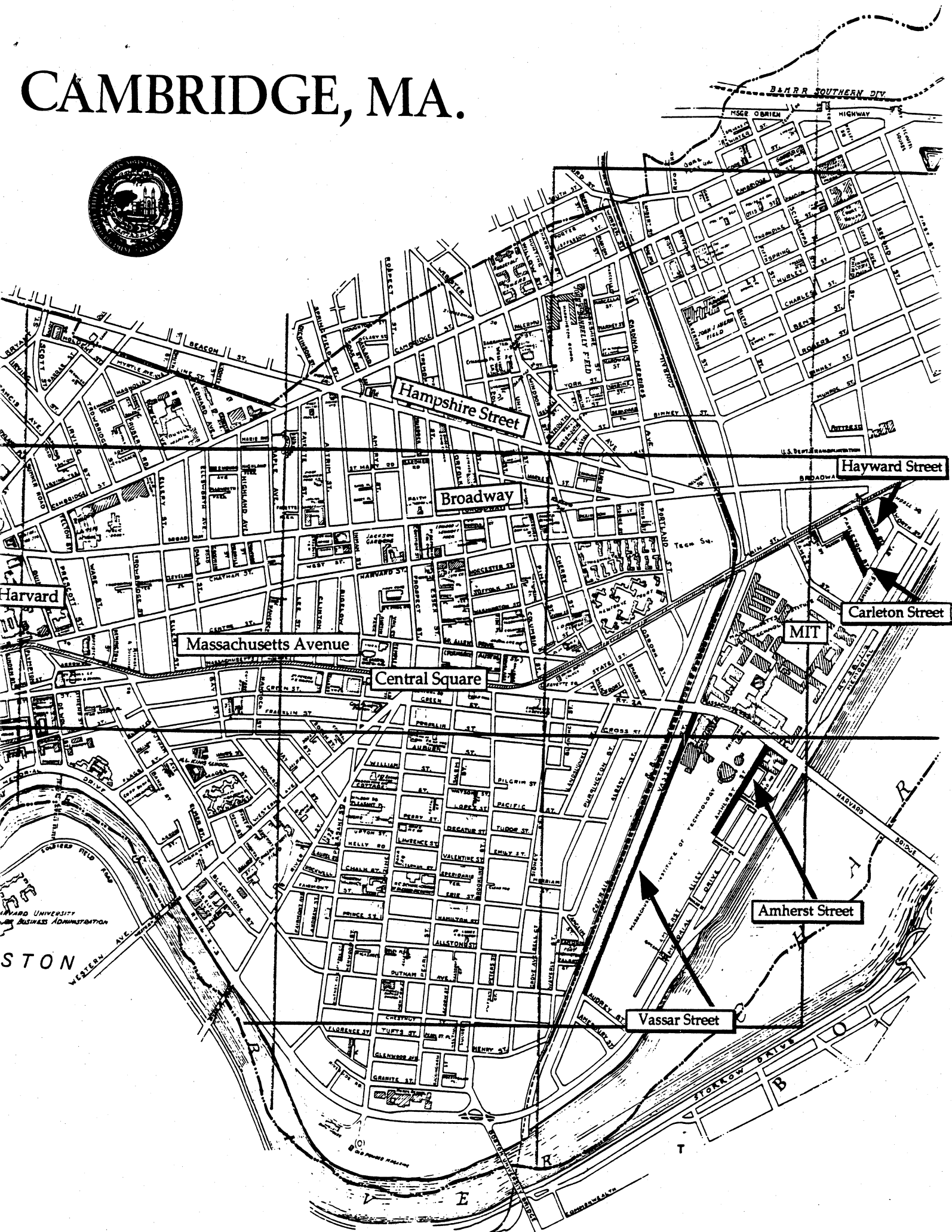

STREET DISPOSITION
PORTION OF
CASPAR SOLUTION

The disposition of streets described here is an integral part of the recently announced solution to finding a permanent home for the CASPAR facility. This solution, born of a partnership between CASPAR, MIT and the City of Cambridge, involves the purchase and renovation by MIT of a property in Central Square for the CASPAR facility. Once renovated to suit the needs of the CASPAR operations, this property will then be deeded over to the City of Cambridge in return for the title to three short streets within the MIT campus, and the sidewalks of a portion of Vassar Street. Such a transfer would then allow MIT to embark on a plan for improving these streets both functionally and aesthetically. The end results of this process are clear:

- CASPAR gains a brand new facility on a site which it considers far superior to its current location.
- The City gains a high level of street improvement and maintenance at no cost to itself for those streets named for disposition.
- MIT takes on design and construction of pleasant streetscapes within its campus.
- All three parties gain a well-crafted solution to a long standing problem in the community.

The existing conditions of the streets, a context map showing the location of the streets, and other information relevant to the disposition process are provided on the following pages.

CAMBRIDGE, MA.



LOCATION OF STREETS ON MIT CAMPUS PROPOSED FOR DISPOSITION

STREET DISPOSITION - CARLETON STREET

1.0 CURRENT CONDITIONS

Location: Between the MBTA Station and Amherst Street
Length: 578'-6"
Width: 40'-0" to 50'-0"
Area: 27,754 sf

1.1 USE

- Pedestrian movement from the MBTA station at Kendall Square
- Primarily fire apparatus and emergency medical vehicles to MIT Medical Center

1.2 FINANCIAL ANALYSIS

1.2.1 Expenditures, Street and Meter Maintenance

City of Cambridge, streets: \$2,700
MIT, streets: \$600
City of Cambridge estimated annual parking meter maintenance: \$909

1.2.2 Revenues

City of Cambridge estimated annual parking meter revenue: \$11,153

1.3 ZONING IMPLICATIONS

1.3.1 Existing Zoning

Industry B

1.3.2 Rezoning Initiatives, Recent

From 3/89 through 2/91, an Interim Planning Overlay District (IPOD) applied to this street.

1.3.3 Rezoning Initiatives, Pending

None

1.3.4 Development potential under applicable zoning

This area will not be used for development; a restriction to this effect will be placed on the deed. Under applicable zoning, this land would have a development potential of 111,016 GSF, however that F.A.R. will not be available under the deed restriction.

2.0 FUTURE PLANS

2.1 PROPOSED USE

- Landscaped plaza for public use adjacent to the MBTA station with benches, enhanced lighting, shrubs and trees, etc. paid for by MIT.
- Access for service, fire and emergency vehicles as above (Section 1.1)
- Improved pedestrian route to and from the MBTA station

2.2 FINANCIAL ANALYSIS

2.2.1 Expenditures, Street Maintenance

City of Cambridge reduced to: \$0
All maintenance activities associated with this street will be performed by MIT.

