

(Agenda #9)

Infrastructure
and

Roadway Financing
and

City of Cambridge

MASSACHUSETTS

In City Council _____

198

	YEA	NAY	ABSENT	PRESENT
Mr. Thomas W. Danehy	(Agenda #9) Infrastructure and Roadway Financing and			
Mr. Francis H. Duehay				
Ms. Sandra Graham				
Mrs. Sheila T. Russell				
Mr. David E. Sullivan				
Mr. Walter J. Sullivan				
Mr. William H. Walsh				
Ms. Alice K. Wolf				
Mayor Alfred E. Vellucci				

Ch. H. Mayor Vellucci

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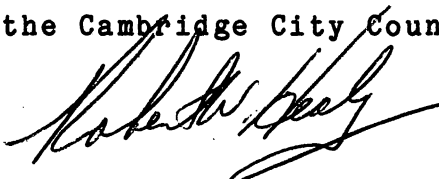
CITY OF CAMBRIDGE

CAMBRIDGE, MASSACHUSETTS 02139
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EXECUTIVE DEPARTMENT
ROBERT W. HEALY
City Manager

RICHARD C. ROSSI
Deputy City Manager

To: The Honorable, the Cambridge City Council

From: Robert W. Healy
City Manager 

Subject: Infrastructure and Roadway Financing for Cambridgeport

Date: January 11, 1988

As part of the City's efforts to rezone the Cambridgeport Revitalization District, the Community Development Department has spent a significant amount of time negotiating with Forest City and MIT to increase the public benefits deriving from the project and to minimize impacts on the residential community. These efforts have been strengthened as the rezoning proposal has progressed through the public hearing process. The result is a significant contribution by Forest City and MIT in the areas of affordable housing, open space and traffic mitigation. The commitments made to build 150 units of low-and-moderate income housing, whether or not subsidies are available, and to implement a substantial traffic mitigation effort are, by far, the strongest made by a developer and landowner in the City to date. The project will also add in excess of 100,000 square feet of publicly accessible open space. These improvements, subject to review by the City, will be built at the Developer's expense.

The City will also benefit from street abandonments and dedications for street widenings required to build the University Park Project as designed. These proposed land exchanges will result in a net dedication of approximately 51,155 square feet of land from Forest City/MIT to the City of Cambridge.

In addition to securing these commitments, the City has also been involved in negotiations surrounding the financing of infrastructure and roadway improvements. These improvements have been divided into three categories as follows:

1. Improvements within the University Park project area required to build the project as planned, estimated at \$2.43 million;
2. Utility and roadway improvements on the project boundaries, estimated at \$2.2 million;

3. Infrastructure and roadway improvements outside of the project area needed to implement the roadway improvement plan, estimated at between \$10.0 and 10.8 million (including both right of way and construction costs).

Under the agreement negotiated between the City, Forest City and MIT, Forest City will fund all utility and street improvements within the project area. Improvements on the project boundaries would be shared on a 50/50 basis between the developer and the City. The City and Forest City would work together to finance these improvements on a betterment assessment or similar basis, if legally available, but in any event at no additional cost to the City or any other taxpayer.

Improvements to Lafayette Square are included in the roadway improvement plan. Forest City has committed to paying one-third of the project cost for Lafayette Square with the City assuming the remaining two-thirds.

A division of cost has also been negotiated for the remaining roadway improvements outside of the project area. MIT owns all the land through which the connector roadways will pass - except for Conrail's tracks. MIT has agreed to grant easements to the City for these necessary rights-of-way. The City's responsibility will be for the construction of roadway improvements.

Under the terms of these agreements, total infrastructure and roadway improvement costs will then be divided as follows:

Forest City	\$ 4.23 million
MIT Contribution	5.4 - 6.2 million
City of Cambridge	<u>4.97 million</u>
Total	\$ 14.6 - 15.4 million

This agreement divides the cost for all roadway and infrastructure improvements such that the Developer and the landowner are responsible for approximately two-thirds of the total cost with the City assuming responsibility for the remaining third.

The City's contribution is targeted to street work on the project boundaries and to roadway improvements throughout the Cambridgeport area which benefit the community. It is anticipated that a substantial proportion of these costs can be funded through Federal or State grant programs such as PWED, CDAG and Chapter 90 funds. Should the funds obtained from these sources be insufficient to cover the City's commitment, it will be necessary for the City to finance the remaining cost with its own funds to ensure that traffic impacts on the Cambridgeport residential community will be minimized.

University Park Project
Proposed Breakdown of
Roadway and Infrastructure Costs
(Estimated)

I. Project Area - Forest City Responsibility

Includes both utilities and street reconstruction costs for the following streets:

- a. Cross
- b. Sidney
- c. Franklin
- d. Blanche/Auburn
- e. New Pilgrim
- f. Purrington (N)
- g. New Street

Total = \$ 2.43 million

II. Project Boundaries - Joint City/Forest City Responsibility

Includes both utilities and street reconstruction costs for the following streets:

- a. Green west
- b. Green east
- c. Landsdowne
- d. Pacific
- e. Brookline

Total = \$2.2 million (\$1.1 million each)

III. Roadway Improvement Plan - Outside of Project Area, Joint Forest City/MIT/City responsibility.

A. Forest City Responsibility

Lafayette Square	\$	700,000
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B. MIT Responsibility

Right-of-Way Costs	5.4 - 6.2 million
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C. City Responsibility

Lafayette Square	1.4 million
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Purrington South, Albany/Waverly Connector, Sidney/Brookline Connector	2.47 million
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F-40 Agenda Item No. 9 *Calendar Item #6*

Re: infrastructure & roadway financing
for Cambridgeport.

In City Council,

January 11, 1988

1/25/88

C. Dushay

Placed on F-6