded and described as follows:

A certain parcel of land situated on Blanche Street in the City of Cambridge, County of Middlesex, Commonwealth of Massachusetts, and more particularly described as follows:

Beginning at the intersection of the southerly line of Blanche Street with the northeasterly line of Green Street; thence

N 48° 29' 48"W along the said northwesterly line of Green Street, a distance of 30.08 feet to a point; thence

N 51° 36' 22"W along the said northeasterly line of Green Street, a distance of 14.43 feet to a point; thence

N 82° 51' 16"E along the land of Massachusetts Institute of Technology, a distance of 20.22 feet to a point; thence
S 52° 41' 06"E crossing said Blanche Street, a distance of 30.00 feet to a point; thence
S 37° 18' 54"W along the said southeasterly line of Blanche Street, a distance of 16.63 feet to the point of beginning.

The above described parcel contains an area of five hundred and seventy plus or minus square feet (570 ± sq. ft.), and is more particularly shown as Blanche Street on a plan entitled: "PLAN OF LAND IN CAMBRIDGE, MASSACHUSETTS, BLANCHE STREET AT GREEN STREET LAYOUT AND ACCEPTANCE PLAN", scale 1" = 10', dated September 16, 1998, prepared by: Cullinan Engineering, 400 Commonwealth Avenue, Boston, MA 02215, to be recorded herewith.

In City Council February 1, 1999.

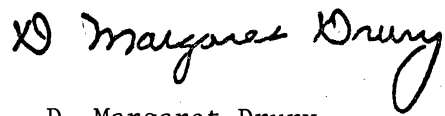
Adopted by a yea and nay vote:-

Yeas 8; Nays 0; Absent 1.

Attest:- D. Margaret Drury, City Clerk

A true copy;

ATTEST:-



D. Margaret Drury
City Clerk



City of Cambridge

Calendar Item #1Ciii

~~Consent Agenda Order No. 1C-iii~~

IN CITY COUNCIL

~~January 25, 1999~~
February 1, 1999

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 Police, Fire, Inspectional Services, Public Works, Water, Traffic, Parking and Transportation, and the Community Development Departments, the City Engineer and the City Electrician regarding a proposal to widen, extend, and accept Waverly Street as a public way;

NOW, THEREFORE, by virtue of and in pursuance of the authority conferred in the City Council by Section 12.16.010 of the Municipal Code of the City of Cambridge it is;

ORDERED:

That the City Council of the City of Cambridge hereby approves the acceptance of Waverly Street as a public way; and be it further

ORDERED:

That said acceptance of Waverly Street as a public way is bounded and described as follows:

A certain parcel of land situated on Waverly Street in the City of Cambridge, County of Middlesex, Commonwealth of Massachusetts, and more particularly described as follows:

Beginning at a point on the new intersection of the easterly sideline of Brookline Street and the southerly sideline of Waverly Street, said point being 15.19' north of a Massachusetts Institute of Technology building corner, to a point; thence

N 05°49'53" E a distance of fifty-three and sixty-four hundredths feet (53.64') coincident with the easterly sideline of Brookline Street, to the point of curvature;

Thence on a tangential curve concave to the north having a radius of fifty and zero hundredths feet (50.00') northeasterly twenty-eight and twenty-three hundredths feet (28.23') coincident with the easterly sideline of

	Brookline Street to a point; thence
N 38°10'43" E	a distance of thirty and three hundredths feet (30.03') coincident with the easterly sideline of Brookline Street to a point; thence
S 51°20'17" E	a distance of fourteen and twenty hundredths feet (14.20') to a point; thence
S 73°01'35" E	a distance of two-hundred and eighteen hundredths feet (200.18') to a point; thence
S 79°37'57" E	a distance of one-hundred and ninety-seven and sixty-two hundredths feet (197.62') to a point coincident with the southerly intersection of Lots 48 and Lot 47; the previous three courses are coincident with land now or formerly Massachusetts Institute of Technology; thence
S 73°20'33" E	a distance of eighty-three and eighty-three hundredths feet (83.83') coincident with the southerly sideline of Sidney Street to a point; thence
S 79°45'24" E	a distance of one-hundred and nine and sixty-two hundredths feet (109.62') to the point of curvature;
Thence	on a tangential curve concave to the east having a radius of two-hundred and eighty-eight and six hundredths feet (288.06') northeasterly one-hundred and seventy-eight and eighty-five hundredths feet (178.85') to a point; thence
N 64°40'13" E	a distance of sixty and thirty-five hundredths feet (60.35') to a point; thence
N 08°37'57" W	a distance of seventeen and fifty-one hundredths feet (17.51') to a point coincident with the intersection of the northeasterly sideline of Lot 39 and the southerly sideline of Henry Street; the previous four courses are coincident with land now or formerly Massachusetts Institute of Technology; thence
S 78°50'17" E	a distance of forty and sixty-six hundredths feet (40.66') coincident with the southerly sideline of Henry Street to a point; thence
N 56°39'02" E	a distance of one-hundred and eighty and twenty hundredths feet (180.20') to a point; thence
N 37°54'17" E	a distance of one-hundred and sixty-five and eighty-nine hundredths feet (165.89') to a point coincident with the intersection of the

	northeasterly lot corner of Lot 12 and the southeasterly lot corner of Lot 11; thence
S 52°05'43" E	a distance of zero and ninety-nine hundredths feet (0.99') to a point; thence
N 37°55'02" E	a distance of seventy-five and eight hundredths feet (75.08') to a point; thence
N 50°49'00" W	a distance of two and five hundredths feet (2.05') to a point; thence
N 37°44'44" E	a distance of seventy-four and eighty-six hundredths feet (74.86') to a point; the previous four courses are coincident with land now or formerly California Products Corporation; thence
S 52°33'50" E	a distance of zero and sixty-four hundredths feet (0.64') to a point; thence
N 37°58'12" E	a distance of forty and zero hundredths feet (40.00') coincident with the easterly sideline of Putnam Avenue, to a point; thence
S 52°33'48" E	a distance of thirty-nine and sixty-nine hundredths feet (39.69') coincident with the prolongation of the northerly sideline of Putnam Avenue to a point; thence
S 38°01'15" W	a distance of thirty-nine and eighty hundredths feet (39.80') to a point; thence
S 37°54'18" E	a distance of one-hundred and seventy-four and ninety-nine hundredths feet (174.99') to a point; thence
S 52°15'08" E	a distance of one and ninety-six hundredths feet (1.96') to a point; thence
S 37°58'58" W	a distance of one-hundred and twenty-eight and forty-seven hundredths feet (128.47') to a point; thence
S 56°21'17" W	a distance of one-hundred and eighty-seven and fifty-eight hundredths feet (187.58') to a point, the previous two courses are coincident with land now or formerly Consolidated Rail Corporation; thence
S 64°39'50" W	a distance of one-hundred and twenty-two and fifty-one hundredths feet (122.51') to the point of curvature;
Thence	on a tangential curve concave to the west having a radius of three-

hundred and twenty-eight and eight hundredths feet (328.08')
southwesterly two-hundred and three and seventy-three hundredths
feet (203.73') to a point; thence

N 79°45'24" E a distance of three-hundred and twenty-one and seven hundredths feet
(321.07') to the point of curvature;

Thence on a tangential curve concave to the west having a radius of one-
thousand and twenty-five and twenty-six hundredths feet (1025.26')
northwesterly one-hundred and eighteen and sixty-seven hundredths
feet (118.67') to a point; thence

N 73°07'29" W a distance of sixty-four and forty-five hundredths feet (64.45') to a
point; thence

S 16°47'47" W a distance of six and seventy-six hundredths feet (6.76') to a point;
thence

N 73°12'13" W a distance of forty-seven and thirty-four hundredths feet (47.34') to a
point; thence

S 16°59'36" W a distance of two and forty-eight hundredths feet (2.48') to a point;
thence

N 72°56'50" W a distance of twenty-three and twenty-six hundredths feet (23.26') to a
point; thence

Thence on a tangential curve concave to the south having a radius of thirty-
seven and one hundredths feet (37.01') southerly sixty-five and thirty-
nine hundredths feet (65.39') the previous nine courses are coincident
with land now or formerly Massachusetts Institute of Technology; to
the point of beginning.

The above described parcel contains an area of sixty-three thousand and six hundred and
one plus or minus square feet (63,601 ± sq. ft.), and is more particularly shown as
Waverly Street on a plan entitled: "WAVERLY STREET AND SIDNEY STREET
LAYOUT AND ACCEPTANCE PLANS, CAMBRIDGEPORT ROADWAYS,
WAVERLY STREET, CAMBRIDGE, MA 02139", scale 1" = 20', last revised
September 3, 1998, prepared by: Judith Nitsch Engineering, Inc., One Appleton Street,
Boston, Massachusetts 02116, to be recorded herewith.

Curb cuts for the reconfigured Waverly Street are shown on a plan entitled: "THE
CAMBRIDGEPORT ROADWAYS PROJECT 25% DESIGN", dated October 14, 1998,
prepared by: Vollmer Associates, LLP, 6 St. James Street, Boston, MA, and attached
hereto.

The reconfigured Waverly Street contains approximately 63,601 ± square feet.

cambridg\roadpln\docs\wavaccep.doc

In City Council February 1, 1999.

Adopted by a yea and nay vote:-

Yeas 8; Nays 0; Absent 1.