2.2.2 Revenues

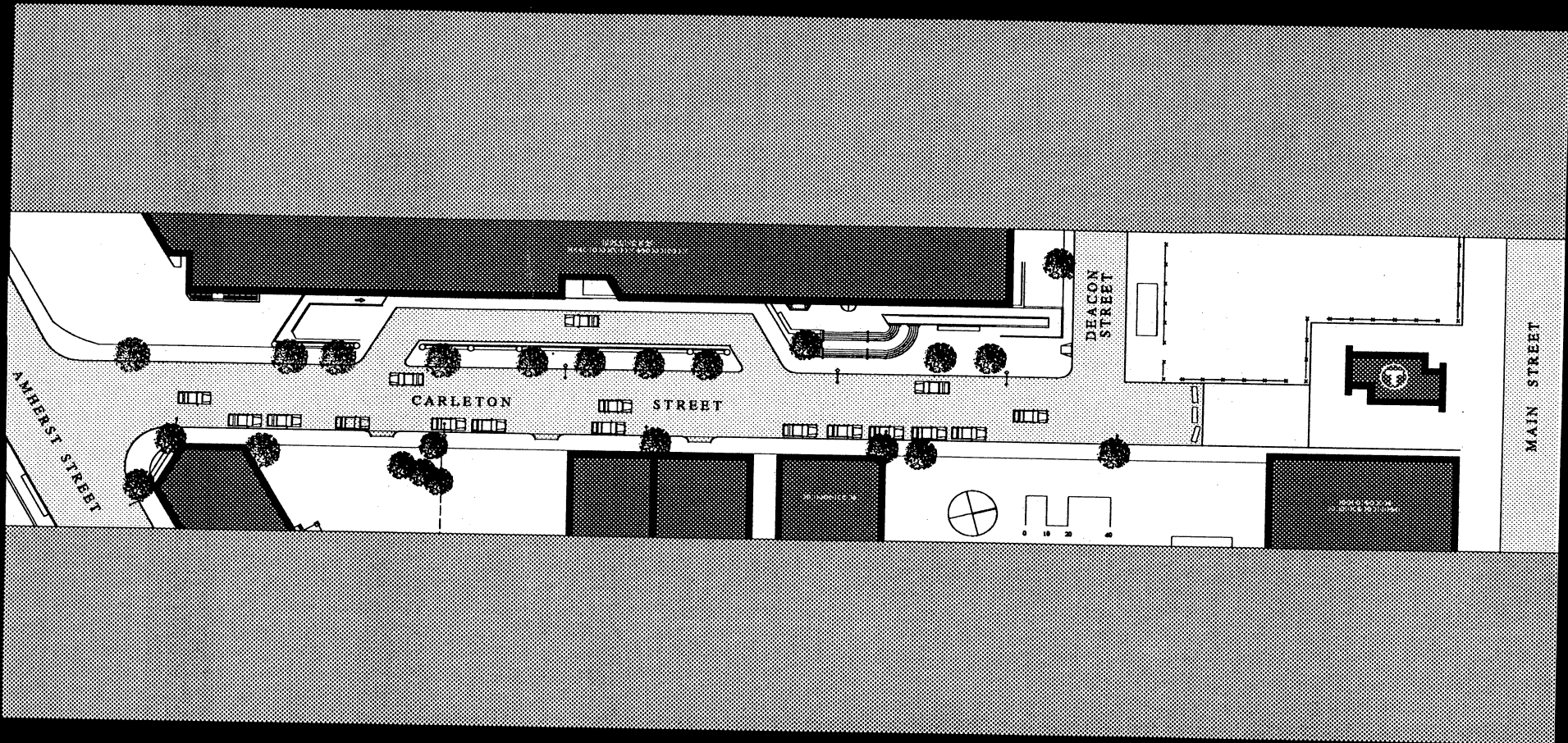
Net difference, City of Cambridge (Revenues - Expenditures): (\$7,544)
Net difference, MIT: \$0

2.3 ALTERNATIVE USE ANALYSIS

No alternative use

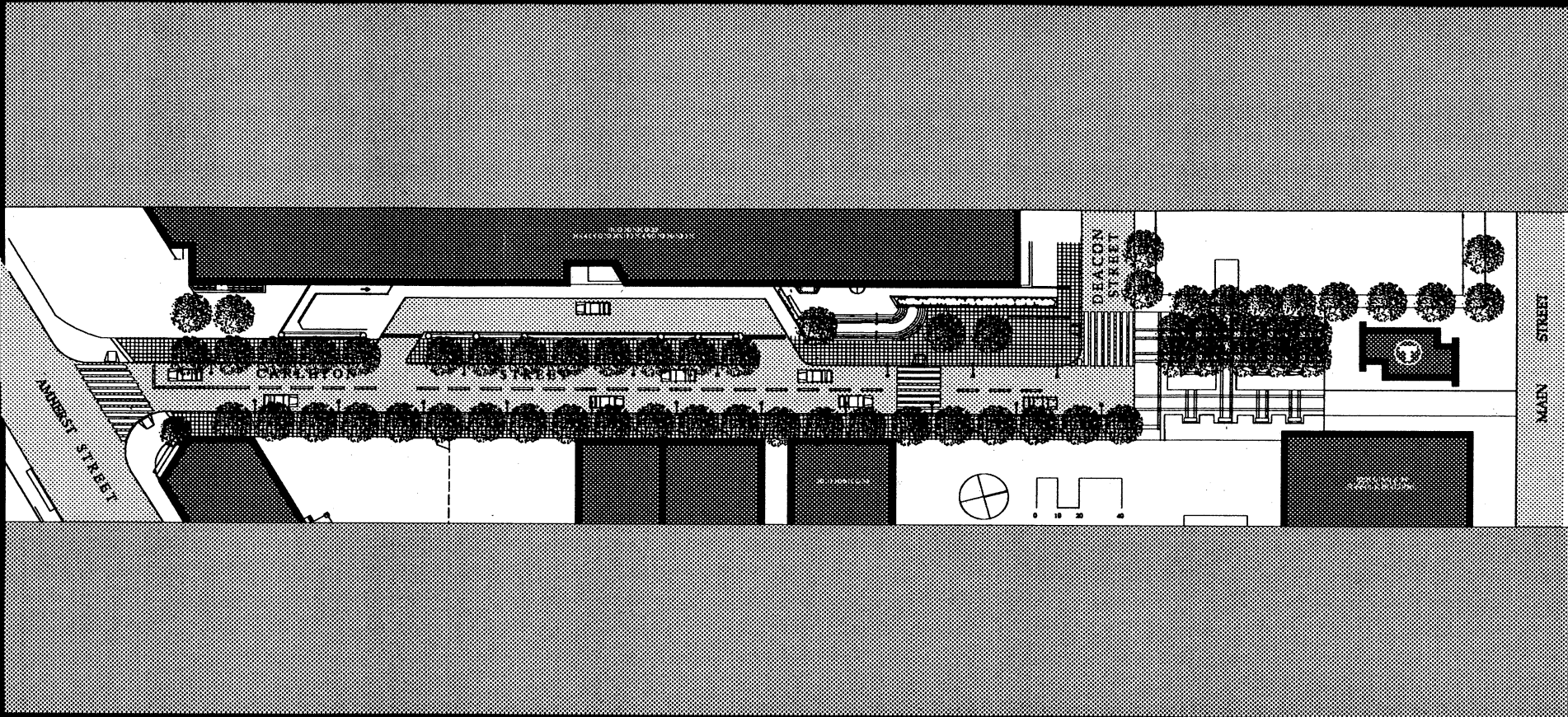
2.4 NEIGHBORHOOD IMPACT ANALYSIS

The plaza and other improvements will create a more hospitable pedestrian environment to nearby residents, MBTA users and users of the MIT campus

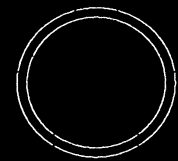


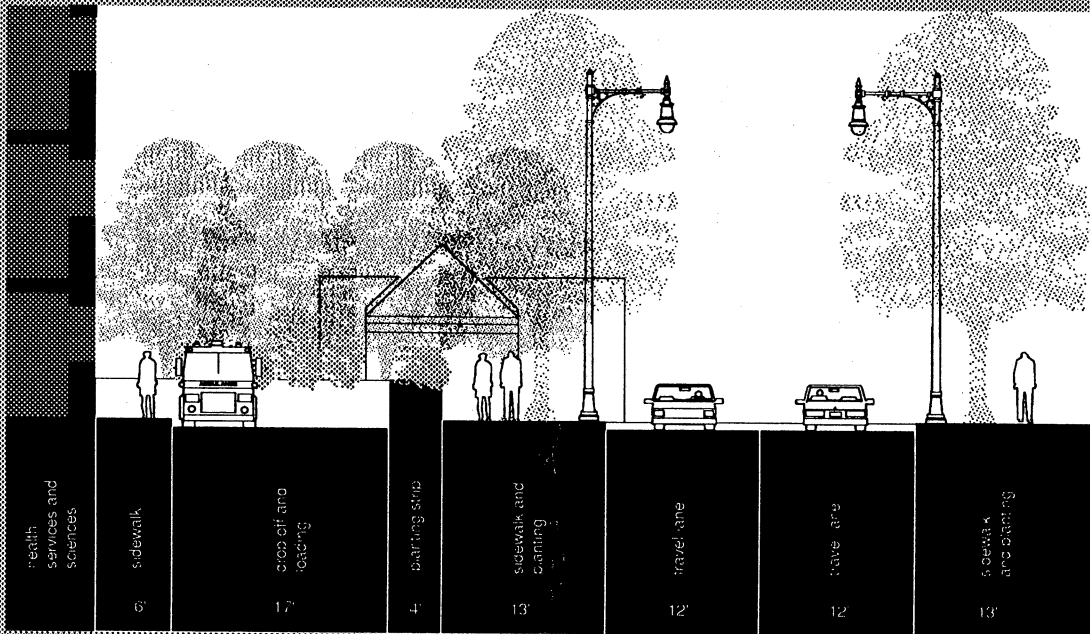
MASSACHUSETTS INSTITUTE OF TECHNOLOGY
CARLETON STREET EXISTING
PROPOSED STREET IMPROVEMENTS



