

TWELFTH ANNUAL REPORT  
OF  
CAMBRIDGE REDEVELOPMENT AUTHORITY

336 Main Street  
Cambridge, Massachusetts

December 31, 1968

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The Redevelopment Authority experienced a particularly active year in 1968.

The first of many rehabilitation 3 percent Federally-financed 20-year loans up to \$10,000 per dwelling unit and outright Federal grants up to \$3,000 for eligible homeowners were granted in the Wellington-Harrington Neighborhood Improvement Area. Approval of plans the first new construction of private cooperatively-owned dwellings (approximately 56 units) in the Wellington-Harrington area was given by the Wellington-Harrington Citizens Committee.

A Just-A-Start program of rehabilitation and recreation was a huge success in a 10-week summer session in the Wellington-Harrington neighborhood. A weekend program, from October through December, involved recreation supervision along with home improvement assistance.

HUD (Department of Housing and Urban Development) provided \$87,050 planning advance and \$1,227,000 grant & reservation for the Walden Square project where some 200 to 250 units of housing for the elderly and low- and moderate-income families are expected to be built.

The City of Cambridge provided \$12,500 for preparation and filling of a Feasibility Survey Application with HUD for a \$250 million Alewife Brook Park Development Area as outlined jointly by Arthur D. Little, Inc. and The Cambridge Corporation.

The Authority submitted a request to HUD for a Federal advance of \$196,886 for a Feasibility Survey in the Central Square area.

Construction was well underway in NASA's Electronics Research Center planned for some 29 acres in the Kendall Square area. In mid-~~October~~ December, the Authority began an advertising campaign, seeking developer interest in approximately 13.3 acre triangle (about 584,000 square feet of land) in the Kendall Square area, adjacent to NASA's project.

Authority staff members, under terms of a contract agreement with the City, worked on family relocation, business relocation and property management activities in the King (former Houghton School) and Kennedy School (former Putnam-Thorndike) Site Development Areas. Authority staff members have been similarly involved in the Gore Street Open Space Development Area.

On March 23, 1968, the Authority held its annual meeting and re-elected Paul R. Corcoran to a second successive term as Chairman. It is his fifth one-year term since becoming the Authority's first Chairman in 1957.

Also re-elected were Pfo. E. Robert Livernash, as Vice-Chairman; John A. Lunn, Treasurer, and Thaddeus R. Besl, Assistant Treasurer.

Staff changes and an increase in personnel too occurred during the year. At the end of 1968, there were 49 full-time employees.

Among staff newcomers, in July, was Thaddeus J. Tercyak as Associate Director. He was with the Boston Redevelopment Authority for seven years.

KENDALL SQUARE PROJECT (MASS. R-107)

The Authority in mid-December launched an advertising campaign to invite expressions of interest in the private development of the so-called "Triangle" section bounded generally by Main Street, Broadway, and the Boston and Albany (Grand Junction Branch) Railroad.

The Authority proposes to make this approximately 13.3 acres (584,000 square feet) adjoining NASA's \$60-million Electronics Research Center available primarily for the private development of prestige office buildings, retail stores, apartments and hotels. Present zoning regulations permit construction on this site of approximately 2-million square feet of gross floor area.

~~XXXXXXXXXXXXXXXXXXXXXXXXXXXX~~ (Insert A does not fit here?????)gmh.

Total cost of private construction in the Kendall Square project area over a five to ten-year period is expected to exceed \$150 million.

Meanwhile, construction of the NASA Center, planned for some 29 acres of the 42-acre Kendall Square project area, was proceeding under some \$15-million in construction contracts. In March, a \$5 million contract was awarded the Aberthaw Construction Company of Boston by the New England Division, Corps of Engineers, to build a three-story Guidance Lab, a two-story Optics Lab and a shipping and receiving building.

In mid-December of 1967, Aberthaw had received a \$10-million contract for construction of a high-rise laboratory and administration building, a 350-seat auditorium with office addition, and a center support building for mechanical facilities.

