



# membership application

### I would like to:

- join
- renew
- be on email list

### corporate levels [benefits on back]

- racewalker \$5000
- strider \$2500
- stroller \$1000
- ambler \$300

### individual/family levels [benefits on back]

- sustaining \$500—\$5000
- supporter \$100—\$499
- friend \$65
- dual/family \$50
- individual \$30

additional contribution \$ \_\_\_\_\_

name \_\_\_\_\_

organization \_\_\_\_\_

address \_\_\_\_\_

day phone \_\_\_\_\_

eve. phone \_\_\_\_\_

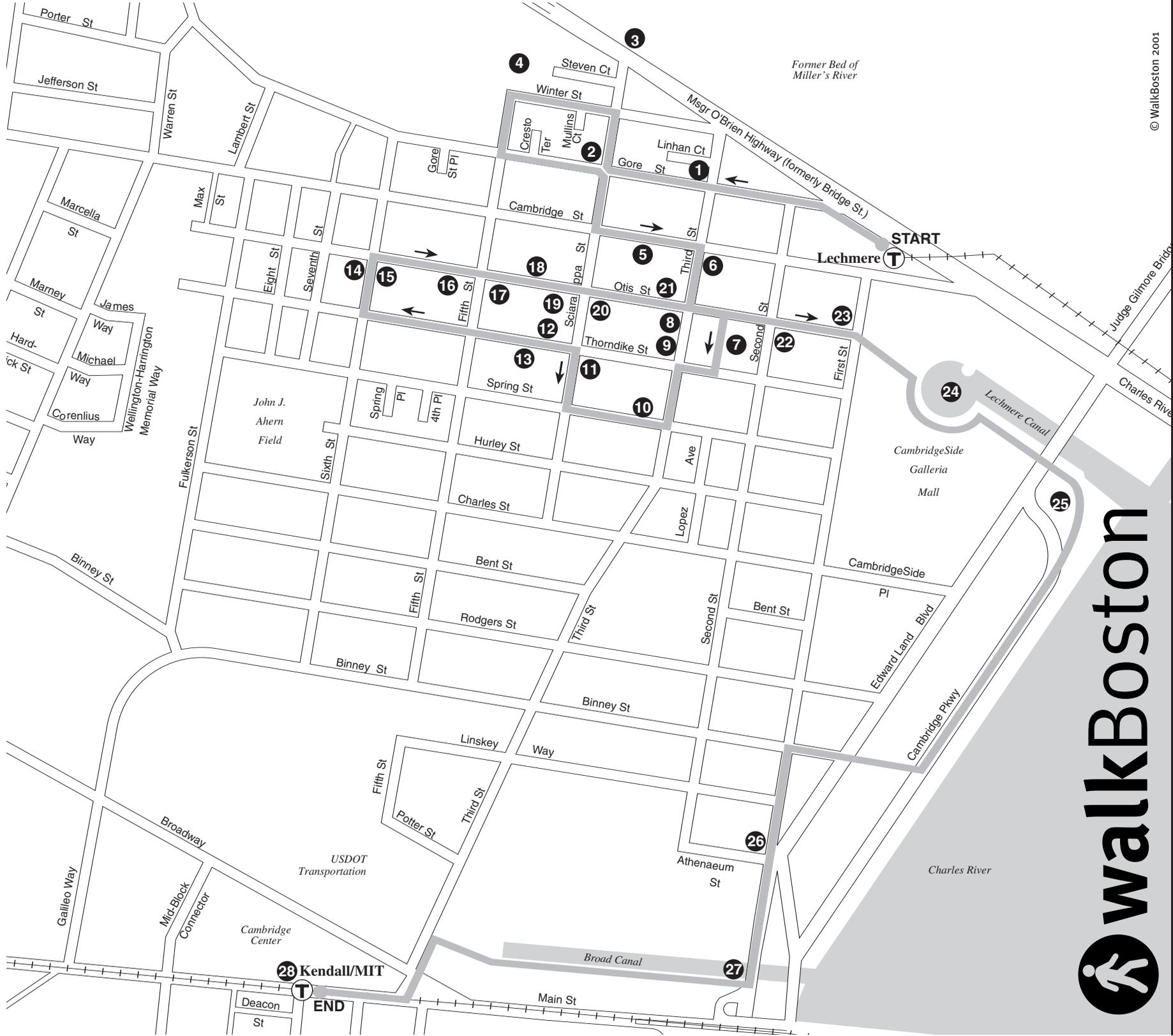
e-mail \_\_\_\_\_

how did you hear about us? \_\_\_\_\_

Mail this form along with your check, or donate online  
 WalkBoston | 45 School Street | Boston MA 02108  
 T: 617.367.9255 | F: 617.367.9285  
 info@walkboston.org | www.walkboston.org  
 Your donation is tax deductible as a charitable contribution

Sponsored by Carol R. Johnson Associates-Landscape Architects, Boston

Whose designs for pedestrians enhance Bulfinch Square, Lechmere Canal Park, and whose traffic calming plans soon will benefit Lafayette Square & Cambridge Street



East Cambridge/Kendall Square Walk

## East Cambridge/Kendall Square

The center of East Cambridge retains much of its early residential character with a vital focus on the Middlesex County courts. The community is located within easy walking of neighboring areas where construction activity booms—Kendall Square with its new offices and North Point where high-rise residences face the Charles River.

In 1810, the wealthy investor Andrew Craigie envisioned a community on an island surrounded by salt marshes linked to the Charles River. Connecting this island to Boston via a new toll bridge (present Science Park Dam), Craigie laid out a grid of streets and began attracting development to the area. The marshes were filled by railroads and industry. In the late 20th century, the riverfront was beautified; traffic was diverted onto new boulevards. Old industrial buildings were rebuilt as offices. Pedestrian routes linked residential, employment and recreation areas at the Charles River.