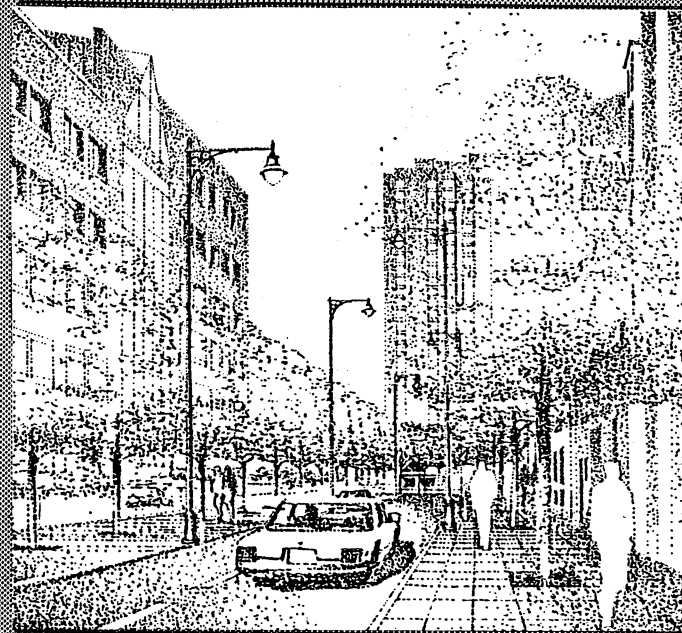


MASSACHUSETTS INSTITUTE OF TECHNOLOGY
CARLETON STREET
PROPOSED STREET IMPROVEMENTS





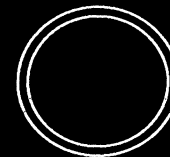
section looking north



perspective looking north



MASSACHUSETTS INSTITUTE OF TECHNOLOGY
 CARLETON STREET
 PROPOSED STREET IMPROVEMENTS



STREET DISPOSITION - HAYWARD STREET

1.0 CURRENT CONDITIONS

Location: Between Amherst Street and Main Street
Length: 501'-11"
Width: 40'-0"
Area: 20,078 sf

1.1 USE

- Vehicular access to two MIT parking facilities
- Service access to adjacent MIT-owned buildings
- All properties abutting Hayward street are owned by MIT.

1.2 FINANCIAL ANALYSIS

1.2.1 Expenditures, Street Maintenance

City of Cambridge: \$2,000

1.2.2 Revenues

None

1.3 ZONING IMPLICATIONS

1.3.1 Existing Zoning

Industry B

1.3.2 Rezoning Initiatives, Recent

From 3/89 through 2/91, an Interim Planning Overlay District (IPOD) applied to this street.

1.3.3 Rezoning Initiatives, Pending

There are no zoning initiatives pending for this street.

1.3.4 Development potential under applicable zoning

This area will not be used for development; a restriction to this effect will be placed on the deed. Under applicable zoning, this land would have a development potential of 80,312 GSF, however that F.A.R. will not be available under the deed restriction.

2.0 FUTURE PLANS

2.1 PROPOSED USE

- The Institute does not propose any change in use for Hayward Street.
- The right of way would, in the future, be incorporated in a new greenspace and would provide a pedestrian connection and fire lane between Main Street and Amherst Street.

2.2 FINANCIAL ANALYSIS

2.2.1 Expenditures, Street Maintenance

City of Cambridge reduced to: \$0

All maintenance activities associated with this street will be performed by MIT.

2.2.2 Revenues

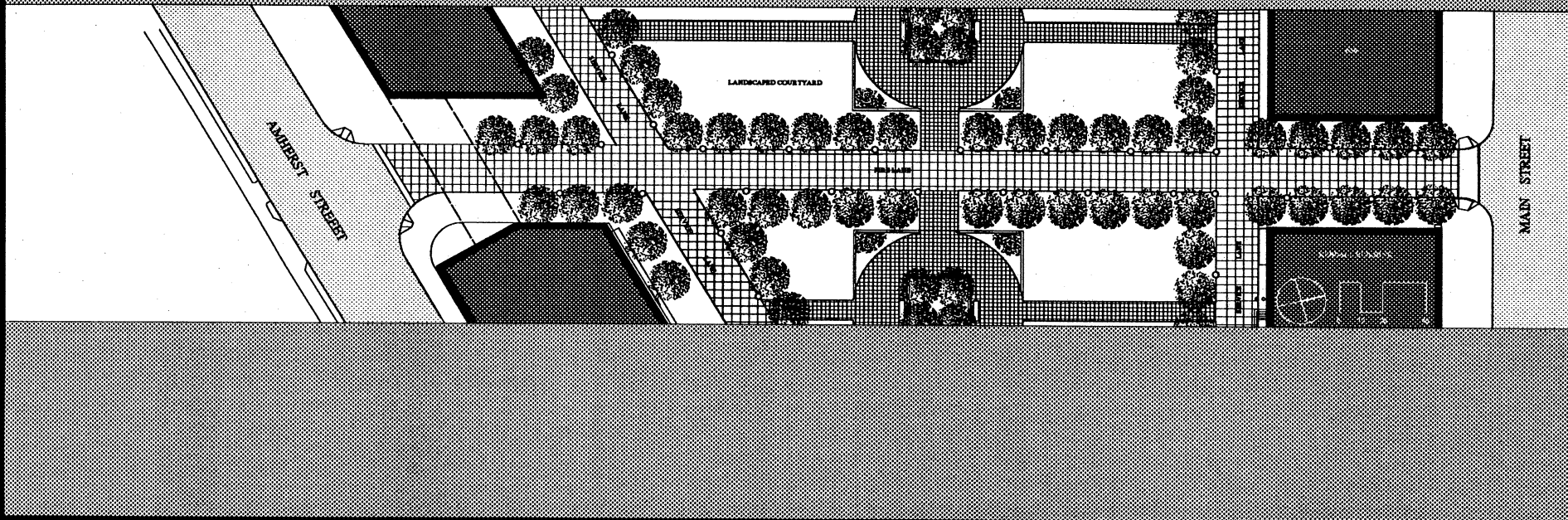
None

2.3 ALTERNATIVE USE ANALYSIS

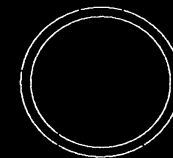
No alternative use

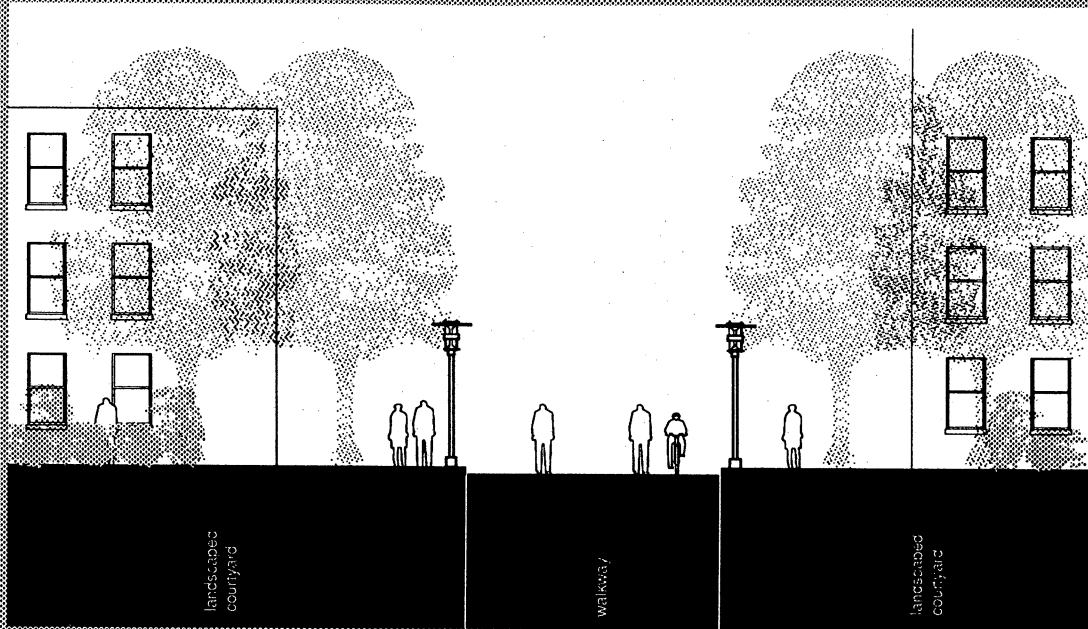
2.4 NEIGHBORHOOD IMPACT ANALYSIS

No impacts are anticipated.