Attest:- D. Margaret Drury, City Clerk

A true copy;

ATTEST:-

A handwritten signature in black ink, reading "D. Margaret Drury". The signature is written in a cursive style with a large, looped "D" and a long, sweeping tail on the "y".

D. Margaret Drury
City Clerk



City of Cambridge

Calendar Item #1Civ

~~Consent Agenda Order No. 1C-iv~~

IN CITY COUNCIL

~~January 25, 1999~~

February 1, 1999

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 Police, Fire, Inspectional Services, Public Works, Water, Traffic, Parking and Transportation, and the Community Development Departments, the City Engineer and the City Electrician regarding a proposal to widen, extend, and accept Sidney Street as a public way;

NOW, THEREFORE, by virtue of and in pursuance of the authority conferred in the City Council by Section 12.16.010 of the Municipal Code of the City of Cambridge it is;

ORDERED:

That the City Council of the City of Cambridge hereby approves the acceptance of an extension of Sidney Street as a public way; and be it further

ORDERED:

That said acceptance of the Sidney Street extension as a public way is bounded and described as follows:

A certain parcel of land situated on Sidney Street in the City of Cambridge, County of Middlesex, Commonwealth of Massachusetts, and more particularly described as follows:

Beginning at a point on the new intersection of the southwesterly sideline of Sidney Street and the northerly sideline of Waverly Street; thence

N 11°09'43" E a distance of zero and sixteen hundredths feet (0.16') to the point of curvature;

Thence on a non-tangential curve concave to the east having a radius of forty-four and twenty-nine hundredths feet (44.29') northeasterly sixty-three and twenty-four hundredths feet (63.24') to the point of reverse curvature;

Thence	on a tangential curve concave to the north having a radius of two-hundred and eighty-seven and seven hundredths feet (287.07') northeasterly fifty-seven and seventy hundredths feet (57.70') to the point of reverse curvature;
Thence	on a tangential curve concave to the northwest having a radius of one and sixty-four hundredths feet (1.64') northwesterly two and eighty-six hundredths feet (2.86') to the point of reverse curvature;
Thence	on a tangential curve concave to the northwest having a radius of two-hundred and fifty-seven and ninety-four hundredths feet (257.94') northwesterly forty-six and ninety-six hundredths feet (46.96') to a point; thence
N 11°09'54" E	a distance of one and sixty-nine hundredths feet (1.69') to a point at the intersection of the northeast corner of Lot 48 and the southerly sideline of Henry Street to the point of curvature;
Thence	on a non-tangential curve concave to the southeast having a radius of two-hundred and fifty-six and thirty hundredths feet (256.30') southeasterly sixty-five and nine hundredths feet (65.09') coincident with the southerly sideline of Henry Street, to a point; thence
S 78°50'17" E	a distance of one hundred and twenty-five and fifty-nine hundredths feet (125.59') coincident with the southerly sideline of Henry Street, to a point; thence
S 11°09'43" W	a distance of one and forty-three hundredths feet (1.43') to a point; thence
N 79°07'38" W	a distance of ninety-eight and eleven hundredths feet (98.11') to the point of curvature;
Thence	on a tangential curve concave to the south having a radius of two hundred and forty-five and twenty-four hundredths feet (245.24') southerly forty-two and twenty-two hundredths feet (42.22') to a point; thence
S 13°41'41" W	a distance of sixty and thirty-five hundredths feet (60.35') to the point of curvature;
Thence	on a non-tangential curve concave to the southeast having a radius of six and fifty-six hundredths feet (6.56') southeasterly nine and eighty-two hundredths feet (9.82') to a point; thence

N 79°45'24" W a distance of six and fifty hundredths feet (6.50') to a point; thence

N 73°20'33" W a distance of eighty-three and eighty-three hundredths feet (83.83') to the point of beginning.

The above described parcel contains an area of five thousand and six hundred and twenty-two plus or minus square feet (5,622 ± sq. ft.), and is more particularly shown as Sidney Street on a plan entitled: "WAVERLY STREET AND SIDNEY STREET LAYOUT AND ACCEPTANCE PLANS, CAMBRIDGEPORT ROADWAYS, WAVERLY STREET, CAMBRIDGE, MA 02139", scale 1" = 20', last revised September 3, 1998, prepared by: Judith Nitsch Engineering, Inc., One Appleton Street, Boston, Massachusetts 02116, to be recorded herewith.

The reconfigured Sidney Street contains approximately 5,622 ± square feet.

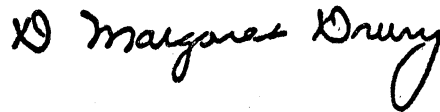
In City Council February 1, 1999.

Adopted by a ye and nay vote:-

Yeas 8; Nays 0; Absent 1.

Attest:- D. Margaret Drury, City Clerk

A true copy;



ATTEST:-

D. Margaret Drury
City Clerk



City of Cambridge

Calendar Item #1Cv

~~Consent Agenda Order No. 1C-v~~

IN CITY COUNCIL

~~January 25, 1999~~

February 1, 1999

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 Police, Fire, Inspectional Services, Public Works, Water, Traffic, Parking and Transportation, and the Community Development Departments, the City Engineer and the City Electrician regarding a proposal to widen, extend, and accept Sidney Street as a public way;

NOW, THEREFORE, by virtue of and in pursuance of the authority conferred in the City Council by Section 12.16.010 of the Municipal Code of the City of Cambridge it is;

ORDERED:

That the City Council of the City of Cambridge hereby approves the acceptance of an extension of Sidney Street as a public way; and be it further

ORDERED:

That said acceptance of the Sidney Street extension as a public way is bounded and described as follows:

A certain parcel of land situated on Sidney Street in the City of Cambridge, County of Middlesex, Commonwealth of Massachusetts, being more particularly bounded and described as follows:

Beginning at the intersection of the northeasterly line of Pacific Street with the southeasterly line of Sidney Street; thence

N 51° 45' 41"E along said northeasterly line of Pacific Street, a distance of 14.59 feet, to a point,

Thence running through the land, now or formerly of the City of Cambridge on the following two (2) courses:

northeasterly, on a curve to the right having a radius of 790.00 feet, an arc distance of 87.24 feet, to a point of reverse curvature,

and northeasterly, on a curve to the left, having a radius of 510.00 feet, an arc distance of 81.44 feet, to a point on the aforesaid southerly line of Sidney Street; thence

S 41° 34' 43"W along said southerly line of Sidney Street, a distance of 164.00 feet, to the point of beginning:

The above described parcel contains an area of one thousand one hundred thirteen plus or minus square feet (1,113 ± sq. ft.), and is more particularly shown as Sidney Street on a plan entitled: "PLAN OF LAND IN CAMBRIDGE, MASSACHUSETTS, SIDNEY STREET AT PACIFIC STREET LAYOUT AND ACCEPTANCE PLAN", scale 1" = 20', dated September 16, 1998, prepared by: Cullinan Engineering, 400 Commonwealth Avenue, Boston, MA 02215, to be recorded herewith.

In City Council February 1, 1999.

Adopted by a ye and nay vote:-

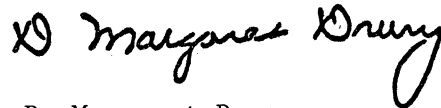
Yeas 8; Nays 0; Absent 1.

Attest:- D. Margaret Drury, City Clerk

cambridg\roadpln\docs\Sid2acc.doc

A true copy;

ATTEST:-



D. Margaret Drury
City Clerk



City of Cambridge

Calendar Item #1Di

~~Consent Agenda Order No. 1D-i--~~

IN CITY COUNCIL

January 25, 1999

WHEREAS:

By Section 21 of Chapter 82 of the General Laws, as amended, it is provided that the Cambridge City Council may discontinue a public way; and

WHEREAS:

The City Manager of Cambridge and City Council, in order to provide and promote public safety, and keep through traffic out of dense Cambridgeport residential neighborhoods, have reconfigured certain public ways, and have further approved and authorized that the City should under the provisions of the aforesaid Chapter of the General Laws discontinue a portion of Henry Street, Cambridge, MA, which portion shall be subsumed into a newly accepted and reconfigured Waverly Street; and

NOW, THEREFORE, by virtue of and in pursuance of the authority conferred by said Chapters of the General Laws and by every other power and authority it thereto enabling, the City of Cambridge, by its City Council, does hereby discontinue the portion of Henry Street hereinafter described:

A certain parcel of land situated on Henry Street in the City of Cambridge, County of Middlesex, Commonwealth of Massachusetts, and more particularly described as follows:

Beginning at the point of intersection of the northwesterly sideline of Waverly Street (a public way) and the northerly sideline of Henry Street (a public way); thence

S 78° 50' 17" E a distance of twenty-eighty and eleven hundredths feet (28.11')
coincident with the northerly sideline of Henry Street, to a point;
thence

S 56° 09' 58" W a distance of fifty-six and fifty-six hundredths feet (56.56') to a point;
thence

N 78° 50' 17" W a distance of twenty-eight and seventy-nine hundredths feet (28.79')

coincident with the southerly sideline of Henry Street, to a point;
thence

N 56°39'02" E a distance of fifty-seven and five hundredths feet (57.05') to the point
of beginning.

The above described parcel contains an area of one thousand and one-hundred and thirty-eight and zero hundredths plus or minus square feet (1,138 ± sq. ft.), and is more particularly shown on a plan entitled: "HENRY STREET DISCONTINUANCE PLAN, CAMBRIDGEPORT ROADWAYS, WAVERLY STREET, CAMBRIDGE, MA 02139", scale 1" = 20', dated September 10, 1998, prepared by: Judith Nitsch Engineering, Inc., One Appleton Street, Boston, Massachusetts 02116, to be recorded herewith.