In early July, the Authority conveyed a fifth tract of land to the National Aeronautics and Space Administration, putting NASA's payments to the Authority over the \$1 million mark.

The latest conveyance, covering 71,862 square feet of land bounded by Binney, Third, Mumroe and Fifth Streets, boosted the amount of cleared land for NASA to some 10½ acres on the planned 29-acre site.

The Redevelopment Authority received a check for \$143,500 in this transaction, bringing the total to date to \$1,098,700.

The first tract of land--one acre-- was turned over to NASA on June 13, 1966, the same date that Redevelopment Authority and NASA officials triggered construction of the Electronics Center by entering

into a land disposition contract for eventual transfer of approximately 29 acres. Other conveyances followed in June and July of 1966 and in March of 1968.

During 1968, a total of 26 business firms were relocated, five of them to other Cambridge locations, and 15 to locations in the Cambridge labor market. A great majority of some 850 employees involved moved with their firms, while those who did not were soon placed in other local employment. The Massachusetts Division of Employment Security has worked in cooperation with the Authority to assist employees of firms which relocate.

WELLINGTON-HARRINGTON (PROJECT NO. MASS. R-108)

Just-A-Start, a new year-round program of rehabilitation and recreation in the neighborhood, became a work-study live-in program for some 50 college and high school students from Cambridge and other Metropolitan Boston communities from June 23, to August 16. These young people provided intensive, supervised rehabilitation assistance in the target area of Windsor, Market and Hampshire Streets and Broadway. They also constructed temporary playgrounds, and in cooperation with the City's Recreation Department, supervised activities at five play areas during the summer months.

Initial success resulted in enough neighborhood pressure to keep the Just-A-Start program operating for two extra weeks at the end of the summer and then on a regular week-end basis through the fall and into the winter.

Rehabilitation services provided by CRA staff at the Wellington-Harrington Citizens Committee office at 883A Cambridge Street and at the field office, 275 Columbia Street, included property surveys, cost estimates, financial counseling and loan and grant programs. During the year, there were 85 Federal 3 percent interest 20-year residential rehabilitation loans in the process or completed, along with 10 outright grants having a maximum of \$3,000 each.

The Citizens Committee gave approval to plans for the first new construction of private cooperatively-owned dwellings (approximately 56 units) in Blocks 25 and 26, the area (approximately 160,000 square feet) bounded by Cambridge Street, Columbia Street, Lincoln Street, and Webster Avenue.

The Cambridge City Council in October, on motion of Councillor Alfred Vellucci, went on record "as encouraging the Cambridge Redevelopment Authority to spare no time or effort in making this construction a reality" and further called on the City Manager to "direct all departments and agencies involved to give complete cooperation to the Redevelopment Authority in assuring prompt construction of these homes".

The Wellington-Harrington plan, unique because of the involvement of a Citizens Committee from its inception in December 1963, calls for the rehabilitation of 88 percent of the housing in the area

(1680 dwelling units). A \$6-million loan and grant contract was signed with the Federal government in September 1967. It is estimated that the total for public and private expenditures for improvements in the neighborhood during the next several years will exceed \$15 million.

In all in 1968, the Redevelopment Authority had acquired or was in process of acquiring 23 parcels of land in the area.

The Wellington-Harrington community boundaries are Elm Street, on the west; the Somerville ~~line~~ line on the north; the Boston and Albany Railroad on the east; and Broadway, Hampshire and Binney Streets on the south.

#### WELLINGTON-HARRINGTON CITIZENS COMMITTEE

In keeping with the plan to make this a truly neighborhood project, the Citizens Committee met regularly during the year to plan the course of action for the neighborhood improvement program.

The Citizens Committee devoted much of its time to furthering the plans for housing in Blocks 25 and 26.

Several special meetings were held with other community organizations interested in getting things accomplished in neighborhood rehabilitation and new housing.

The Cambridge Model Cities (City Demonstration Agency) in July commended the Wellington-Harrington Citizens Committee "for their



innovative playground on the former site of the Wellington School. This project, which has provided and will continue to provide opportunities for the youth of the neighborhood to participate in meaningful and productive action all to the benefit of the area and its residents, will not doubt serve as an example for future agencies".