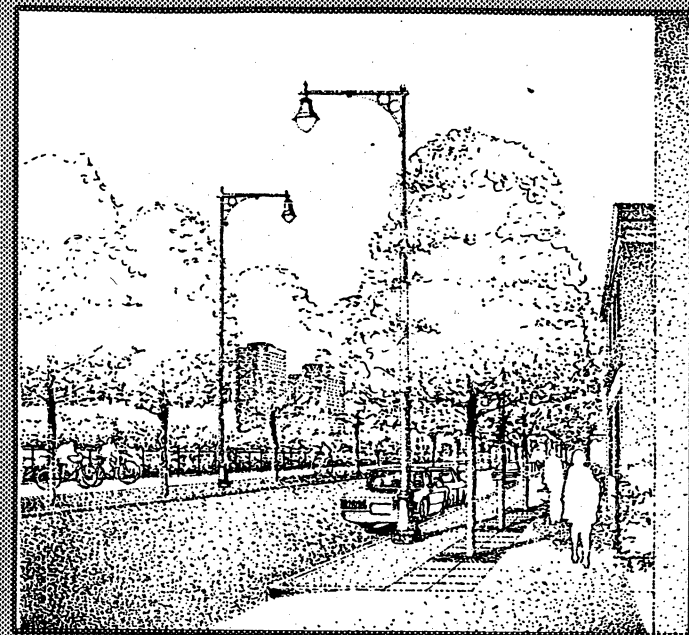


MASSACHUSETTS INSTITUTE OF TECHNOLOGY
HAYWARD STREET
PROPOSED STREET IMPROVEMENTS





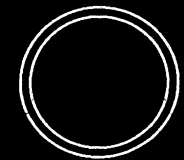
section looking north



perspective looking north



MASSACHUSETTS INSTITUTE OF TECHNOLOGY
HAYWARD STREET
PROPOSED STREET IMPROVEMENTS



1.0 CURRENT CONDITIONS

Location: Between Massachusetts Avenue and the northeastern extension of the southwestern sideline of Endicott Street

Length: 1090'-3"

Width: 60'-0"

Area: 65,414 sf

1.1 USE

- Pedestrian, bicycle and vehicular access to MIT dormitories along Memorial Drive, the MIT Chapel and the Kresge Auditorium and Parking Lot
- Principal way for wheelchair bound students to reach MIT's main academic buildings

1.2 FINANCIAL ANALYSIS

1.2.1 Expenditures, Street Maintenance

MIT maintains Amherst Street, including sweeping, plowing, sanding and salting and pothole repair. The City incurs no expense for the general maintenance of this street.

1.2.2 Revenues

None

1.3 ZONING IMPLICATIONS

1.3.1 Existing Zoning

- Residence C-3
- Business B
- MIT Institutional Overlay District.

1.3.2 Rezoning Initiatives, Recent

None

1.3.3 Rezoning Initiatives, Pending

None

1.3.4 Development potential under applicable zoning

This area will not be used for development; a restriction to this effect will be placed on the deed. Under applicable zoning, this land would have a development potential of 199,842 GSF, however that F.A.R. will not be available under the deed restriction.

2.0 FUTURE PLANS

2.1 PROPOSED USE

- Amherst Street will continue to be used for vehicular and pedestrian circulation
- Improvements to enhance the amenity level of the street (trees, lighting, sidewalk repair, etc.)

2.2 FINANCIAL ANALYSIS

2.2.1 Expenditures, Street Maintenance

All maintenance activities associated with this street are currently performed by MIT (see above), and will continue to be provided by MIT.

2.2.2 Revenues

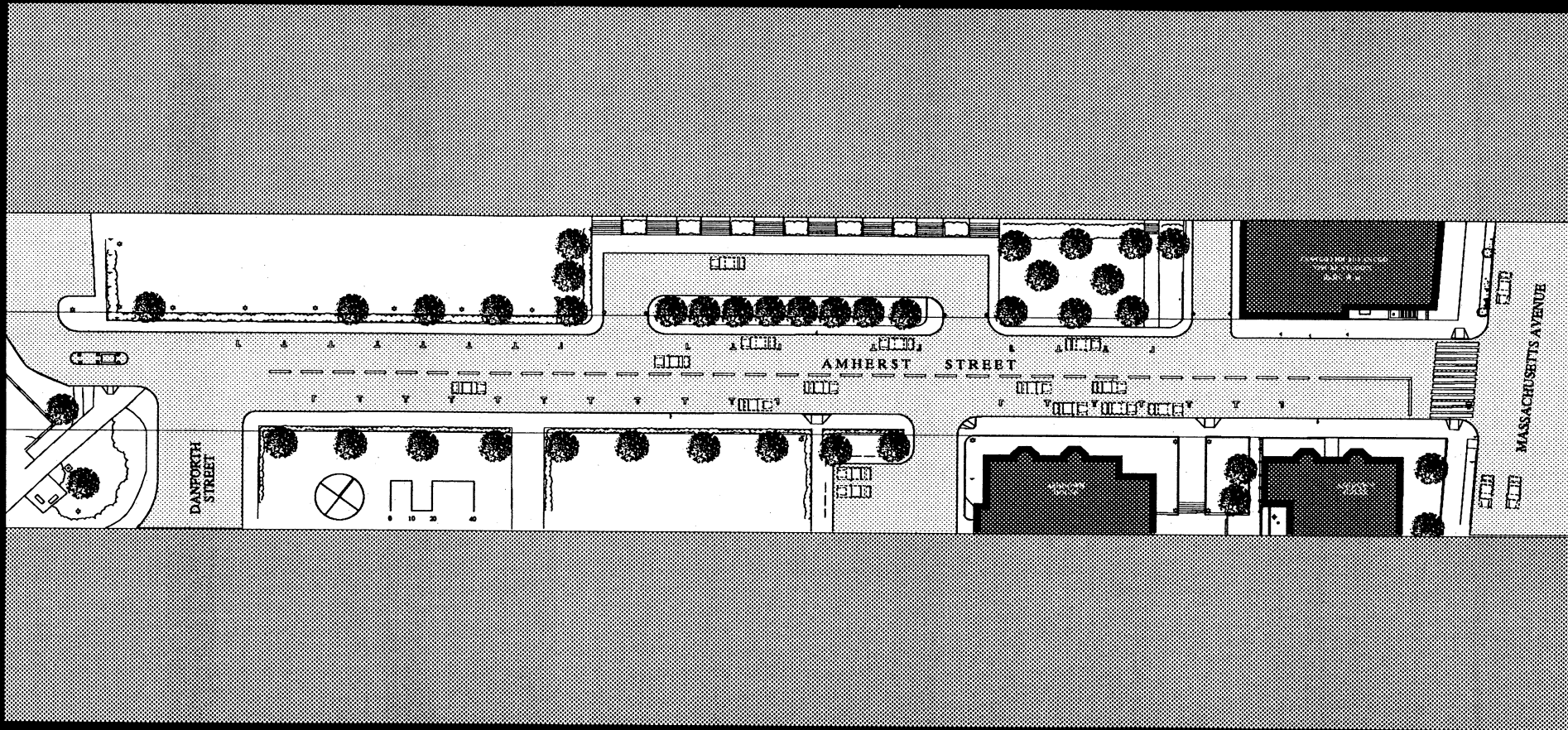
None

2.3 ALTERNATIVE USE ANALYSIS

No alternative use

2.4 NEIGHBORHOOD IMPACT ANALYSIS

This street is internal to the MIT campus. The only residential neighborhood is the undergraduate housing which abuts Amherst Street. Since the street will continue to be used for the purposes it now serves, no impacts are anticipated.