NOW, THEREFORE, BE IT

ORDERED:

The discontinuance of a portion of Henry Street, Cambridge, MA, as described herein is hereby authorized in accordance with General Laws, Chapter 82, Section 21, as amended.

Said land is described above. This parcel contains 1,138 ± sq. ft.

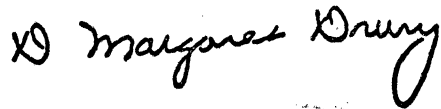
In City Council February 1, 1999.

Adopted by a yeas and nays vote:-

Yeas 8; Nays 0; Absent 1.

Attest:- D. Margaret Drury, City Clerk

A true copy;



ATTEST:-

D. Margaret Drury
City Clerk



City of Cambridge

Calendar Item #1Dii

~~Consent Agenda Order No. 1D=ii~~

IN CITY COUNCIL

~~January 25, 1999~~
February 1, 1999

WHEREAS:

By Section 21 of Chapter 82 of the General Laws, as amended, it is provided that the Cambridge City Council may discontinue a public way; and

WHEREAS:

The City Manager of Cambridge and City Council, in order to provide and promote public safety, and keep through traffic out of dense Cambridgeport residential neighborhoods, have reconfigured certain public ways, and have further approved and authorized that the City should, under the provisions of the aforesaid Chapter of the General Laws, discontinue portions of Sidney Street at the intersection of Pacific Street, Cambridge, MA, while expanding and extending Sidney Street between Henry Street and Waverly Street, Cambridge, MA; and

NOW, THEREFORE, by virtue of and in pursuance of the authority conferred by said Chapters of the General Laws and by every other power and authority it thereto enabling, the City of Cambridge by its City Council does hereby discontinue portions of Sidney Street hereinafter described:

"Parcel A"

A parcel of land situated in the City of Cambridge, Middlesex County, Commonwealth of Massachusetts being more particularly bounded and described as follows:

Beginning at the intersection of the northeasterly line of Pacific Street with the northwesterly line of Sidney Street;

Thence running N 51° 36' 50"W, along said northeasterly line of Pacific Street, a distance of 14.80 feet, to a point;

Then running through land, now or formerly of Massachusetts Institute of Technology, on the following two (2) courses;

Northeasterly on a curve to the right having a radius of a 850.00 feet, an arc distance of 99.93 feet, to a point of reverse curvature; thence

Northeasterly on a curve to the left, having a radius of 450.00 feet, an arc distance of 69.17 feet, to a point on the aforesaid northwesterly line of Sidney Street;

Thence running S 41° 34' 43"W, along aid northwesterly line of Sidney Street, a distance of 167.50 feet, to the point of beginning.

The above described parcel contains an area of one thousand and two-hundred and eleven plus or minus square feet (1,211 ± sq. ft.), and is more particularly shown as "Parcel A" on a plan entitled: "SIDNEY STREET DISCONTINUANCE AND CONVEYANCE PLAN, SIDNEY STREET AT PACIFIC STREET, CAMBRIDGE, MA", scale 1" = 20', dated September 16, 1998, prepared by: Cullinan Engineering, 400 Commonwealth Avenue, Boston, MA 02215, to be recorded herewith.

"Parcel B"

A parcel of land situated in the City of Cambridge, Middlesex County, Commonwealth of Massachusetts being more particularly bounded and described as follows:

Beginning at the intersection of the northeasterly line of Pacific Street with the southeasterly line of Sidney Street;

Thence running N 41° 34' 43"E, along said southeasterly line of Sidney Street, a distance of 164.00 feet, to a point;

Thence running northeasterly on a curve to the left, having a radius of 510.00 feet, an arc distance of 25.07 feet, to a point;

Thence running S 38° 25' 13"W, a distance of 188.77 feet, to a point on the aforesaid northeasterly line of Pacific Street;

Thence running N 51° 45' 41" W, along said northeasterly line of Pacific Street, a distance of 9.82 feet, to the point of beginning.

The above described parcel contains an area of eight-hundred and seventy-three plus or minus square feet (873 ± sq. ft.), and is more particularly shown as "Parcel B" on a plan entitled: "SIDNEY STREET DISCONTINUANCE AND CONVEYANCE PLAN, SIDNEY STREET AT PACIFIC STREET, CAMBRIDGE, MA", scale 1" = 20', dated September 16, 1998, prepared by: Cullinan Engineering, 400 Commonwealth Avenue, Boston, MA 02215, to be recorded herewith.

NOW, THEREFORE, BE IT

ORDERED:

The discontinuance of portions of Sidney Street, Cambridge, MA, as described herein are hereby authorized in accordance with General Laws, Chapter 82, Section 21, as amended.

Said land is described above. "Parcel A" contains 1,211 $\pm$ sq. ft. , "Parcel B" contains 873 $\pm$ sq. ft.

In City Council February 1, 1999.

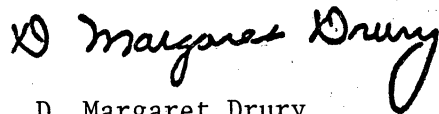
Adopted by a yea and nay vote:-

Yeas 8; Nays 0; Absent 1.

Attest:- D. Margaret Drury, City Clerk

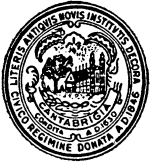
A true copy;

ATTEST:-

A handwritten signature in black ink, appearing to read "Margaret Drury", with a stylized flourish at the end.

D. Margaret Drury
City Clerk

cambridge/RoadPln/Docs/Discsidn.doc



City of Cambridge

Calendar Item #1E1

~~Consent Agenda Order No. 1E-i~~

IN CITY COUNCIL

~~January 25, 1999~~
February 1, 1999

WHEREAS:

Sidney Street is a public way running southwesterly from Henry Street to the intersection of Pacific Street; and

WHEREAS:

At the intersection of Sidney Street with Pacific Street, Sidney Street is bounded entirely by land of Massachusetts Institute of Technology; and

WHEREAS:

The City Manager of Cambridge and City Council, in order to provide and promote public safety, and keep through traffic out of dense Cambridgeport residential neighborhoods, have reconfigured certain public ways, and have further approved and authorized that the City should, under the applicable provisions of the General Laws, discontinue portions of Sidney Street at the intersection of Pacific Street, Cambridge, MA, while expanding and extending Sidney Street between Henry Street and Waverly Street, Cambridge, MA; and

WHEREAS:

The City Council, has authorized the discontinuance of certain portions of Sidney Street by Order dated January 25, 1999 (Consent Agenda Order No. 1E-ii), as part of the reconfiguring of Sidney Street pursuant to the Cambridgeport Roadways Plan; and

WHEREAS:

These portions of Sidney Street are of such little significance to the public, especially when considered in the context of the acres of property taken by the City to accomplish the objectives of the Cambridgeport Roadways Plan, that, pursuant to section 2.110.020(G) of the Ordinance, the full disposition of process will be unduly burdensome; and

WHEREAS:

The City is taking seven different parcels from Massachusetts Institute of Technology in order to accomplish the objectives of the Cambridgeport Roadways Plan, which parcels total more than 52,474 ± sq. ft.; and

WHEREAS:

The two discontinued parcels of Sidney Street together contain 2,084 ± sq. ft.; said parcels are set forth as "Parcel A" and "Parcel B" on a plan entitled: "SIDNEY STREET DISCONTINUANCE AND CONVEYANCE PLAN, SIDNEY STREET AT PACIFIC STREET, CAMBRIDGE, MA", scale 1" = 20', dated September 16, 1998, prepared by: Cullinan Engineering, 400 Commonwealth Avenue, Boston, MA 02215, to be recorded herewith; and

WHEREAS:

The disposition of these parcels is exempt from the requirements of M.G.L. Ch. 30B because they are part of a land exchange with MIT offsetting their damages related to the eminent domain taking of several parcels from MIT.

NOW, THEREFORE, BE IT

ORDERED:

That a diminution of the process for the disposition of City property as established in City Ordinance 1105 is hereby approved for the discontinuance of portions of Sidney Street.

In City Council February 1, 1999.

Adopted by a yea and nay vote:-

Yeas 8; Nays 0; Absent 1.