Members of the Wellington-Harrington Citizens Committee include:

~~Arthur W. Botelho; Coleman Andelman; Joseph F. Schultz; James Bentubo; Robert W. Bright; Walter A. Costa; Harry Fleming; Rev. Simeon W. Saulenas; Daniel Galvin; Mrs. Barbara A. Markunas; Rev. Joseph D. Mebedith; Mrs. Louis S. Nicoloro; Manuel Perry, Jr.; John M. Raulinaitis; and James F. Whalen.~~

Arthur W. Botelho, Chairman; Coleman Andelman (representing Rabbi Joseph F. Schultz); James Bentubo; Robert W. Bright; Walter A. Costa (representing Rev. Manuel J. Cascais); Harry Fleming (representing Rev. Simeon W. Saulenas); Daniel Galvin; Mrs. Barbara A. Markunas; Rev. Joseph D. Mebedith; Mrs. Louis S. Nicoloro; Manuel Perry, Jr.; John M. Raulinaitis; and James F. Whalen.

#### WALDEN SQUARE PROJECT

The good news came in mid-November and was officially confirmed December. The Department of Housing and Urban Development (HUD) announced that \$87,050 had been allocated as an advance to aid in financing surveys and plans for this project, and a reservation of \$1,227,000 in capital grant funds has been made for the project.

The Authority promptly set wheels in motion to move ahead on this nine-acre area in the vicinity of the City Stable, Friends School and the Walden Park housing development. Present occupants include the City Stable, an abandoned asphalt plant, and a brickyard. The

development will require no family displacement.

The Interfaith Housing Corporation of Cambridge, among those first proposing a development of 200 to 250 units of housing for the elderly and low- and moderate income families, is desirous of becoming the developer for this estimated \$5 million project.

The approved survey and planning application was submitted to HUD on April 3, 1967. An early land application, made on July 28, 1967, has not been approved.

The City of Cambridge now has tax revenue here of approximately \$8,000. It is anticipated that revenue after development could exceed \$50,000.

#### ALEWIFE BROOK

The City Council on April 15 requested the CRA to prepare and file a Feasibility Survey Application with the Department of Housing and Urban Development (HUD). The action came five days after Arthur D. Little, Inc., and The Cambridge Corporation unveiled plans for ~~an~~ \$250 million land development project for the northwestern portion of the City that would meet the challenges posed by major transportation developments, including the MBTA's planned extension from Harvard Square to Alewife Brook and the State's planned improvements and extension of Route 2.

On May 6, the City Council, by an 8-0 vote, requested the City Manager to appropriate \$25,000 for planning and programming of urban renewal and development activities by the Redevelopment Authority for the so-called "West Cambridge Development Project" or proposed Alewife Brook Park Development Area.

Later it was agreed to begin the planning and programming of urban renewal and development activities for the sum of \$12,500. On June 3, 1968, Acting City Manager Ralph J. Dunphy authorized the Redevelopment Authority to proceed. On July 29, the City Council authorized the transfer of \$12,500 from the Capital Improvement Account to the Redevelopment Authority.

The development, as conceived in a 12-month study by Arthur D. Little, Inc., and The Cambridge Corporation, would accommodate all new MBTA facilities on a multi-level basis within a .47 acre triangle bounded by the Central Massachusetts Division and the Fitchburg Division of the Boston and Maine Railroad, and by Alewife Brook Parkway.

The concept is based on the use of air rights over the MBTA facilities as a platform from which to develop high rise structures accommodating residential, office and other uses. This would make it possible to place the MBTA facilities under cover, thus measurably reducing the potentially adverse impact on the immediate neighborhood.

The land in the triangle is currently assessed at \$2,717,000 and is occupied by 16 business firms, nine of which would lose their properties due to the transportation changes presently planned.