MASSACHUSETTS INSTITUTE OF TECHNOLOGY
AMHERST STREET (WEST)
PROPOSED STREET IMPROVEMENTS



STREET DISPOSITION - VASSAR SIDEWALKS

1.0 CURRENT CONDITIONS

Location: Between Massachusetts Avenue and Audrey Street
Sidewalk Length: 2947'-0" (average)
Sidewalk Width: 28'-0" (14'-0" of existing sidewalk, 14'-0" of new sidewalk)
Area: 82,507 sf

1.1 USE

- Arterial street, two vehicular travel lanes, and angled parking lane
- Sidewalks, average 7'-0" on each side

1.2 FINANCIAL ANALYSIS

1.2.1 Expenditures, Street Maintenance

City of Cambridge: \$8,200

1.2.2 Revenues

None

1.3 ZONING IMPLICATIONS

1.3.1 Existing Zoning

Residence C-3
Special District VI
Special District XI

1.3.2 Rezoning Initiatives, Recent

Rezoning enacted on 10 February 1992

1.3.3 Rezoning Initiatives, Pending

None

1.3.4 Development potential under applicable zoning

This area will not be used for development; a restriction to this effect will be placed on the deed. Under applicable zoning, this land would have a development potential of 247,461 GSF, however that F.A.R. will not be available under the deed restriction.

2.0 FUTURE PLANS

2.1 PROPOSED USE

- Sidewalk, planting strip, and parallel parking lane on north side
- Bicycle path and planting strip on south side
- Maintain two vehicular travel lanes

2.2 FINANCIAL ANALYSIS

2.2.1 Expenditures

City of Cambridge reduced to: \$0
All maintenance activities associated with these sidewalks will be performed by MIT.