Attest:- D. Margaret Drury, City Clerk

A true copy;

D. Margaret Drury

ATTEST:-

D. Margaret Drury
City Clerk
cambridge/RoadPln/Dacs/dmprocs.doc



City of Cambridge

Calendar Item #1Eii

~~Consent Agenda Order No. 1E-ii~~

IN CITY COUNCIL

January 25, 1999

February 1, 1999

WHEREAS:

Sidney Street is a public way running southwesterly from Henry Street to the intersection of Pacific Street; and

WHEREAS:

At the intersection of Sidney Street with Pacific Street, Sidney Street is bounded entirely by land of Massachusetts Institute of Technology; and

WHEREAS:

The City Manager of Cambridge and City Council, in order to provide and promote public safety, and keep through traffic out of dense Cambridgeport residential neighborhoods, have reconfigured certain public ways, and have further approved and authorized that the City should, under the applicable provisions of the General Laws, discontinue portions of Sidney Street at the intersection of Pacific Street, Cambridge, MA, while expanding and extending Sidney Street between Henry Street and Waverly Street, Cambridge, MA; and

WHEREAS:

The City Council, has authorized the discontinuance of certain portions of Sidney Street by Order dated January 25, 1999 (Consent Agenda Order No. 1E-ii), as part of the reconfiguring of Sidney Street pursuant to the Cambridgeport Roadways Plan; and

WHEREAS:

The City is taking seven different parcels from Massachusetts Institute of Technology in order to accomplish the objectives of the Cambridgeport Roadways Plan, which parcels total more than 52,474 $\pm$ sq. ft.; and

WHEREAS:

The discontinued parcels of Sidney Street contain 2,084 $\pm$ sq. ft.; and

WHEREAS:

These discontinued parcels are directly related to the takings needed to accomplish the objective of the Cambridgeport Roadways Plan, but which parcels have no further use to the City as portions of Sidney Street as a result of the new configuration; and

WHEREAS:

The disposition of these parcels is exempt from the requirements of M.G.L. Ch. 30B because they are part of a land exchange with MIT offsetting their damages related to the eminent domain taking of several parcels from MIT.

NOW, THEREFORE, BE IT:

ORDERED:

That the City Manager is hereby authorized to convey and grant to MIT without further consideration the portions of Sidney Street described in Exhibits A & B attached hereto.

In City Council February 1, 1999.
Adopted as amended by the affirmative
vote of nine members.
Attest: D. Margaret Drury, City Clerk.
A true copy;

ATTEST:

D. Margaret Drury
D. Margaret Drury
City Clerk

cambridge/RoadPln/Docs/grant.doc



EXHIBIT A

A parcel of land situated in the City of Cambridge, Middlesex County, Commonwealth of Massachusetts being more particularly bounded and described as follows:

Beginning at the intersection of the northeasterly line of Pacific Street with the northwesterly line of Sidney Street;

Thence running N 51° 36' 50"W, along said northeasterly line of Pacific Street, a distance of 14.80 feet, to a point;

Then running through land, now or formerly of Massachusetts Institute of Technology, on the following two (2) courses;

Northeasterly on a curve to the right having a radius of a 850.00 feet, an arc distance of 99.93 feet, to a point of reverse curvature; thence

Northeasterly on a curve to the left, having a radius of 450.00 feet, an arc distance of 69.17 feet, to a point on the aforesaid northwesterly line of Sidney Street;

Thence running S 41° 34' 43"W, along aid northwesterly line of Sidney Street, a distance of 167.50 feet, to the point of beginning.

The above described parcel contains an area of one thousand and two-hundred and eleven plus or minus square feet (1,211 ± sq. ft.), and is more particularly shown as "Parcel A" on a plan entitled: "SIDNEY STREET DISCONTINUANCE AND CONVEYANCE PLAN, SIDNEY STREET AT PACIFIC STREET, CAMBRIDGE, MA", scale 1" = 20', dated September 16, 1998, prepared by: Cullinan Engineering, 400 Commonwealth Avenue, Boston, MA 02215, to be recorded herewith.

EXHIBIT B

A parcel of land situated in the City of Cambridge, Middlesex County, Commonwealth of Massachusetts being more particularly bounded and described as follows:

Beginning at the intersection of the northeasterly line of Pacific Street with the southeasterly line of Sidney Street;

Thence running N 41° 34' 43"E, along said southeasterly line of Sidney Street, a distance of 164.00 feet, to a point;

Thence running northeasterly on a curve to the left, having a radius of 510.00 feet, an arc distance of 25.07 feet, to a point;

Thence running S 38° 25' 13"W, a distance of 188.77 feet, to a point on the aforesaid northeasterly line of Pacific Street;

Thence running N 51° 45' 41" W, along said northeasterly line of Pacific Street, a distance of 9.82 feet, to the point of beginning.

The above described parcel contains an area of eight-hundred and seventy-three plus or minus square feet (873 ± sq. ft.), and is more particularly shown as "Parcel B" on a plan entitled: "SIDNEY STREET DISCONTINUANCE AND CONVEYANCE PLAN, SIDNEY STREET AT PACIFIC STREET, CAMBRIDGE, MA", scale 1" = 20', dated September 16, 1998, prepared by: Cullinan Engineering, 400 Commonwealth Avenue, Boston, MA 02215, to be recorded herewith.



City of Cambridge

Calendar Item #1Eii

~~Consent Agenda Order No. 1E-ii~~

IN CITY COUNCIL

January 25, 1999

February 1, 1999

WHEREAS:

Sidney Street is a public way running southwesterly from Henry Street to the intersection of Pacific Street; and

WHEREAS:

At the intersection of Sidney Street with Pacific Street, Sidney Street is bounded entirely by land of Massachusetts Institute of Technology; and

WHEREAS:

The City Manager of Cambridge and City Council, in order to provide and promote public safety, and keep through traffic out of dense Cambridgeport residential neighborhoods, have reconfigured certain public ways, and have further approved and authorized that the City should, under the applicable provisions of the General Laws, discontinue portions of Sidney Street at the intersection of Pacific Street, Cambridge, MA, while expanding and extending Sidney Street between Henry Street and Waverly Street, Cambridge, MA; and

WHEREAS:

The City Council, has authorized the discontinuance of certain portions of Sidney Street by Order dated January 25, 1999 (Consent Agenda Order No. 1E-ii), as part of the reconfiguring of Sidney Street pursuant to the Cambridgeport Roadways Plan; and

WHEREAS:

The City is taking seven different parcels from Massachusetts Institute of Technology in order to accomplish the objectives of the Cambridgeport Roadways Plan, which parcels total more than 52,474 $\pm$ sq. ft.; and

WHEREAS:

The discontinued parcels of Sidney Street contain 2,084 $\pm$ sq. ft.; and

WHEREAS:

These discontinued parcels are directly related to the takings needed to accomplish the objective of the Cambridgeport Roadways Plan, but which parcels have no further use to the City as portions of Sidney Street as a result of the new configuration; and

WHEREAS:

The disposition of these parcels is exempt from the requirements of M.G.L. Ch. 30B because they are part of a land exchange with MIT offsetting their damages related to the eminent domain taking of several parcels from MIT.

NOW, THEREFORE, BE IT:

ORDERED:

That the City Manager is hereby authorized to convey and grant to MIT without further consideration the portions of Sidney Street described in Exhibits A & B attached hereto.

In City Council February 1, 1999.
Adopted as amended by the affirmative
vote of nine members.
Attest: D. Margaret Drury, City Clerk.
A true copy;

ATTEST:

D. Margaret Drury
D. Margaret Drury
City Clerk

cambridge/RoadPln/Docs/grant.doc



EXHIBIT A

A parcel of land situated in the City of Cambridge, Middlesex County, Commonwealth of Massachusetts being more particularly bounded and described as follows:

Beginning at the intersection of the northeasterly line of Pacific Street with the northwesterly line of Sidney Street;

Thence running N 51° 36' 50"W, along said northeasterly line of Pacific Street, a distance of 14.80 feet, to a point;

Then running through land, now or formerly of Massachusetts Institute of Technology, on the following two (2) courses;

Northeasterly on a curve to the right having a radius of a 850.00 feet, an arc distance of 99.93 feet, to a point of reverse curvature; thence

Northeasterly on a curve to the left, having a radius of 450.00 feet, an arc distance of 69.17 feet, to a point on the aforesaid northwesterly line of Sidney Street;

Thence running S 41° 34' 43"W, along aid northwesterly line of Sidney Street, a distance of 167.50 feet, to the point of beginning.

The above described parcel contains an area of one thousand and two-hundred and eleven plus or minus square feet (1,211 ± sq. ft.), and is more particularly shown as "Parcel A" on a plan entitled: "SIDNEY STREET DISCONTINUANCE AND CONVEYANCE PLAN, SIDNEY STREET AT PACIFIC STREET, CAMBRIDGE, MA", scale 1" = 20', dated September 16, 1998, prepared by: Cullinan Engineering, 400 Commonwealth Avenue, Boston, MA 02215, to be recorded herewith.

EXHIBIT B

A parcel of land situated in the City of Cambridge, Middlesex County, Commonwealth of Massachusetts being more particularly bounded and described as follows:

Beginning at the intersection of the northeasterly line of Pacific Street with the southeasterly line of Sidney Street;

Thence running N 41° 34' 43"E, along said southeasterly line of Sidney Street, a distance of 164.00 feet, to a point;

Thence running northeasterly on a curve to the left, having a radius of 510.00 feet, an arc distance of 25.07 feet, to a point;

Thence running S 38° 25' 13"W, a distance of 188.77 feet, to a point on the aforesaid northeasterly line of Pacific Street;

Thence running N 51° 45' 41" W, along said northeasterly line of Pacific Street, a distance of 9.82 feet, to the point of beginning.

The above described parcel contains an area of eight-hundred and seventy-three plus or minus square feet (873 ± sq. ft.), and is more particularly shown as "Parcel B" on a plan entitled: "SIDNEY STREET DISCONTINUANCE AND CONVEYANCE PLAN, SIDNEY STREET AT PACIFIC STREET, CAMBRIDGE, MA", scale 1" = 20', dated September 16, 1998, prepared by: Cullinan Engineering, 400 Commonwealth Avenue, Boston, MA 02215, to be recorded herewith.



