

HOUSE No. 4293

The Commonwealth of Massachusetts

PRESENTED BY:

Nick Collins and Linda Dorcena Forry

To the Honorable Senate and House of Representatives of the Commonwealth of Massachusetts in General Court assembled:

The undersigned legislators and/or citizens respectfully petition for the adoption of the accompanying bill:

An Act conveying a certain parcel of land on East First Street in the South Boston section of the City of Boston.

PETITION OF:

NAME:

Nick Collins

DISTRICT/ADDRESS:

4th Suffolk

HOUSE No. 4293

By Representative Collins of Boston and Senator Forry, a joint petition (subject to Joint Rule 12) of Nick Collins relative to the conveyance of a certain parcel of state owned land on East First Street in the South Boston neighborhood of the city of Boston. State Administration and Regulatory Oversight.

The Commonwealth of Massachusetts

In the One Hundred and Eighty-Ninth General Court
(2015-2016)

An Act conveying a certain parcel of land on East First Street in the South Boston section of the City of Boston.

Whereas, The deferred operation of this act would tend to defeat its purpose, which is to facilitate the establishment of a visual and noise buffer along East First Street in South Boston to help shield area residents from the impacts associated with existing and future industrial uses along Reserve Channel, therefore, it is hereby declared to be an emergency law, necessary for the immediate preservation of the public safety and health.

Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows:

1 SECTION 1. Legislative findings.

2 Whereas, section 6(j) of chapter 153 of the acts of 2010 declared that a certain buffer area
3 be established by the Massachusetts Port Authority (“Massport”) along a portion of the north
4 side of East First Street in South Boston to be both a visual and noise barrier between the
5 community and the trucks traveling on the Thomas J. Butler Freight Corridor (the “East First
6 Street Buffer”) would be subject to Article XCVII of the constitution of the Commonwealth.

7 Whereas, the physical features and design of the East First Street Buffer were to be
8 established through a community planning process conducted in accordance with the
9 requirements of section 6(g) of chapter 153 of the acts of 2010.

10 Whereas, the East First Street Buffer community planning process was carried out in
11 accordance with the requirements of section 6(g) of chapter 153 of the acts of 2010 and the final
12 community-agreed upon design included incorporation of angled parking in an expanded portion
13 of the City of Boston’s East First Street public right of way and the relocation of the City’s
14 existing sidewalk into the East First Street Buffer owned by Massport (the “East First Street
15 Improvements”).

16 Whereas, as the East First Street Improvements are to be constructed within and adjacent
17 to the existing East First Street public right of way owned by the City of Boston, it is appropriate
18 that the City own the same.

19 SECTION 2.

20 Notwithstanding any general or special law to the contrary, the portion of the East First
21 Street Buffer shown as “East First Street Improvements Parcel” on the plan entitled “Plan of East
22 First Street Buffer Established by Chapter 153 of the Massachusetts Acts of 2010,” drawn by
23 John A Hammer, II, PLS, dated 9/21/ 2015, on file with Massachusetts Port Authority (the
24 “Plan”) and more particularly described in section 3 below, is conveyed in fee simple by
25 operation of this act from Massport to the City of Boston. The conveyance shall become
26 effective upon the recording by Massport of the instrument of conveyance with the Suffolk
27 County Registry of Deeds. The conveyance shall be subject to the requirement as agreed upon
28 between the City of Boston and the Massachusetts Port Authority that parking provided within

29 the East First Street Improvements Parcel may be used by visitors to the East First Street Buffer
30 during the hours the East First Street Buffer is open to the public.

31 SECTION 3.

32 The legal description of the East First Street Improvements Parcel, as shown on the Plan,
33 is as follows:

34 Beginning at a point on the northerly line of East First Street bearing N 88° 23' 28" E a
35 distance of 836.70 feet from Summer Street, thence turning and running:

36 N 01° 36' 32" W a distance of 8.31 feet, thence turning and running;

37 N 88° 23' 28" E a distance of 339.72 feet, thence turning and running;

38 N 01° 31' 44" W a distance of 2.60 feet, thence turning and running;

39 N 88° 23' 28" E a distance of 37.30 feet, thence turning and running;

40 Southeasterly along a non-tangent curve to the right of radius 19.62 feet, a distance of
41 9.14 feet, having a chord bearing of S 23° 18' 28" E, and a chord distance of 9.06 feet, thence
42 turning and running;

43 N 88° 23' 28" E a distance of 8.44 feet, thence turning and running;

44 N 58° 14' 29" E a distance of 11.96 feet, thence turning and running;

45 N 88° 23' 28" E a distance of 119.45 feet, thence turning and running;

46 N 43° 14' 29" E a distance of 18.34 feet, thence turning and running;

47 N 88° 23' 28" E a distance of 1308.50 feet, thence turning and running;

48 S 31° 36' 26" E a distance of 22.29 feet, thence turning and running;
49 N 88° 23' 28" E a distance of 57.38 feet, thence turning and running;
50 S 01° 36' 32" E a distance of 2.20 feet, thence turning and running;
51 S 88° 23' 28" W a distance of 1908.55 feet by the northerly line of East First
52 Street to the point of the beginning.

53 Said parcel containing an area of 32,933 square feet, more or less according to the Plan.

54 SECTION 4.

55 The Massachusetts Port Authority cruise port, marketed as Cruiseport Boston, located in
56 the port of Boston in the South Boston section of the city of Boston shall be designated and
57 known as the Raymond L. Flynn Cruiseport and marketed as "Flynn Cruiseport Boston". The
58 Massachusetts Port Authority shall erect and maintain a suitable marker bearing the designation
59 in compliance with the standards of the department.