2.2.2 Revenues

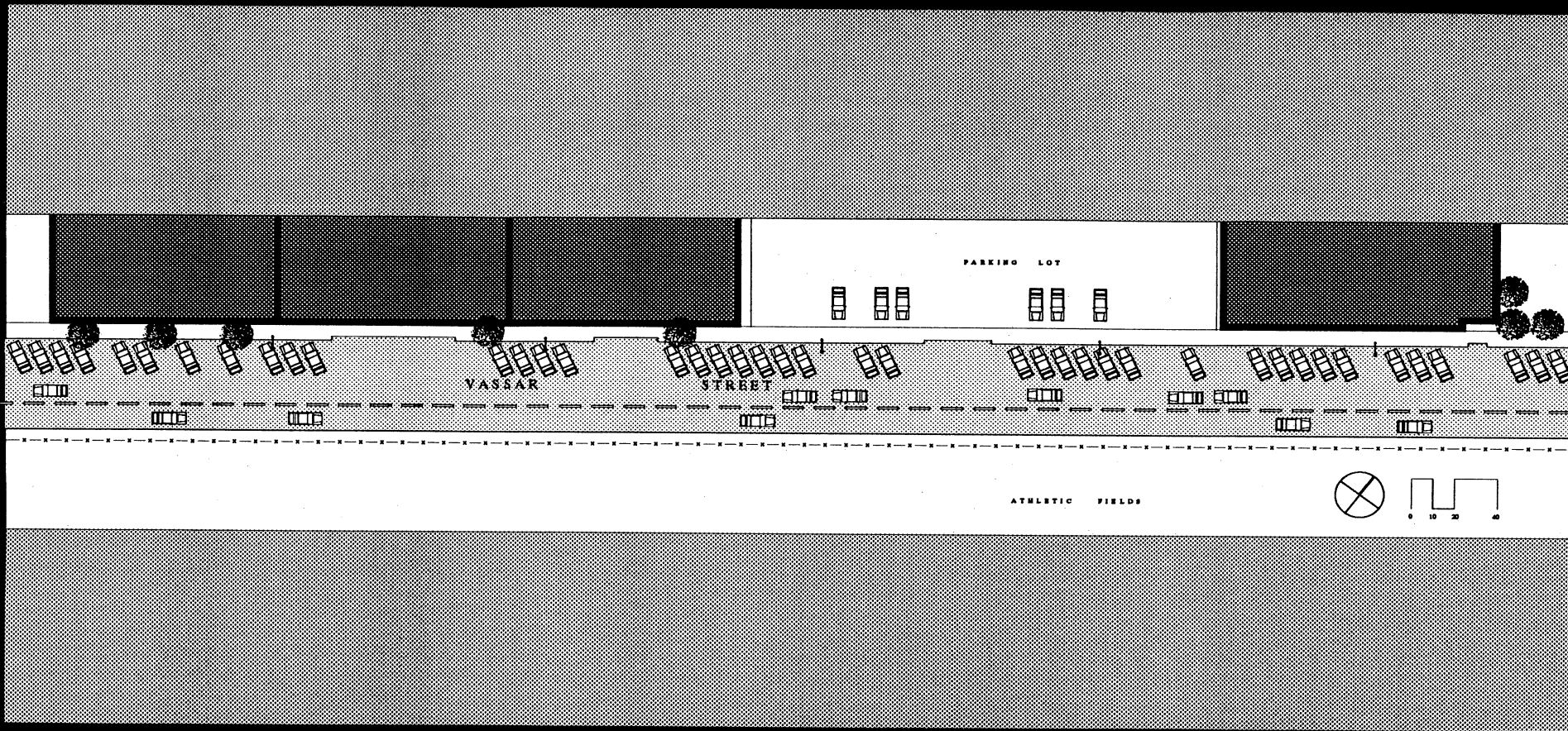
None

2.3 ALTERNATIVE USE ANALYSIS

Current conditions

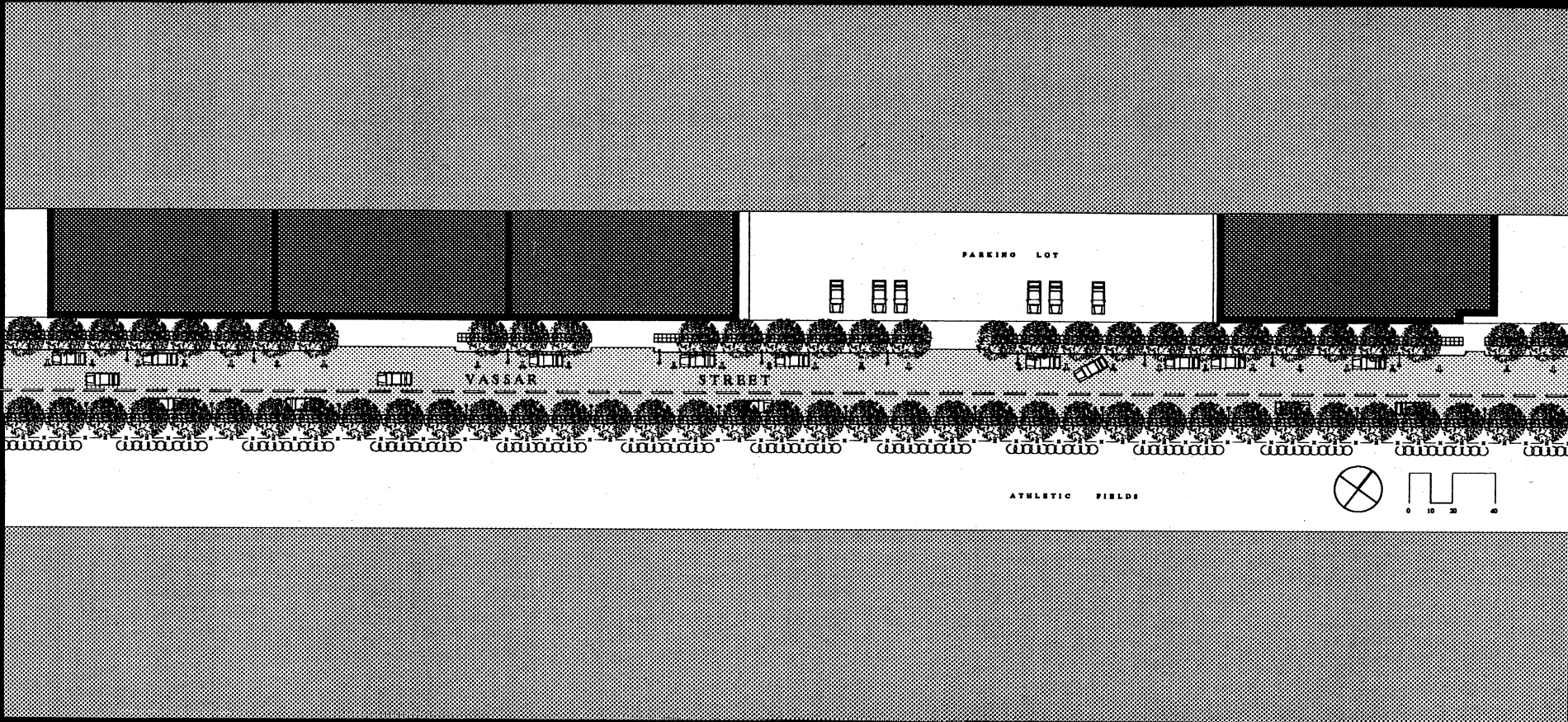
2.4 NEIGHBORHOOD IMPACT ANALYSIS

The modifications proposed will improve the street-scape along Vassar Street for current residential and commercial users and for the student housing that will be built in the future. It will provide a wider walking area for pedestrians, improve their line of sight for crossing the street, and offer a safe bicycle path connecting to the existing MDC cycle path. The replacement of the angle parking with parallel parking has been approved by the Traffic Department as safer for parking users and for drivers traversing Vassar Street.

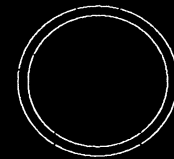


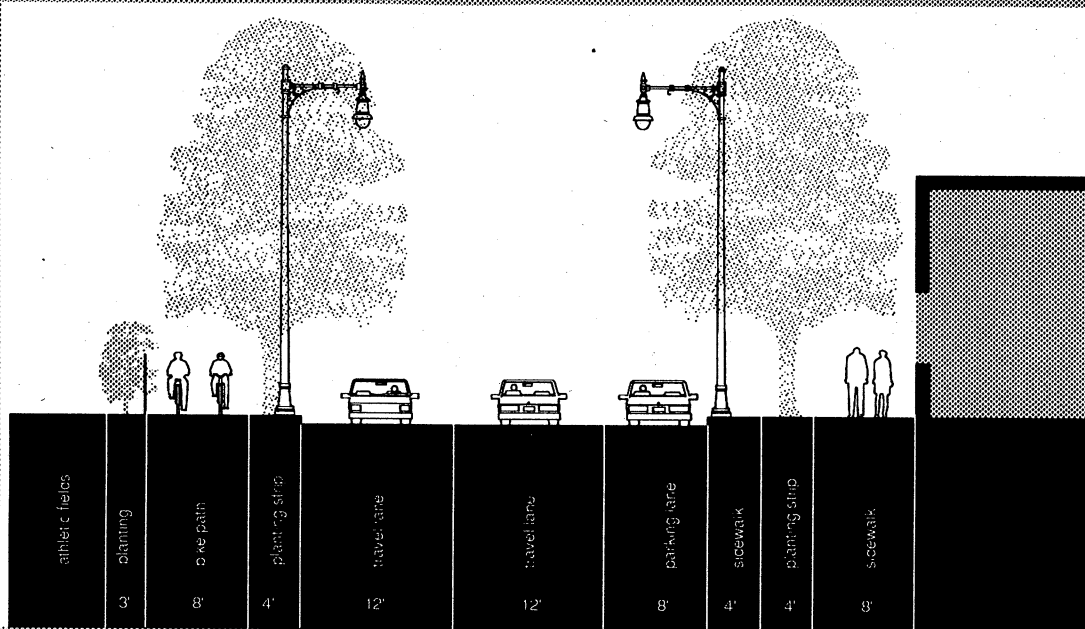
MASSACHUSETTS INSTITUTE OF TECHNOLOGY
VASSAR STREET EXISTING
PROPOSED STREET IMPROVEMENTS