City of Cambridge

Calendar Item #1Eii

~~Consent Agenda Order No. 1E-ii~~

IN CITY COUNCIL

January 25, 1999

February 1, 1999

WHEREAS:

Sidney Street is a public way running southwesterly from Henry Street to the intersection of Pacific Street; and

WHEREAS:

At the intersection of Sidney Street with Pacific Street, Sidney Street is bounded entirely by land of Massachusetts Institute of Technology; and

WHEREAS:

The City Manager of Cambridge and City Council, in order to provide and promote public safety, and keep through traffic out of dense Cambridgeport residential neighborhoods, have reconfigured certain public ways, and have further approved and authorized that the City should, under the applicable provisions of the General Laws, discontinue portions of Sidney Street at the intersection of Pacific Street, Cambridge, MA, while expanding and extending Sidney Street between Henry Street and Waverly Street, Cambridge, MA; and

WHEREAS:

The City Council, has authorized the discontinuance of certain portions of Sidney Street by Order dated January 25, 1999 (Consent Agenda Order No. 1E-ii), as part of the reconfiguring of Sidney Street pursuant to the Cambridgeport Roadways Plan; and

WHEREAS:

The City is taking seven different parcels from Massachusetts Institute of Technology in order to accomplish the objectives of the Cambridgeport Roadways Plan, which parcels total more than 52,474 $\pm$ sq. ft.; and

WHEREAS:

The discontinued parcels of Sidney Street contain 2,084 $\pm$ sq. ft.; and

WHEREAS:

These discontinued parcels are directly related to the takings needed to accomplish the objective of the Cambridgeport Roadways Plan, but which parcels have no further use to the City as portions of Sidney Street as a result of the new configuration; and

WHEREAS:

The disposition of these parcels is exempt from the requirements of M.G.L. Ch. 30B because they are part of a land exchange with MIT offsetting their damages related to the eminent domain taking of several parcels from MIT.

NOW, THEREFORE, BE IT:

ORDERED:

That the City Manager is hereby authorized to convey and grant to MIT without further consideration the portions of Sidney Street described in Exhibits A & B attached hereto.

In City Council February 1, 1999.
Adopted as amended by the affirmative
vote of nine members.
Attest: D. Margaret Drury, City Clerk.
A true copy;

ATTEST:

D. Margaret Drury
D. Margaret Drury
City Clerk

cambridge/RoadPln/Docs/grant.doc



EXHIBIT A

A parcel of land situated in the City of Cambridge, Middlesex County, Commonwealth of Massachusetts being more particularly bounded and described as follows:

Beginning at the intersection of the northeasterly line of Pacific Street with the northwesterly line of Sidney Street;

Thence running N 51° 36' 50"W, along said northeasterly line of Pacific Street, a distance of 14.80 feet, to a point;

Then running through land, now or formerly of Massachusetts Institute of Technology, on the following two (2) courses;

Northeasterly on a curve to the right having a radius of a 850.00 feet, an arc distance of 99.93 feet, to a point of reverse curvature; thence

Northeasterly on a curve to the left, having a radius of 450.00 feet, an arc distance of 69.17 feet, to a point on the aforesaid northwesterly line of Sidney Street;

Thence running S 41° 34' 43"W, along aid northwesterly line of Sidney Street, a distance of 167.50 feet, to the point of beginning.

The above described parcel contains an area of one thousand and two-hundred and eleven plus or minus square feet (1,211 ± sq. ft.), and is more particularly shown as "Parcel A" on a plan entitled: "SIDNEY STREET DISCONTINUANCE AND CONVEYANCE PLAN, SIDNEY STREET AT PACIFIC STREET, CAMBRIDGE, MA", scale 1" = 20', dated September 16, 1998, prepared by: Cullinan Engineering, 400 Commonwealth Avenue, Boston, MA 02215, to be recorded herewith.

EXHIBIT B

A parcel of land situated in the City of Cambridge, Middlesex County, Commonwealth of Massachusetts being more particularly bounded and described as follows:

Beginning at the intersection of the northeasterly line of Pacific Street with the southeasterly line of Sidney Street;

- Thence running N 41° 34' 43"E, along said southeasterly line of Sidney Street, a distance of 164.00 feet, to a point;
- Thence running northeasterly on a curve to the left, having a radius of 510.00 feet, an arc distance of 25.07 feet, to a point;
- Thence running S 38° 25' 13"W, a distance of 188.77 feet, to a point on the aforesaid northeasterly line of Pacific Street;
- Thence running N 51° 45' 41" W, along said northeasterly line of Pacific Street, a distance of 9.82 feet, to the point of beginning.

The above described parcel contains an area of eight-hundred and seventy-three plus or minus square feet (873 ± sq. ft.), and is more particularly shown as "Parcel B" on a plan entitled: "SIDNEY STREET DISCONTINUANCE AND CONVEYANCE PLAN, SIDNEY STREET AT PACIFIC STREET, CAMBRIDGE, MA", scale 1" = 20', dated September 16, 1998, prepared by: Cullinan Engineering, 400 Commonwealth Avenue, Boston, MA 02215, to be recorded herewith.



City of Cambridge

Calendar Item #1Eii

~~Consent Agenda Order No. 1E-ii~~

IN CITY COUNCIL

January 25, 1999

February 1, 1999

WHEREAS:

Sidney Street is a public way running southwesterly from Henry Street to the intersection of Pacific Street; and

WHEREAS:

At the intersection of Sidney Street with Pacific Street, Sidney Street is bounded entirely by land of Massachusetts Institute of Technology; and

WHEREAS:

The City Manager of Cambridge and City Council, in order to provide and promote public safety, and keep through traffic out of dense Cambridgeport residential neighborhoods, have reconfigured certain public ways, and have further approved and authorized that the City should, under the applicable provisions of the General Laws, discontinue portions of Sidney Street at the intersection of Pacific Street, Cambridge, MA, while expanding and extending Sidney Street between Henry Street and Waverly Street, Cambridge, MA; and

WHEREAS:

The City Council, has authorized the discontinuance of certain portions of Sidney Street by Order dated January 25, 1999 (Consent Agenda Order No. 1E-ii), as part of the reconfiguring of Sidney Street pursuant to the Cambridgeport Roadways Plan; and

WHEREAS:

The City is taking seven different parcels from Massachusetts Institute of Technology in order to accomplish the objectives of the Cambridgeport Roadways Plan, which parcels total more than 52,474 $\pm$ sq. ft.; and

WHEREAS:

The discontinued parcels of Sidney Street contain 2,084 $\pm$ sq. ft.; and

WHEREAS:

These discontinued parcels are directly related to the takings needed to accomplish the objective of the Cambridgeport Roadways Plan, but which parcels have no further use to the City as portions of Sidney Street as a result of the new configuration; and

WHEREAS:

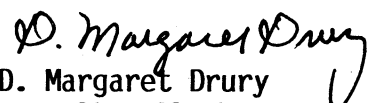
The disposition of these parcels is exempt from the requirements of M.G.L. Ch. 30B because they are part of a land exchange with MIT offsetting their damages related to the eminent domain taking of several parcels from MIT.

NOW, THEREFORE, BE IT:

ORDERED:

That the City Manager is hereby authorized to convey and grant to MIT without further consideration the portions of Sidney Street described in Exhibits A & B attached hereto.

In City Council February 1, 1999.
Adopted as amended by the affirmative
vote of nine members.
Attest: D. Margaret Drury, City Clerk.
A true copy;

ATTEST: 
D. Margaret Drury
City Clerk

cambridge/RoadPln/Docs/grant.doc



EXHIBIT A

A parcel of land situated in the City of Cambridge, Middlesex County, Commonwealth of Massachusetts being more particularly bounded and described as follows:

Beginning at the intersection of the northeasterly line of Pacific Street with the northwesterly line of Sidney Street;

Thence running N 51° 36' 50"W, along said northeasterly line of Pacific Street, a distance of 14.80 feet, to a point;

Then running through land, now or formerly of Massachusetts Institute of Technology, on the following two (2) courses;

Northeasterly on a curve to the right having a radius of a 850.00 feet, an arc distance of 99.93 feet, to a point of reverse curvature; thence

Northeasterly on a curve to the left, having a radius of 450.00 feet, an arc distance of 69.17 feet, to a point on the aforesaid northwesterly line of Sidney Street;

Thence running S 41° 34' 43"W, along aid northwesterly line of Sidney Street, a distance of 167.50 feet, to the point of beginning.

The above described parcel contains an area of one thousand and two-hundred and eleven plus or minus square feet (1,211 ± sq. ft.), and is more particularly shown as "Parcel A" on a plan entitled: "SIDNEY STREET DISCONTINUANCE AND CONVEYANCE PLAN, SIDNEY STREET AT PACIFIC STREET, CAMBRIDGE, MA", scale 1" = 20', dated September 16, 1998, prepared by: Cullinan Engineering, 400 Commonwealth Avenue, Boston, MA 02215, to be recorded herewith.

EXHIBIT B

A parcel of land situated in the City of Cambridge, Middlesex County, Commonwealth of Massachusetts being more particularly bounded and described as follows:

Beginning at the intersection of the northeasterly line of Pacific Street with the southeasterly line of Sidney Street;

Thence running N 41° 34' 43"E, along said southeasterly line of Sidney Street, a distance of 164.00 feet, to a point;

Thence running northeasterly on a curve to the left, having a radius of 510.00 feet, an arc distance of 25.07 feet, to a point;

Thence running S 38° 25' 13"W, a distance of 188.77 feet, to a point on the aforesaid northeasterly line of Pacific Street;

Thence running N 51° 45' 41" W, along said northeasterly line of Pacific Street, a distance of 9.82 feet, to the point of beginning.