## Orientation

Lechmere MBTA Station stands where Craigie's bridge joined Cambridge Street—midway between downtown Boston and Old Cambridge (Harvard Square). Craigie named it "Canal Bridge," marking the success of his investment in the nearby Middlesex Canal. East-west Cambridge St. became the commercial center of East Cambridge, a role it has retained. Craigie named the residential streets for his investment partners: Otis and Thorndike Streets climbed the central hill, Gore Street led north around the large marsh fringing Miller's River. Bridge Street pointed toward Somerville; in the 1920s it was widened as the Northern Artery and later renamed the Msgr. O'Brien Highway.

As residential areas were built, three basic house types came to predominate: A) Four room center-entrance hall B) Two room center-entrance hall, and C) Two room side-hall. These endured through changing architectural styles: from 1820-1850, the late Georgian/Federal period; from 1840-1855, the Greek Revival; from 1855-1875, the Italianate-Bracketed and Mansard styles. After 1870, workers' houses were also built in back yards.

## The walk

**1 First houses** – At the NW corner of Third and Gore Streets are two of the earliest houses in East Cambridge, built before 1820 by Craigie's company. Craigie lured developers with easy credit for construction and free tolls to use his bridge.

**2 Workers' housing** – The area north of Cambridge Street contains a full range of spec-built housing—from Georgian-Federal buildings to early 20th century tenements along Gore and Winter Streets

**3 Glass and coffin companies / slaughterhouses** – North of Bridge Street (O'Brien Highway), early glass manufacturers concentrated along Miller's River. The Lockhart coffin factory (now an antiques mall) faced Bridge St. Nine slaughterhouses lined Miller's River; Squire's, the largest, processed 350,000 hogs/year.

**4 Meigs Railroad** – A monorail test track was built in 1885 near Squire's. Cylindrical steam-powered trains were held aloft by a row of posts, each holding two rails, one mounted above the other.

**5 East Cambridge Savings Bank** – A locally-based building, enlarged with flair in 1976 by an addition and new façade created from a bay of the existing building.

**6 History Corner** – The corner of Cambridge & Third Streets, a detailed series of maps help orient visitors.

**7 Middlesex County Courthouses** – The courthouses provided a focus for East Cambridge, as developer Craigie correctly assumed when he persuaded the county commissioners to accept his offer of land and buildings in 1813. To demonstrate his serious intent, Craigie hired the prestigious Charles Bulfinch to design the first building.