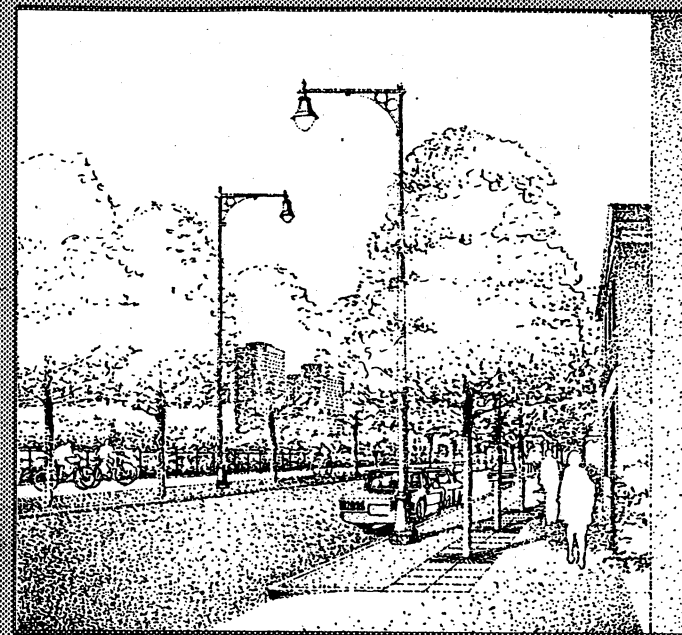


MASSACHUSETTS INSTITUTE OF TECHNOLOGY
VASSAR STREET
PROPOSED STREET IMPROVEMENTS

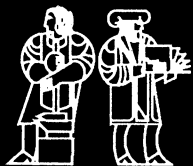




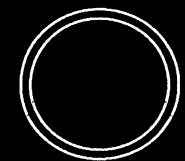
section looking west

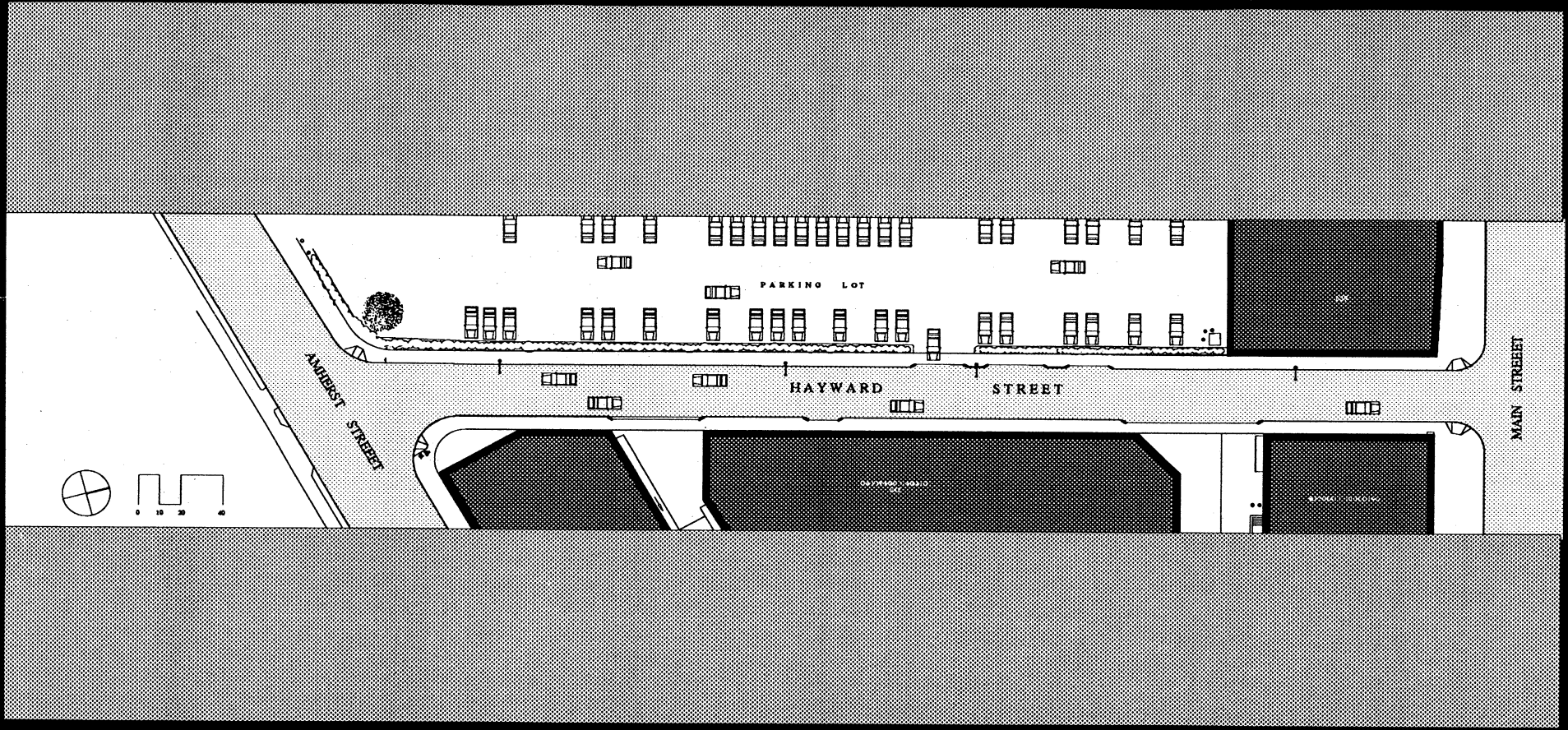


perspective looking west



MASSACHUSETTS INSTITUTE OF TECHNOLOGY
 VASSAR STREET
 PROPOSED STREET IMPROVEMENTS





MASSACHUSETTS INSTITUTE OF TECHNOLOGY
 HAYWARD STREET EXISTING
 PROPOSED STREET IMPROVEMENTS



Cambridge Redevelopment Authority

Four Cambridge Center/Second Floor
Cambridge, Massachusetts 02142
617 492 6800
617 492 6804 (FAX)



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1992 NOV 10 PM 5:09

CAMBRIDGE MA.

November 10, 1992

Councillor Alice K. Wolf
Chair
Committee on Ordinances
Cambridge City Hall
795 Massachusetts Avenue
Cambridge, Massachusetts 02139

Re: Proposed Street Dispositions

Dear Councillor Wolf:

The Authority has asked me to provide the Ordinance Committee and the Planning Board information respecting the impact of the above-noted street dispositions as background information to be considered in your respective deliberations.

1. Vassar Street is a significant access road to the Kendall Square Urban Renewal Area and to various destinations in the entire sector east of the Conrail (Grand Junction Branch) tracks. The proposed improvements would benefit vehicular circulation and the designation of a bike travel lane would provide a safe environment for cyclists.
2. Hayward Street was reconstructed by the Authority and dedicated to the City in the mid-1980's. It is an internal street and does not impact the general vehicular circulation in the overall Kendall Square area in either the short-term or anticipated long term use.
3. A portion of Carleton Street was closed in June, 1985 by action of the City Council, as concurred in by the Planning Board, acting upon a petition by the Authority. The land area was then converted to site the MBTA headhouse and to provide for pedestrian circulation and emergency vehicle access. In July, 1992, the Authority reviewed a proposal to improve an additional portion of Carleton Street consisting of surface improvements, decorative paving, street furniture, tree planting, and other landscaping as well as an extension of the emergency vehicle access. The review concluded that the improvements would provide a final level of finish to this very important transit element and associated pedestrian

Councillor Alice K. Wolf
November 10, 1992
Page Two

circulation. The current proposal is consistent with our earlier work and would represent significant added pedestrian safety and better transit access.

4. Since the portion of Amherst Street is removed from the vehicular and pedestrian circulation, no relevant information is being forwarded.

We hope that this information is helpful.

Sincerely yours,



Joseph F. Tulimieri
Executive Director

cc: Mr. Paul Dietrich, Chair
Cambridge Planning Board
Mr. Robert W. Healy
Mr. Michael Rosenberg
~~Ms.~~ D. Margaret Drury

Comments on Ordinance Committee Public Hearing 11/4
Re: MIT exchange of streets for Caspar Center

- 1) MIT's sudden concern for trees + green space does not ring true. Their drawing of Carlton St. as it now exists is not accurate. There are no trees on the East side + the West side is missing 5 trees that died. Why not replace the 5 trees? Fourteen large, healthy trees were removed to join 2 parking lots + gain 4 more parking spaces. How can anyone believe they really intend to create green space?
- 2) The sidewalks are no narrower than most other Cambridge sidewalks. They may seem narrow because the buildings have been built to the edge.
- 3) The loss of parking on Carlton St. will impact the parking on Amherst St. which is problematical now. Up to 21 cars manage to park on Carlton most days. On weekends Haywood St. is heavily parked on the West side.
- 4) At four meetings the MIT Representatives have evaded answering the question about long range plans. I asked Mr. Simha if somebody gave the City of Cambridge 2 million for a Caspar Center would the issue of the streets go away? There was no answer to the question. I think knowing their future plans is germane to being able to evaluate the fairness of the "swap". My guess is that owning the streets is part of the plan. The time frame for this "beautification" is 10-15 years. Enough time to acquire control of the remaining real estate in this area.
- 5) One of the women from 100 Memorial Dr. who spoke in favor of the street transfer is part of the MIT Planning Group.
- 6) Should the proposed street transfer be approved, I would hope the deed restrictions would be "iron clad" and be able to enforce the proposed Green Space.

CAMBRIDGE MA

NOV 10 AM 10:26

RECEIVED BY
CITY CLERK

Patricia Y. Gibson



MRS. PATRICIA Y. GIBSON
100 MEMORIAL DR. #11-5A
CAMBRIDGE, MA. 02142-1314

City of Cambridge

The Ordinance Committee held a public hearing on November 4, 1992 at 5:30 p.m. in the Sullivan Chamber at City Hall. Present at the hearing were Councillor Alice K. Wolf, Chair, Councillor Francis Duehay, Councillor Jonathan S. Myers, Councillor Sheila T. Russell, Councillor Walter Sullivan; Councillor Timothy J. Sullivan, Mayor Kenneth E. Reeves, City Manager Robert Healy, and City Clerk D. Margaret Drury.

Councillor Wolf convened the hearing at 5:40 p.m., and announced that the purpose of the hearing was to consider the proposed disposition of portions of Amherst Street, Carleton Street, Hayward Street and the sidewalks of Vassar Street to MIT pursuant to Ch. 2.110 of the Cambridge Municipal Code. She announced that the proposed disposition of streets was part of a proposal from MIT in which MIT would purchase and renovate a building at 380 Green Street for CASPAR's shelter for homeless alcoholics. She noted that the Mayor has appointed a special committee to consider the issues raised by the proposed relocation of CASPAR, and introduced Councillor Myers, Chair of the Special Committee, who described the work of that committee to date.

Councillor Wolf explained the requirements of Ch. 2.110 of the Cambridge Municipal Code, the city ordinance which establishes the procedures to be followed by the City in disposing of City-owned land. She then introduced City Manager Robert Healy to give a presentation on the process to date.

Robert Healy stated that he believes that the proposal represents an innovative solution to a complex problem. He then gave a brief physical description of the areas included in the proposal. He stated that the proposal will result in a net savings for the City because MIT will assume the maintenance responsibilities. He noted that deed restrictions would also provide for access and would prohibit any use of the square footage of the streets to increase allowed density or otherwise change calculations for zoning purposes. He announced that the City has had two appraisals done, one of which found an approximate value of \$1.9 million, and the other of which came in at \$2.2 million. They have been submitted to the Planning Board.