The above described parcel contains an area of eight-hundred and seventy-three plus or minus square feet (873 ± sq. ft.), and is more particularly shown as "Parcel B" on a plan entitled: "SIDNEY STREET DISCONTINUANCE AND CONVEYANCE PLAN, SIDNEY STREET AT PACIFIC STREET, CAMBRIDGE, MA", scale 1" = 20', dated September 16, 1998, prepared by: Cullinan Engineering, 400 Commonwealth Avenue, Boston, MA 02215, to be recorded herewith.



City of Cambridge

Calendar Item #1Eii

~~Consent Agenda Order No. 1E-ii~~

IN CITY COUNCIL

January 25, 1999

February 1, 1999

WHEREAS:

Sidney Street is a public way running southwesterly from Henry Street to the intersection of Pacific Street; and

WHEREAS:

At the intersection of Sidney Street with Pacific Street, Sidney Street is bounded entirely by land of Massachusetts Institute of Technology; and

WHEREAS:

The City Manager of Cambridge and City Council, in order to provide and promote public safety, and keep through traffic out of dense Cambridgeport residential neighborhoods, have reconfigured certain public ways, and have further approved and authorized that the City should, under the applicable provisions of the General Laws, discontinue portions of Sidney Street at the intersection of Pacific Street, Cambridge, MA, while expanding and extending Sidney Street between Henry Street and Waverly Street, Cambridge, MA; and

WHEREAS:

The City Council, has authorized the discontinuance of certain portions of Sidney Street by Order dated January 25, 1999 (Consent Agenda Order No. 1E-ii), as part of the reconfiguring of Sidney Street pursuant to the Cambridgeport Roadways Plan; and

WHEREAS:

The City is taking seven different parcels from Massachusetts Institute of Technology in order to accomplish the objectives of the Cambridgeport Roadways Plan, which parcels total more than 52,474 $\pm$ sq. ft.; and

WHEREAS:

The discontinued parcels of Sidney Street contain 2,084 $\pm$ sq. ft.; and

WHEREAS:

These discontinued parcels are directly related to the takings needed to accomplish the objective of the Cambridgeport Roadways Plan, but which parcels have no further use to the City as portions of Sidney Street as a result of the new configuration; and

WHEREAS:

The disposition of these parcels is exempt from the requirements of M.G.L. Ch. 30B because they are part of a land exchange with MIT offsetting their damages related to the eminent domain taking of several parcels from MIT.

NOW, THEREFORE, BE IT:

ORDERED:

That the City Manager is hereby authorized to convey and grant to MIT without further consideration the portions of Sidney Street described in Exhibits A & B attached hereto.

In City Council February 1, 1999.
Adopted as amended by the affirmative
vote of nine members.
Attest: D. Margaret Drury, City Clerk.
A true copy;

ATTEST:

D. Margaret Drury
D. Margaret Drury
City Clerk

cambridge/RoadPln/Docs/grant.doc



EXHIBIT A

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Beginning at the intersection of the northeasterly line of Pacific Street with the northwesterly line of Sidney Street;

Thence running N 51° 36' 50"W, along said northeasterly line of Pacific Street, a distance of 14.80 feet, to a point;

Then running through land, now or formerly of Massachusetts Institute of Technology, on the following two (2) courses;

Northeasterly on a curve to the right having a radius of a 850.00 feet, an arc distance of 99.93 feet, to a point of reverse curvature; thence

Northeasterly on a curve to the left, having a radius of 450.00 feet, an arc distance of 69.17 feet, to a point on the aforesaid northwesterly line of Sidney Street;

Thence running S 41° 34' 43"W, along aid northwesterly line of Sidney Street, a distance of 167.50 feet, to the point of beginning.

The above described parcel contains an area of one thousand and two-hundred and eleven plus or minus square feet (1,211 ± sq. ft.), and is more particularly shown as "Parcel A" on a plan entitled: "SIDNEY STREET DISCONTINUANCE AND CONVEYANCE PLAN, SIDNEY STREET AT PACIFIC STREET, CAMBRIDGE, MA", scale 1" = 20', dated September 16, 1998, prepared by: Cullinan Engineering, 400 Commonwealth Avenue, Boston, MA 02215, to be recorded herewith.

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- | | |
|--------|---|
| Thence | running N 41° 34' 43"E, along said southeasterly line of Sidney Street, a distance of 164.00 feet, to a point; |
| Thence | running northeasterly on a curve to the left, having a radius of 510.00 feet, an arc distance of 25.07 feet, to a point; |
| Thence | running S 38° 25' 13"W, a distance of 188.77 feet, to a point on the aforesaid northeasterly line of Pacific Street; |
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City of Cambridge

Calendar Item #1Eii

~~Consent Agenda Order No. 1E-ii~~

IN CITY COUNCIL

January 25, 1999

February 1, 1999

WHEREAS:

Sidney Street is a public way running southwesterly from Henry Street to the intersection of Pacific Street; and

WHEREAS:

At the intersection of Sidney Street with Pacific Street, Sidney Street is bounded entirely by land of Massachusetts Institute of Technology; and

WHEREAS:

The City Manager of Cambridge and City Council, in order to provide and promote public safety, and keep through traffic out of dense Cambridgeport residential neighborhoods, have reconfigured certain public ways, and have further approved and authorized that the City should, under the applicable provisions of the General Laws, discontinue portions of Sidney Street at the intersection of Pacific Street, Cambridge, MA, while expanding and extending Sidney Street between Henry Street and Waverly Street, Cambridge, MA; and

WHEREAS:

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WHEREAS:

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WHEREAS:

The discontinued parcels of Sidney Street contain 2,084 $\pm$ sq. ft.; and

WHEREAS:

These discontinued parcels are directly related to the takings needed to accomplish the objective of the Cambridgeport Roadways Plan, but which parcels have no further use to the City as portions of Sidney Street as a result of the new configuration; and

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In City Council February 1, 1999.
Adopted as amended by the affirmative
vote of nine members.
Attest: D. Margaret Drury, City Clerk.
A true copy;

ATTEST:

D. Margaret Drury
D. Margaret Drury
City Clerk

cambridge/RoadPln/Docs/grant.doc



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City of Cambridge

Calendar Item #1Eii

~~Consent Agenda Order No. 1E-ii~~

IN CITY COUNCIL

January 25, 1999

February 1, 1999

WHEREAS:

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Adopted as amended by the affirmative
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City of Cambridge

Calendar Item #1Eii

~~Consent Agenda Order No. 1E-ii~~

IN CITY COUNCIL

January 25, 1999

February 1, 1999

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A true copy;

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City of Cambridge

MASSACHUSETTS

In City Council 1/25, 1999Consent Agenda Items

	YEA	NAY	ABSENT	PRESENT
Ms. Kathleen L. Born	✓			
Ms. Henrietta Davis	✓			
V. Mayor Anthony Galluccio	✓			
Mr. Kenneth E. Reeves	✓			
Ms. Sheila T. Russell	✓			
Mr. Michael A. Sullivan	✓			
Mr. Timothy J. Toomey, Jr.	✓			
Ms. Katherine Triantafillou	✓			
Mayor Francis H. Duehay	✓			

9 0 0

City of Cambridge

MASSACHUSETTS

In City Council 2/1/99, 1999
 As amended to Change 1998 to 1988 in the 1st paragraph
Charter Right 1A - Approving Updated Cambridgeport
Roadway Plan & Conceptual Plan

	YEA	NAY	ABSENT	PRESENT
Ms. Kathleen L. Born				
Ms. Henrietta Davis				
V. Mayor Anthony Galluccio				
Mr. Kenneth E. Reeves				
Ms. Sheila T. Russell				
Mr. Michael A. Sullivan				
Mr. Timothy J. Toomey, Jr.				
Ms. Katherine Triantafillou				
Mayor Francis H. Duehay				

VJ 8

City of Cambridge

MASSACHUSETTS

In City Council 2/1/99, 199

* CR # 1B - including Orders # 1B i through 1B-xvii
takings

	YEA	NAY	ABSENT	PRESENT
Ms. Kathleen L. Born			✓	
Ms. Henrietta Davis	✓			
V. Mayor Anthony Galluccio	✓			
Mr. Kenneth E. Reeves	✓			
Ms. Sheila T. Russell	✓			
Mr. Michael A. Sullivan	✓			
Mr. Timothy J. Toomey, Jr.	✓			
Ms. Katherine Triantafillou	✓			
Mayor Francis H. Duehay	✓			

8 0 1

City of Cambridge

MASSACHUSETTS

In City Council 2/1, 1999

Charter Right # 1C including 1C-i through 1C-v

	YEA	NAY	ABSENT	PRESENT
Ms. Kathleen L. Born			✓	
Ms. Henrietta Davis	✓			
V. Mayor Anthony Galluccio	✓			
Mr. Kenneth E. Reeves	✓			
Ms. Sheila T. Russell	✓			
Mr. Michael A. Sullivan	✓			
Mr. Timothy J. Toomey, Jr.	✓			
Ms. Katherine Triantafillou	✓			
Mayor Francis H. Duehay	✓			

8 0 1

City of Cambridge

MASSACHUSETTS

In City Council 2/1, 1999

~~2/1~~ Charter Right #1D - Henry Street Discontinuance & Sidney Street discontinuance & Conveyance Plan.