*Bulfinch Square* The original 1814 Bulfinch Courthouse is included in the 1848 Superior Courthouse designed by Ammi Young, now the centerpiece of the 1986 restoration of the area.

*Clerk of Courts Building* To accommodate the burgeoning Probate Court, this building was constructed in 1889.

*Registry of Deeds and Probate Court* This monumental building of 1896 boasts four giant brick-columned porticoes, and steep flights of stairs on major facades.

*Third District Court* Built in 1931 by Architect Charles Greco, this two story Georgian Revival, cupola building lies on the other side of Third Street

*New Superior Court Building* A 22-story building replaced the former Middlesex County jail and power plant in 1982.

**8 Quality Row** – Mansard roofs and high stoops characterize these 1860 row houses, with Holy Cross Polish Church (1827) at one end completing the streetscape.

**9 Holy Cross Polish Church** – The 1827 church building retains its original broad entrance tower and recessed window arches. Attached to the church is 59 Thorndike St., a tall 1827 Georgian brick house with a side garden and an unusual fence.

**10 67 Spring Street** – A frame row occupies the site of the house of Thomas Graves, the first settler of the drumlin in the 17th century.

**11 74 Thorndike Street** – This unusual T-shaped Greek Revival house has two-story openwork corner pillars.

**12 85 Thorndike Street** – A front garden faces this 1822 center-hall house, later embellished with brackets and a projecting entrance bay.

**13 96 Thorndike Street** – The 1826 residence of Cambridge Mayor Thomas Green has a brick front, arched entrance recess, and wooden fanlight in the gable.

**14 Sacred Heart Church** – This imposing 1874 Victorian Gothic church has blue slate with granite trim.

**15 140 Otis Street** – The only Colonial Revival building in East Cambridge is now a funeral home.

**16 134 Otis Street** – This house is a good example of a bracketed side-hall single house.

**17 122-124 Otis Street** – 1870 Mansard roofed double house with bracketed eaves and door canopies.

**18 103-105 Otis Street** – A Greek Revival double house with columned porch; the main body of the structure is only one room deep.

**19 Putnam School/Fort Putnam** – The 1887 3-story Putnam School (residences since 1983) occupies the site of Revolutionary Fort Putnam, built by Washington in 1775.

**20 80-82 Otis Street** – This 1861 brick double house

has a pitched roof (instead of Mansard), ornamental brownstone window lintels and projecting bays.

**21 55-61 Otis Street** – This row of four Greek Revival bricks has a granite base, brownstone lintels and an elaborate cast-iron balcony.

**22 30-46 Second Street** – Brick and frame row houses from the 1830s and 40s face the courthouses.

**23 Davenport/Irving & Casson buildings** – The furniture industry dominated East Cambridge in the 1860s. The Davenport Co. was known for a popular sofa design.

**24 Lechmere Triangle** – Otis & Thorndike St. walkways link the residential community to the riverfront via the canal. The 60-foot fountain is the focus of this pedestrian-friendly Lechmere Canal (designed by Carol R. Johnson Assoc.). When built in 1874 the canal gave access to industry. Now there is shopping, residences and offices that once was a major industrial center, producing window glass, engraved/molded glassware, soap, brushes, bottles, barrels, ladders, pipe organs, sugar, waterproof clothing, meatpacking, fishnets, twine, steam pumps, lamps, and scientific instruments.

**25 The Front at the Charles River** – A major pedestrian area lines the Charles River, from the Science Museum to the Longfellow Bridge, following a design originated by the Olmsted landscape architects.

**26 Atheneum Press & Carter's Ink Buildings** – Renovated in 1981, these become the first offices in the area.

**27 Broad Canal** – Laid out in 1806, this waterway allowed cheap transport of coal to fuel local industrial sites and power plants. The walkway was built in 1986.

**28 Kendall Square**

*Point Park* Artist Otto Piene created the sculpture for this park, at the site of Dock Square in an area once called Lower Port.

*U.S. DOT Transportation Systems Center* This building was originally designed to become the home of NASA's Electronics Research Center.

*Cambridge Center* The buildings on Broadway & Main Street resulted from Cambridge's renewal of a large industrial district along the Broad Canal.

Map: Ken Dumas | Text: Bob Sloane | Design: Nina Garfinkle