A Feasibility Survey application in the amount of \$395,500 was submitted to HUD's Region I office in New York on June 27,

Development in the Alewife Brook area is directed toward attainment of several goals, Robert F. Rowland, CRA Executive Director, wrote HUD's Charles J. Hoxan, Assistant Regional Administrator for Renewal Assistance.

Mr. Rowland listed the following goals:

- (1) To expand the City's housing supply, especially for families of low- and moderate income.
- (2) To ~~xx~~ provide for new housing units to relieve the uncommon, growing pressures for housing in Cambridge caused by institutional growth and replacement demand in older central neighborhoods of the metropolitan area.
- (3) To develop new jobs and employment opportunities.
- (4) To improve the level of supporting services where substantial new residential development is contemplated.
- (5) To set in motion a "multiplier effect" for development and improvement in ~~adjacent~~ adjoining areas.

- (6) To provide for the full use of currently under-utilized land and air rights through joint development and major inter-agency collaboration.
- (7) To respond to the specific problems and opportunities associated with the planned extension of the MBTA high-platform rapid transit line to a new terminal point at Abwife Brook.
- (8) To facilitate the creation of an expanded tax base at this location so as to stabilize the area and to provide a more substantial fiscal base for the development of neighborhood improvement programs in all areas of the ~~the~~ City.

#### BROAD CANAL

As the year neared its end, the Redevelopment Authority was working to implement a City Council order of August 27 calling for consideration of an urban renewal or land assembly and redevelopment project comprising only that area in the Broad Canal from its crossing at Third Street to a point 380 feet easterly therefrom.

The project was first proposed to the City Council early in June by the Badger Company as a means of providing more parking area for its Cambridge Enterprises office building under construction on the ~~near~~ easterly corner of Third Street and Broadway in Kendall Square.

Action was delayed in Council pending full disclosure of the plans to the CEOC East Cambridge Planning Team for its consideration, in

in accordance with a June 1967 Council Order requiring involvement of residents of East Cambridge "from the beginning in any and all plans for community development affecting their neighborhood".

The East Cambridge Planning Team gave its consent to the filling of 380 feet of the canal east of Third Street on August 26 and the Council action came promptly thereafter.

Cambridge Enterprises and the other abuttor, Cambridge Gas Company, agreed to reimburse the Authority and/or the City for all costs required to carry out the project. Agreement also has been reached whereby the Badger Company (Cambridge Enterprises) will get 50 feet of the Canal width and Cambridge Gas Company the estimated 30 feet balance along the 380 foot length.

#### CENTRAL SQUARE

On April 18, the Authority submitted a Feasibility Survey Application for the Central Square area to HUD's Region I office in New York requesting a Federal advance of \$196,886.

The application, the filing of which was concurred in with a \$5000 appropriation by the Cambridge City Council on a 6-0 vote April 15, was the product of a community effort (1) by residents of the Central Four (Model Cities), Cambridgeport, and Riverside Neighborhoods which are a part of and which surround the Central Square area, and (2) by representatives of the Development Committee for Central Square, a committee composed of business property owners, merchants, and tenants.

The four major goals for the area, as outlined by the aforementioned Feasibility Survey Committee, are these:

- (1) To preserve and to expand the supply of housing for elderly and for families of low- and moderate-income.
- (2) To conserve ~~and~~ and to expand employment opportunities for residents of surrounding residential areas including the Model Cities Area.
- (3) To improve supportive residential services.
- (4) To enhance and to rejuvenate Central Square, physically, as a major shopping center.

The City Council, on December 18, 1967, had voted unanimously to request the Redevelopment Authority to participate in the preparation of a Feasibility Survey Application to HUD for Central Square.

The Development Committee for Central Square initiated work early in 1967 to explore means of improving this ~~;~~ major business district.

The Committee first appeared before the City Council on November 6, 1967, and reported that the businessmen had donated \$11,000 to help finance planning and development activities.

The requested approval to move forward with a Feasibility Survey Application was tabled in order to permit involvement in planning by residents of the general area.