	YEA	NAY	ABSENT	PRESENT
Ms. Kathleen L. Born			✓	
Ms. Henrietta Davis	✓			
V. Mayor Anthony Galluccio	✓			
Mr. Kenneth E. Reeves	✓			
Ms. Sheila T. Russell	✓			
Mr. Michael A. Sullivan	✓			
Mr. Timothy J. Toomey, Jr.	✓			
Ms. Katherine Triantafillou	✓			
Mayor Francis H. Duehay	✓			

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City of Cambridge

Diminution

MASSACHUSETTS

In City Council 21, 1999

* *Charter Right # 1E^(M) - Diminution & disposition of Sidney Street Discontinuance & Conveyance Plan.*

	YEA	NAY	ABSENT	PRESENT
Ms. Kathleen L. Born				
Ms. Henrietta Davis	✓			
V. Mayor Anthony Galluccio	✓			
Mr. Kenneth E. Reeves	✓			
Ms. Sheila T. Russell	✓			
Mr. Michael A. Sullivan	✓			
Mr. Timothy J. Toomey, Jr.	✓			
Ms. Katherine Triantafillou	✓			
Mayor Francis H. Duehay	✓			

8 ✓ 1

City of Cambridge

Disposition

MASSACHUSETTS

In City Council 2/1/99, 199

* Charter Right # 1E(B) disposition of Sidney St.

	YEA	NAY	ABSENT	PRESENT
Ms. Kathleen L. Born			✓	
Ms. Henrietta Davis	✓			
V. Mayor Anthony Galluccio	✓			
Mr. Kenneth E. Reeves	✓			
Ms. Sheila T. Russell	✓			
Mr. Michael A. Sullivan	✓			
Mr. Timothy J. Toomey, Jr.	✓			
Ms. Katherine Triantafillou	✓			
Mayor Francis H. Duehay	✓			

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City of Cambridge

MASSACHUSETTS

In City Council 2/1, 1999

Charter Right # 1F Appropriation of \$1,998,767.

	YEA	NAY	ABSENT	PRESENT
Ms. Kathleen L. Born			✓	
Ms. Henrietta Davis	✓			
V. Mayor Anthony Galluccio	✓			
Mr. Kenneth E. Reeves	✓			
Ms. Sheila T. Russell	✓			
Mr. Michael A. Sullivan	✓			
Mr. Timothy J. Toomey, Jr.	✓			
Ms. Katherine Triantafillou	✓			
Mayor Francis H. Duehay	✓			

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INTRODUCED BY CITY MANAGER ROBERT W. HEALY

AN ORDER CONCERNING APPROPRIATIONS FOR THE FISCAL YEAR BEGINNING JULY 1, 1998

ORDERED: That in addition to sums previously appropriated by the City Council for the fiscal period 1998-99 the following sum is hereby appropriated in the Public Investment Fund of the City of Cambridge:

OTHER		SALARY & WAGES	ORDINARY MAINTENANCE	TRAVEL & TRAINING	EXTRAORDINARY EXPENDITURES	APPROPRIATIONS
FUNCTION	DEPARTMENT OR PROGRAM					
Community Maintenance & Development	Community Development				\$1,998,767	\$1,998,767.00

BE IT FURTHER ORDERED: That the above acceptance and appropriation in the Public Investment Fund to be financed by estimated revenues drawn from the following sources:

FINANCING PLAN	REVENUE
Parking Fund Revenue	\$500,000.00
Free Cash	\$1,498,767.00

In City Council February 1, 1999.
 Adopted by a yeas and nays vote:-
 Yeas 8; Nays 0; Absent 1.
 Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:-

XD Margaret Drury
 D. Margaret Drury, City Clerk

Conceptual Plan, which was endorsed by the Advisory Committee, have been discussed with the community and the Conceptual Plan is nearing 25% design review with the Massachusetts Highway Department (see Exhibit #2). The updated plan identifies Sidney Street as the southbound element including the extension of Sidney Street across Henry Street to the new connector road with Brookline Street; and Waverly Street connected to Albany Street as the northbound element. Furthermore, this plan extends the new Brookline to Sidney connector road past Sidney Street and up to Waverly Street. Additional roadway work which is planned includes the extension of Sidney Street to Main Street at Lafayette Square.

The key elements of the updated Cambridgeport Roadways Plan and related improvements are summarized below. Construction of all remaining elements is anticipated to begin in the year 2000.

Progress To Date

- Sidney Street was widened in 1990 between Massachusetts Avenue and Pacific Street.

Remaining Infrastructure Work

- Lafayette Square Reconstruction - connect Main Street to Sidney Street through a reconstruction of Lafayette Square.
- Construct a new two-way connector road from Brookline Street to approximately Waverly Street.
- Reconstruct a one lane, one-way southbound Sidney Street from Pacific Street to Henry Street.
- Construct a one-way, southbound extension of Sidney Street to the new roadway connector.
- Reconstruct a one lane, one-way northbound Waverly Street from the new connector road at Henry Street to Erie/Anglim/Albany Streets.
- Realign the intersection of Waverly, Erie, Anglim and Albany Streets.
- Realign the intersection of Sidney Street at Pacific Street

MIT, Forest City Development and the City reached an agreement in 1988 to share in the costs and responsibilities for implementation of the original Cambridgeport Roadway Improvement Plan. MIT and Forest City are responsible for two-thirds of the costs for roadway and other infrastructure improvements and the City is responsible for the remaining third. The City's contribution is targeted to street work and roadway improvements throughout the Cambridgeport area with the expectation that most of the City's costs for construction will come from Federal or State grant programs or Chapter 90 funds. MIT has agreed to make available the necessary rights-of-way over land owned by them. Forest City has agreed to fund all utility and street improvements within University Park and share with the City on a 50/50 cost sharing basis improvements on the project boundary.

In the recently passed Federal TEA 21 legislation \$2.25 million was allocated for the Cambridgeport Roadways Project as a high priority/demonstration project. The State's Transportation Improvement Program (TIP) includes \$5.5 million for the construction of the Lafayette Square/Massachusetts Avenue reconstruction project in 2000. In addition, the Massachusetts Highway Department (MHD) is funding and has completed their acquisition of

the property at 365 - 385 Massachusetts Avenue to make available the necessary right-of-way for the Lafayette Square/Massachusetts Avenue project.

The updated Cambridgeport Roadways Plan impacts property that is outside of the control of the three parties to the original cost sharing agreement: MIT, Forest City and the City. Therefore a new cost sharing agreement must be made and funds identified for the acquisition of the additional right-of-way. As in the original agreement, the City's responsibility will be one-third of the cost with the remaining two-thirds shared by MIT and Forest City. MIT and Forest City have committed to participate in the acquisition of these interests as a continuation of their two-thirds cost sharing agreement.

In order to accommodate the revised layout of Sidney Street to support the overall Cambridgeport Roadways Project, I am requesting that the City Council approve the disposition to MIT of two small slivers of land on Sidney Street totaling 2,084 square feet (1,211 sf for Parcel A and 873 sf for Parcel B). This requires two votes of the City Council.

First, the proposal must be considered by the Council pursuant to Chapter 2.110 of the Cambridge Municipal Code which governs the disposition of city-owned property. I believe this disposition may properly be subject to Section 2.110.010(G) of that Ordinance. Section G provides for the disposition of city-owned property that is of such little significance that the full process of the Ordinance would be unduly burdensome. Under this section, the City Manager may request of the City Council a diminution of the process in the Ordinance; approval of this request requires a two-thirds vote of the City Council. I recommend such approval at this time.

Secondly, Section 2.110.010 also requires a two-thirds vote of the City Council to authorize the City Manager to convey these parcels of land to MIT. I also recommend that the City Council vote to grant the disposition to MIT to accommodate the revised layout of Sidney Street, and to accomplish this conveyance by deed in the form and substance as I determine is necessary or advisable.

By this submission, I am requesting that the City Council vote to take the following actions which are necessary to complete the Cambridgeport Roadways Project:

- A) To adopt the City Council Resolution to approve the updated Cambridgeport Roadways Plan and Conceptual Plan Agenda Item # 1 A).
- B) To authorize taking by the City of Cambridge of the parcels identified on the attached plans prepared by Judith Nitsch Engineering entitled "Waverly and Sidney Street Taking Plan" sheets T-1, T-2 and T-4 last revised September 3, 1998 and sheet T-3 last revised September 16, 1998, and "Anglim Street Taking Plan" last updated September 16, 1998; and plans prepared by Cullinan Engineering, Inc. entitled "Blanche Street Taking Plan" last revised September 16, 1998. All parcels are described in the attached Orders of Taking (Agenda Items # 1B-i through 1B-xvii). The City has obtained releases for these parcels from California Products and the Massachusetts Institute of Technology, the Cambridgeport Common's Board of Trustees vote to approve the taking of the

condominium property, and a commitment from Conrail that it will not oppose the taking of the Conrail property by eminent domain.

