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CITY OF BOSTON

IN CITY COUNCIL

COUNCILLOR JOHN W. SEARS

December 30, 1981

COMMITTEE ON PERAMBULATION OF BOUNDARIES

The Committee, Councillor Sansone, Councillor Sears, City Clerk Hynes, and City Engineers Curly and Gilmore, met with officials of Withrop, Revere, Everett, and Brookline on December 17th, and with officials of Milton, Dedham and Newton on December 18th, and inspected the boundary markers, as required by Chapter 42 of the General Laws.

BOSTON-WINTHROP

We met at the gate to Deer Island with Selectman Van Dalinda and a Town engineer. One marker on a seawall by the access boundary was adequate. A concrete bound in the field nearby was undersized and improperly marked but adequate.

BOSTON-REVERE

City Councillor Hill, Councillor Singer, City engineer Calichman, and Public Works Superintendent Trifone, meet us on the bridge which carries over the Belle Islebelt. There is an adequate flat marker on the bridge. However, extensive filling has occurred in the field between Binnington street and Suffolk Downs. The inlet no longer can be seen or used as a boundary, and some valuable property may be created by the filling. We recommended a joint survey and the installation of at least three boundary markers meeting statutory standards, including one at the old historic end of the inlet.

BOSTON-EVERETT

We were met in front of the Boston Edison plant by Alderman Davis and engineer Sullivan. We viewed the boundary line which passes through the parking lot, divides a house lot, cuts off a piece of an Everett park, and loops around Broadway at Chemical Lane. This line is improperly marked, there being no indicators in the parking lot, an inadequate one at Dexter Street, and none anywhere else. The Committee believes this boundary must be attended to. If it is to remain as is we recommend a re-survey and installation of one or several flat rosettes

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in the parking lot , proper granite markers at Dexter Street and Chemical Lane, and one more where the boundary meets the Mystic River. The Committee, however, believes the boundary should be adjusted. It is a throwback to colonial days and appears to result from an ancient ferry whose proprietors arranged to add a piece of the Everett shore to Boston in order to have both termini in the same town. The present configuration forces Boston to cross the Malden Bridge and plow and clear nearly half a mile of what everyone believes is an Everett city street. The tax yield to Boston is not substantial and is apparently balanced by the cost of the services we provide. We recommend a petition to the General Court ceding this salient to Everett, along with half the responsibility for the Malden Bridge(A proposed form of petition is attached to this report).

BOSTON-SOMERVILLE

We failed to make contact with the Somerville Committee, but viewed boundary markers along Caldwell Street, Parker Street, and Crescent Street. None of these meet statutory standards as to size or markings. We also made an effort to locate the key marker in the Boston and Maine Railroad Yard, but it was covered with snow and ice. We recommend a joint effort with Somerville to reestablish this boundary with satisfactory markers.

BOSTON-CAMBRIDGE

Although we were advised that Boston has not met with Cambridge since 1949, there is in fact a land boundary between the two cities, in the Federal Liquor complex by the viaduct near the Gilmore Bridge, caused by an ancient shift in the course of the Charles River. We viewed this general area. The Boston territory is essentially occupied at present by the Federal (G.S.A.) Motor Pool. The boundary is unmarked. If it were to be properly marked, at least three granite markers should be installed after survey. Since there is no tax yield to Boston, and the utility companies have raised objections to servicing the area in its present configuration, we recommend transferring it to Cambridge and restoring the mid-point of the Charles as the boundary.

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Proposed legislation to accomplish such a transfer is attached to our report.

BOSTON-BROOKLINE

The Committee met with Town Clerk Sullivan, Commissioner Grillittis, and engineer Harris and viewed the boundary on the bridge at Commonwealth Avenue. We did not view the boundaries at Sargent Crossway, Allandale Road, Courtney Road, La Grange Street, Reservoir Road, Cassidy Playground, Orkney Road, Lanark Road, Corey Street, or Hamilton Street.

BOSTON-MILTON

We met with engineers Kanter and Rota at Truman Parkway and asked them to redesignate the highway as a parkway, (as it was re-acquired by the M.D.C. in 1971) We viewed the bounds at Metropolitan Avenue, Brush Hill Lane, Brush Hill Lane, Prospect Street, and Cranmore Street. All but one were in good condition and met statutory standards. Neither community had paint, so we made temporary indications on the markers. We note that the previous inspection was over five years ago (1971). This boundary is in good order.

BOSTON-DEDHAM

Selectman Hoell and Town Engineer Talloch met us and he inspected marker at Bussey Street, Oak Street, and two on Ware Street. These markers were in good shape.

BOSTON-NEWTON

We had a convivial meeting with City Clerk English, Public Facilities Chairman McGrath, and engineer Giunta (A town father in Watertown), and viewed markers in Washington Street, and on the campus at Boston College, from the die mark on a structure in the Green Line Yard, to the markers which follow the configuration of the filled-in section of the Reservoir now used for dormitories and playing fields. These markers were all in good order except for one on the south lawn of St. Ignatius Church, which we found reduced to a flat marker under the snow. It was located by precise measurements in the engineering plans. Despite the problem of mowing, we recommend re-installation of a proper marker, partly to comply with Chapter 42 and partly because a marker in so prominent a location would be an interesting reminder to the Boston College community that

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their campus is divided between Boston and Newton.

Messrs Curley and Gilmore were knowledgeable and we urged them to pass their experience along to younger people in the department.

COMMITTEE ON PERAMBULATION OF BOUNDARIES

The Committee, Councillor Sansone, Councillor Sears, City Clerk Hynes, and City Engineers Curly and Gilmore, met with officials of Waltham, Revere, Everett, and Brookline on December 17th, and with officials of Milton, Dedham and Boston on December 18th, and inspected the boundary markers, as required by Chapter 42 of the General Laws.

BOSTON-WALTHAM

We met at the gate to the Waltham property with Van Dalinda and a Town engineer. One marker on a seawall by the access boundary was adequate. A concrete bound in the field nearby was undersized and improperly marked but adequate.

BOSTON-REVERE

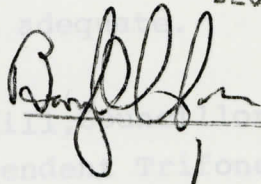
City Councillor Hynes, Revere Town Engineer, and Public Works Superintendent Trione, met us on the bridge which carries over the Belle Isle belt. There is an adequate flat marker on the bridge. However, extensive filling has occurred in the field between Binnington street and Suffolk Downs. The inlet no longer can be seen or used as a boundary, and some valuable property may be created by the filling. We recommended a joint survey and the installation of at least three boundary markers meeting statutory standards, including one at the old historic end of the inlet.

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In City Council **ACCEPTED**

DEC 30 1981


CITY CLERK