This resulted in formation of a Feasibility Survey Committee, consisting of nine members chosen by neighborhood organizations and 18 members appointed by the Development Committee for Central Square, to work with the Redevelopment Authority in drawing up the Feasibility Survey Application.

Members of the committee are: William Ackerly, Raymond J. Adams, Hal A. Atkinson, Oliver Brooks, Daniel Connolly, Paul R. Corcoran Jr., William P. Dole, Reuben Dottin, Anthony Gatto, Stanley M. Gaynor, Arnold Ginsberg, Hamish Gravan, Jacek von Henneberg, William Joyce, Mayor Joseph Kittle, Mrs. Helen Meehan, John W. Norris, Weedon Parris, David Pill, Mrs. Janet Rose, George Samberg, Maurice Simon, George Slye, Mrs. Mary Sorrentino, John B. Sullivan, Frank Townsend and Mrs. Margaret Walcott.

#### HARVARD SQUARE

The initial phase study of the Harvard Square area, with particular emphasis on the MBTA's plans for a new terminal and extension of rapid transit lines to Alewife Brook, were undertaken in contracts dealing with engineering and transit feasibility, urban design, real estate development and economic impact.

As the year neared its end, the Authority was prepared to turn over these reports to the Cambridge Advisory Committee, which first proposed the studies.



In a preliminary report in May to the CAC and to Acting City Manager Ralph J. Dunphy and the City Council, Robert F. Rowland, Authority Executive Director, indicated that the MBTA's preferred plan for moving the present Harvard Square subway station to a point closer to the Cambridge Common was "feasible" but it "is not compatible with the objectives of the present or future improvements of the Harvard Square area".

The preliminary report suggests that the rapid transit line swing over from its present path at Sullivan Square (old Putnam Square) to go under Mt. Auburn Street into Brattle or Eliot Squares.

#### LECHMERE CANAL

The Authority staff was endeavoring to obtain approval from the Department of Housing and Urban Development of a survey and planning application covering this 30-acre area.

The application was first submitted to HUD on July 28, 1967, in the amount of \$280,850. There also was a request for a Federal capital grant reservation in the amount of \$3,655,300.

The area under consideration is presently occupied by 19 business concerns, including a large parking lot, gas storage tanks, and a number of gasoline stations. There would be no families displaced by this project.

The Redevelopment Authority believes the area offers great potential for new land development, good prospects for the construction of much-needed low and moderate income housing, and a new source of City tax revenue.

Chairman Paul R. Corcoran of the Redevelopment Authority was among eight non-elected representatives of the city's non-profit organizations to join the 24-member City Demonstration Agency, the governing body of the City's Model Cities program.

Twenty of the 24 members took their oaths of office from Mayor Walter J. Sullivan in a City Hall ceremony on July 2.

The City Council gave unanimous approval to the ordinance establishing the nation's first resident-controlled Model Cities program in May. A HUD grant of \$870,000 to finance the first action year of the program was announced in June.

Jeremiah J. Spilewski was chosen permanent chairman in August; Mrs. Rita Camirand, Vice-Chairman; Daniel O'Connell, recording secretary, and Lorraine Williams, corresponding secretary. In September, Gordon L. Brigham, a staff member of the City's community development office, was chosen as Director of the Model Cities Program.

The Model Cities area, embracing the entire Wellington-Harrington Neighborhood Improvement Area, is bounded by Main Street, Prospect Street, the Somerville line, and the Boston and Albany Railroad tracks. It is divided into two areas by Hampshire Street--Neighborhood Three to the north, and Neighborhood Four to the south.

The Model Cities program is designed to coordinate physical and social planning activities in an attempt to meet the health, education, and welfare needs of the community. The Federal government will provide up to 80 percent of the program costs in the Model Cities neighborhood that consists of some 265 acres involving ~~approximately~~ 15,000 residents of the eastern part of the City.