- C) To accept and lay out the roadway as indicated on the attached plans prepared by Judith Nitsch Engineering, entitled "Waverly and Sidney Street Layout and Acceptance Plans" sheets A1, A2, A3 and A4 last revised September 3, 1998 and "Anglim Street Layout and Acceptance Plan" last revised September 16, 1998; plans prepared by Cullinan Engineering, Inc. entitled "Blanche Street at Green Street Layout and Acceptance Plan" last revised September 16, 1998 and "Sidney Street Layout and Acceptance Plan" last revised September 16, 1998; and plans prepared by Vollmer Associates entitled "The Cambridgeport Roadways Project 25% Design Plan" last revised October 14, 1998. All parcels are described in the attached Layout and Acceptance Orders (Agenda Items # 1C-i through 1C-v). Pursuant to the Municipal Code of the City of Cambridge in Section 12.16.010, which regulates the acceptance of public ways, reports have been received from the Police, Fire, Public Works, Water, Traffic, Parking and Transportation, and Community Development Departments, the City Engineer and the City Electrician regarding the layout of the roadway as indicated on the above mentioned plans and orders. In addition, the above departments as well as Inspectional Services and the Historical Commission have reviewed and reported on the three curb cuts on Waverly Street and four curb cuts on the new connector road linking Brookline Street to Waverly Street.
- D) To approve the discontinuance of portions of Henry Street and Sidney Street as shown on a plan prepared by Judith Nitsch Engineering, entitled "Henry Street Discontinuance" last revised September 10, 1998 and a plan prepared by Cullinan Engineering, Inc. entitled "Sidney Street Discontinuance and Conveyance Plan" last revised September 16, 1998 and as outlined in the attached Orders of Discontinuance (Agenda Items # 1D-i through 1D-ii).
- E) To approve the disposition of property and the diminution of process as outlined in the attached Orders of Disposition and Diminution of Process (Agenda Items # 1E-i and 1E-ii).
- F) To appropriate \$1,998,767, the City's share of the three-party cost sharing agreement between MIT, Forest City Development and the City of Cambridge to take the property now owned by California Products, Conrail and Cambridgeport Commons as outlined in the attached Order of Appropriation (Agenda Item # 1F).

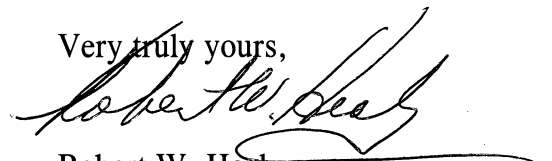
I am attaching for your information:

- 1) City Council Resolution to approve the updated Cambridgeport Roadways Plan and Conceptual Plan (Agenda Item # 1A).
- 2) Orders of Taking for parcels T-11, T-12, T-12a, T-45, T-99/100, T-113, T-121, T-125/126, T-CRC1, T-CRC2, T-CRC3, T-MIT1, T-MIT2, T-MIT3, T-MIT4, T-MIT5 and T-MIT6 (Agenda Items # 1B-i through 1B-xvii).
- 3) Layout and Acceptance Orders for Anglim Street, Blanche Street, Waverly Street, Sidney Street (between Henry Street and the new extension of Waverly Street) and Sidney Street (at it's intersection with Pacific Street) (Agenda Items # 1C-i through 1C-v).
- 4) Order of Discontinuance for portions of Henry Street and Sidney Street (Agenda Items # 1D-i and 1D-ii).
- 5) Orders of Disposition and Diminution of Process (Agenda Items # 1E-i and 1E-ii)
- 6) Order of Appropriation (Agenda Item # 1F).

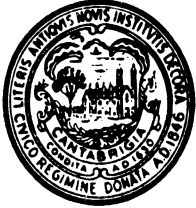
- 7) Cambridgeport Roadway Improvement Plan (1988 - Original) (Exhibit #1).
- 8) Cambridgeport Roadways Plan and Conceptual Plan (1998 - updated) (Exhibit #2)
- 9) Copy of the Funding Agreement among Forest City Rental Properties, MIT and the City of Cambridge (Exhibit #3).
- 10) Reports from the City's Department heads on the approval and acceptance of the proposed roadway alignment and layout of the roadway and associated curb cuts (Exhibit #4).
- 11) Complete set of plans referenced in the above agenda items (Exhibit #5), including:
 - Waverly and Sidney Street Taking Plan sheets T-1, T-2 and T-4 last revised September 3, 1998 and sheet T-3 last revised September 16, 1998, prepared by Judith Nitsch Associates;
 - Anglim Street Taking Plan last revised September 16, 1998, prepared by Judith Nitsch Associates;
 - Blanche Street Taking Plan last revised September 16, 1998, prepared by Cullinan Engineering, Inc.;
 - Waverly and Sidney Street Layout and Acceptance Plan sheets A1, A2, A3 and A4 last revised September 3, 1998, prepared by Judith Nitsch Associates;
 - Anglim Street Layout and Acceptance Plan last revised September 16, 1998, prepared by Judith Nitsch Associates;
 - Blanche Street at Green Street Layout and Acceptance Plan last revised September 16, 1998, prepared by Cullinan Engineering, Inc.;
 - Sidney Street Layout and Acceptance Plan last revised September 16, 1998, prepared by Cullinan Engineering, Inc.;
 - The Cambridgeport Roadways Project 25% Design Plan last revised October 14, 1998, prepared by Vollmer Associates;
 - Henry Street Discontinuance last revised September 10, 1998, prepared by Judith Nitsch Associates; and
 - Sidney Street Discontinuance and Conveyance Plan last revised September 16, 1998, prepared by Cullinan Engineering, Inc.
- 12) Letter from MIT requesting that the City Discontinue and convey back to MIT two parcels of land on Sidney Street, dated September 22, 1998 (Exhibit #6).

With these actions, the City, MIT and Forest City will be completing the commitment made in 1988 by implementing the updated Cambridgeport Roadways Plan and other roadway improvements and thereby mitigating the traffic impacts associated with the build-out of University Park.

Very truly yours,



Robert W. Healy
City Manager



CITY OF CAMBRIDGE
CAMBRIDGE, MASSACHUSETTS 02139

TEL. 349-4300
FAX. 349-4307



EXECUTIVE DEPARTMENT
ROBERT W. HEALY
City Manager

RICHARD C. ROSSI
Deputy City Manager

January 25, 1999

To The Honorable, The City Council:

RE: Cambridgeport Roadways Plan Update and Request to Appropriate Funds, Complete Land Takings, Accept and Lay Out Roadways, Discontinue Portions of Roadways and Convey Property

The original Cambridgeport Roadway Improvement Plan was developed to mitigate traffic impacts associated with the build-out of University Park and other projects in the Cambridgeport area and to discourage the use of neighborhood streets by that traffic. The original plan was adopted by resolution of the City Council in January 1988 as part of the rezoning process of the area now zoned as the Cambridgeport Revitalization Development District and known as University Park.

A major feature of the original plan was to reroute vehicles southbound on a one-way Waverly Street to a proposed connector across the Grand Junction Railroad tracks to Vassar Street (see Exhibit #1). Once on Vassar Street vehicles could continue southbound to Memorial Drive. Northbound vehicles from the B.U. Bridge and Memorial Drive were to be routed via a new one-way connector road linking Brookline Street to an extended Sidney Street. Sidney Street would become one-way northbound as far as Pacific Street and then become a widened two-way roadway up to Massachusetts Avenue. From Massachusetts Avenue, Sidney Street was to be extended to Main Street as part of a reconfigured Lafayette Square.

Early on during the City's Engineering Feasibility Study and public hearing process several problems were identified with the original plan, including Fire Department concerns with response time and the inability to receive federal and state approval for an at-grade rail road crossing. In response to these concerns, a new roadway plan was developed in 1989 and 1990. No additional design or engineering work was undertaken on this project until 1996 when the City formed an advisory committee to review the proposed alignment and other circulation options.

The Cambridgeport Roadway Advisory Committee analyzed eight roadway alternatives over the two year period from 1996 to 1998. The preferred Cambridgeport Roadways Plan and

Consent Agenda #1

1A - Accept City Council Resolution
to approve the updated Cambridge-
port Roadway Plan and Conceptual
Plan.

Order Adopted 8-0-1

1B - Authorize taking of parcels
Waverly and Sidney, Anglim
Street, and Blanche Street.

Orders Adopted 8-0-1

1C - Accept and lay out the roadway
on various plans.

Orders Adopted 8-0-1

ID - Approve the discontinuance
of portions of Henry Street
and Sidney Street.

Orders Adopted 8-0-1

IE - Approve the disposition of
property and the diminution of
process as "Sidney Street
Discontinuance and Conveyance
Plan.

Orders Adopted 8-0-1

IF - Appropriation of \$1,998,767 to
take property now owned by
California Products, Conrail
and Cambridgeport Commons.

Order Adopted 8-0-1

In City Council January 25, 1999.

CHARTER RIGHT

BY Councillor Russell

2/1/99

ORDER ADOPTED

Consent Agenda #1

Cons. 1

- 1A - Accept City Council Resolution to approve the updated Cambridgeport Roadway Plan and Conceptual Plan. *H14*

Order Adopted 8-0-1

- 1B - Authorize taking of parcels Waverly and Sidney, Anglim Street, and Blanche Street.

Orders Adopted 8-0-1

- 1C - Accept and lay out the roadway on various plans.

Orders Adopted 8-0-1

- ID - Approve the discontinuance of portions of Henry Street and Sidney Street.

Orders Adopted 8-0-1

- IE - Approve the disposition of property and the diminution of process as "Sidney Street Discontinuance and Conveyance Plan.

Orders Adopted 8-0-1

- IF - Appropriation of \$1,998,767 to take property now owned by California Products, Conrail and Cambridgeport Commons.

Order Adopted 8-0-1

In City Council January 25, 1999

CHARTER RIGHT

BY Councillor Russell

2/1/99

ORDER ADOPTED