Mayor Reeves asked why MIT doesn't give the City the new CASPAR site without requesting the streets in exchange. City Manager Healy said that that question should be directed to MIT.

Councillor Wolf said that the purpose of the land disposition ordinance is to achieve land uses that protect the public purpose, and asked how this proposal achieves that. Robert Healy said that the Planning Board will address the land

use issues, but that it is also necessary to look at the whole package. In addition, the streets will be better maintained than they are presently. Landscaping, lighting and paving will all be improved. Vassar Street will get a segregated bicycle path. The City does not have the money to just pay for CASPAR, and it is not clear that it would qualify as a public investment.

Councillor Duehay asked about former city street sales. Mr. Healy said that Mellon Street was disposed of to Lesley College before the present ordinance. There was no payment at the time, although somewhat later a \$75,000 scholarship fund was established. The submerging of Kirkland Street was before he worked for Cambridge and he has no knowledge of the details. Councillor Duehay said that other streets have also been turned over to Harvard, such as Cowperthwaite and Banks Street, and requested that the City Council be supplied with the details of these transactions. He noted that the streets that have become part of Harvard are not well cared for.

Councillor Sullivan said that he believed that in 1962 or 63, the City gave seven streets to Harvard because it owned both sides, and he did not think there was any payment made.

Councillor Myers asked whether the deed restrictions once made could be changed. Mr. Healy replied that it would require the agreement of both parties, the City and MIT, to change a deed restriction at a later time.

Councillor Wolf then moved on to the next item on the agenda, a presentation by MIT of its proposal. Ron Suduiko, Assistant to the President, MIT, said that the presentation would be centered on three MIT goals for the proposal: CASPAR would get a permanent facility, there would be additional jobs created in Cambridge and MIT will obtain control over and ability to enhance streets within its premises. He introduced Robert, Simha, Director of Planning for MIT.

Mr. Simha presented information regarding the present uses and conditions and planned uses of the streets. This information is summarized in Attachment A. Carleton Street, between the MBTA station and Amherst Street, currently has two travel lanes and one pedestrian lane, with very heavy pedestrian traffic. MIT proposes to retain the two travel lanes, add trees and underground utilities, improve the sidewalks and add a pedestrian plaza by the MBTA station. The eighteen existing parking spaces would be eliminated from Carleton Street and turned back to the City for allocation through its procedures. Haywood Street, between Amherst and Main Streets currently consists of two travel lanes with no parking. Its principal function is access to MIT parking facilities and service access for two MIT buildings. MIT proposes to make it primarily a pedestrian way, again with new landscaping and underground utilities. Amherst Street between Massachusetts Avenue and Endicott Street is currently a dead end street serving dormitories, Kresge Auditorium and a parking lot.

No change in use is proposed. There would be improvements to lighting, trees and sidewalks to enhance the amenity level of the street. MIT also seeks ownership of the sidewalks and a portion of the public way of Vassar Street between Massachusetts Avenue and Audrey Street. There is currently angled parking which MIT proposes to change to parallel parking. A segregated bicycle lane would be created, and the sidewalks would be improved with trees and underground utilities. There are presently two vehicular travel lanes, and two such lanes would be maintained and would continue to be owned by the City.

Councillor Duehay observed that it is a significant visual amenity for the City to have utilities underground but it is generally too expensive for the City to undertake.

In response to a question from Councillor Duehay, Mr. Simha said that there are currently 190 parking spaces in that area of Vassar Street. MIT studies have established that 20% of the cars have stickers to park in MIT offstreet parking, another 50% of spaces are occupied by MIT-related persons, and the rest are visitors to the campus or associated with the two remaining businesses on Vassar Street. MIT owns the building in which one of these businesses is located, and the other business is sympathetic to MIT's proposal for the sidewalks. The parking on Vassar Street would be metered public parking. The parking on Amherst Street would stay as it is. In response to a question from Councillor Duehay, Mr. Simha acknowledged that under its proposal, if MIT wanted to restrict parking on Amherst to MIT stickers or any other restriction in five years, it could do so.

Mayor Reeves asked about the effect on parking near the Hyatt Hotel. Mr. Simha said that the Traffic Department proposes to eliminate the angled parking and have metered parking on both sides of the street at the end of Vassar Street by the Hyatt.

Councillor Wolf asked whether MIT would follow construction guidelines regarding hiring residents, women and minorities. Ron Suduiko said MIT would be willing to look at doing that.

Councillor Myers said that it would be helpful to know what MIT's long range plans are for land ownership in the City. Mr. Simha responded that MIT does have long range plans which it tries to keep consistent with City policy. MIT has in the past reviewed these plans with the Planning Board. Proximity is very important for its students and faculty. Cambridge Tire was acquired to assist in meeting the goal of housing 50% of its graduate students after the density of Cambridgeport was lowered through the rezoning.

The hearing then turned to the deed restrictions that the City would impose to protect the public interest. Donald Drisdell, Deputy City Solicitor, outlined and explained the restrictions, which are those which were placed on the declaration of availability. As currently worded, there is no

restriction on air rights and underground rights.

After a description of the remainder of the process, Councillor Wolf opened the hearing to public testimony.

Arthur Senturo, 17 Acadia Street, Somerville, said that elimination of the angled parking would hurt the workers in the Hyatt and Crimson Camera.

Scott Levitan, 11 Bigelow Street, said that he represents the Mid-Cambridge Neighborhood Committee on the Special Committee on CASPAR. He believes that MIT should pay the City for the streets and the City should decide how to spend the money. There are now 950 petition signatures in opposition to siting CASPAR on Green Street.

Ellen McBride, Prince Street, said that it is disgraceful that there is no employment component in this proposal. CASPAR should stay where it is, although if it has to move, Green Street is a good location, next to the police station. At the MIT construction site on Vassar Street, there is only one black woman Cambridge resident, no other residents, minorities or women.

Martha Mooney, 118 Kinnaird Street, said that she is not convinced that putting a shelter in the neighborhood will help the neighborhood.

Kathleen Moratta, 118 Kinnaird Street, said that she goes to a meeting at MIT and parks on Carleton Street. Parking in that area is rare and precious.

Philip Dowds, 48 Banks Street, said that public disposition issues are much improved by the new ordinance. He said that the City should hold onto every bit of its land that it can. Even so, the proposal for disposition of these streets is worth discussion if the City deals with three considerations: (1) the exact wording of the long range deed restrictions; (2) the decision should be made in the context of discussion and review of MIT's long range plans; and (3) options for leasing the streets to MIT should be considered.

Cathy Hoffman, 67 Pleasant Street, said she had questions about how the issues of the streets and the CASPAR location could be separated and whether leasing the streets was a possible and good idea.

Gerry Alger, Executive Director, Dance Umbrella, 380 Green Street, said he is a current tenant of the building where the shelter is proposed to be located, and there has been no mention of the current tenants.

William Noble, 188 Franklin Street, said that in view of the current real estate market, the December 31 deadline for MIT's option on 380 Green Street is probably not significant. There

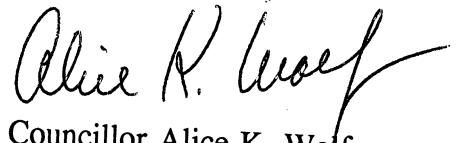
should be a real review of the appraisals, and they should consider the value to MIT of getting a site from which CASPAR has been removed.

Jennifer Cohen, 100 Memorial Drive, said that she believes this proposal is a creative solution to the CASPAR situation.

Bruce Houghton, 82 Magazine Street, said that CASPAR has lost grant opportunities in the past because of inability to find a site. CASPAR's services are important.

Councillor Wolf thanked those present for their attendance and adjourned the hearing at 9:00 p. m. She stated that the record would remain open until Thursday, November 12, 1992 for the submission of written testimony. Written testimony is filed with this report as Attachment B.

For the Committee,



Councillor Alice K. Wolf
Chair

S 9169

COMMITTEE REPORTS

Ordinance Committee Report for a hearing held on Wednesday, Nov. 4, 1992 on the disposition of portions of Amherst Street, Carleton Street, Hayward Street and the sidewalks of Vassar Street to MIT.

In City Council,

November 16, 1992

*Report accepted
Placed on file*