STATE RENEWAL GRANTS

Csmbridge annually received Urban Renewal Assistance Grants from the Commonwealth of Massachusetts, representing one-half of the City's contribution to projects, over a 20-year period. In 1968, the City received \$2,580.03 for the Rogers B Project (U.R. Mass. 7-21); \$2,712.15 for Riverview (Mass. R-21); \$7,815 for Kendall Square (Mass. R-107); and \$55,095.76 for Wellington-Harrington (Mass. R-108). This was the first year of payments for Kendall Square and Wellington-Harrington. The Rogers Project payment brought the total to date to \$23,220.27, while the State contribution for Riverview is now \$24,409.35.

TAXES PAID TO CITY

The Redevelopment Authority paid \$125,640.83 in taxes to the City of Cambridge in 1968 on properties acquired in the Kendall Square and Wellington-Harrington project areas. The Kendall Square tax payment was \$118,094.17 and the Wellington-Harrington, \$7,546.66. The payment in 1967 was \$115,986.75, solely on properties in the Kendall Square area.

~~REFERENCE~~

COOPERATION APPRECIATED

The Redevelopment Authority appreciates the cooperation received in 1968 from Mayor Walter J. Sullivan and the City Council; Acting City Manager Raph J. Dunphy, and his successor, City Manager James L. Sullivan and their staffs; and the Wellington-Harrington Citizens Committee, heads of various city departments, civic groups, state and federal officials.

Respectfully submitted,

CAMBRIDGE REDEVELOPMENT AUTHORITY

Paul R. Corcoran, Chairman  
E. Robert Livernash, Vic-Chairman  
John A. Lunn, Treasurer  
Thaddeus R. Beal, Asst. Treasurer  
Thomas J. Murphy

Robert F. Rowland  
Executive Director

Cambridge Redevelopment Authority  
 CONSOLIDATED BALANCE SHEET / December 31, 1968

ASSETS

Current:

Cash in banks:

Project expenditures account:

Kendall Square	\$	20,049	
Wellington-Harrington		<u>24,258</u>	\$ 44,307

Project temporary loan repayment fund:

Kendall Square		<u>10,660</u>	\$ 54,967
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Accounts receivable:

Federal relocation grants		298,279	
Federal rehabilitation grants		31,701	
Tenants		178,189	
Revolving fund		65,000	
Other		<u>1,840</u>	575,009

Investments held:

Kendall Square		2,785,000	
Wellington-Harrington		<u>870,000</u>	3,655,000

Project costs:

Kendall Square		12,196,841	
Less sales price of land sold		<u>1,242,200</u>	10,954,641
Wellington-Harrington		<u>1,322,327</u>	12,276,968

Section 112 credits:

Kendall Square		6,262,798	
Wellington-Harrington		<u>2,048</u>	6,264,846

Relocation payments:

Kendall Square		1,070,242	
Wellington-Harrington		<u>52,357</u>	1,122,599

Relocation payments-City:

Kendall Square		288,267	
Wellington-Harrington		<u>8,505</u>	296,772

Rehabilitation grants:

Wellington-Harrington			<u>31,701</u>
			<u>\$24,277,862</u>

(balance sheet continued on next page...)

Balance Sheet (continued)

LIABILITIES AND CAPITAL

Current:

Accounts payable:

Kendall Square	\$ 66,676		
Wellington-Harrington	<u>30,179</u>	\$	96,855

Loans payable:

Kendall Square	8,500,000		
Wellington-Harrington	<u>2,300,000</u>		10,800,000

Accrued interest payable:

Kendall Square	34,211		
Wellington-Harrington	<u>9,259</u>	<u>43,470</u>	\$10,940,325

Capital:

Local grants-in-aid:

Cash:

Kendall Square			350,000
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Non-cash:

Kendall Square	6,262,798		
Wellington-Harrington	<u>2,048</u>	<u>6,264,846</u>	6,614,846

Federal capital grants:

Project capital grants:

Kendall Square			5,168,391
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Relocation grants:

Kendall Square	1,070,242		
Wellington-Harrington	<u>52,357</u>	<u>1,122,599</u>	6,290,990

Relocation grants-City:

Kendall Square			400,000
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Rehabilitation grants:

Wellington-Harrington			<u>31,701</u>
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\$24,277,862

