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# Boston Downtown Waterfront Project

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## Boston Educational Marine Exchange

Felicia Reed Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

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# Project Team

## BOSTON EDUCATIONAL MARINE EXCHANGE

Restoring Boston's lost orientation to the sea has been a goal of the Exchange since its formation in 1976. The Exchange has been developing ideas for water related facilities and public access to bring the inner harbor back into focus as one of Boston's greatest potential assets. Early in 1979, the Exchange drew up and published "A Plan for Boston Harbor" and a suggested perspective of a revitalized waterfront. This plan obtained the enthusiastic cooperation of Mayor White which led to the funding of the current project by the consortium of interests previously listed.

The Exchange is in overall charge of this project, is the recipient of the funds, and provides administrative support and technical expertise. Carl Koch is President of the Exchange and Patricia Wells is an administrative assistant for the project.

## FELICIA REED CLARK

Project director, providing administration, management of the participatory process and development planning, liaison with public and private interests, and continuing contributions to all phases of the project. Additional responsibilities include current development inventory and proposals for access, recreation, transportation, public-private actions and water-related uses. Andrew Cook, project assistant, has made a significant contribution to current inventory and technical data.

## LANE/FRENCHMAN, INC.

Urban design consultants responsible for historical analysis, other aspects of the project inventory and development of the concept plan -- including proposals for preservation, interpretation, access and recreation, and public and private development. Lane/Frenchman, Inc. is also responsible for the design and production of this report. Technical staff includes: Jonathan S. Lane, Dennis Frenchman, Brian Sullivan, Julie Wilson and Vincent Marsh, who contributed significantly to the historical inventory analysis.





# Project Advisory Board

BOSTON EDUCATIONAL MARINE EXCHANGE -- Carl Koch -  
President

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## THE WATERFRONT TODAY

Today's waterfront is the result of a 75 year period of decline in traditional maritime and industrial uses, and a growing interest in the amenities the waterfront can provide for an expanding city -- a place to live, a home for educational and cultural institutions, and an unequalled recreational resource. Decline of the waterfront parallels the story of Boston in the first half of the 20th-century. Many of the City's wharves were inadequate to accommodate improved technologies involving larger ships and mechanized loading, causing the focus of maritime trade to move to new facilities in South and East Boston. As the railroads declined and industries moved to the suburbs, large sections of the waterfront became underutilized and deteriorated. Aged wharf buildings came to symbolize the City's general economic decline and rotting wharves posed serious health and safety problems.

A shift in attitude about the role of the waterfront in the life of the City can be traced to the early 20th-century. As the City's working waterfront was beginning its slow period of decline, planners, captivated by the "City Beautiful" movement were studying the Back Bay as a potential setting for recreation and gracious parkland. Completion of the Esplanade along Beacon Street and the Charles River embankment and MIT in Cambridge, represents the first time in the life of the City that the value of the waterfront as a permanent urban amenity was recognized. Previously the water's edge was viewed as an economic commodity which could be manipulated to meet changing economic needs.

The next phase of waterfront renewal focused on the Great Cove, the physical and symbolic heart of Boston. Beginning in the 1950's the Federal Urban Renewal Program provided both the funds and the planning concept to convert this section of the waterfront into an urban amenity. Early plans called for the removal of all wharves and historic maritime facilities and the development of new open space, housing, and other uses. Also part of this strategy was completion of a new overhead expressway which was routed through many older waterfront districts and viewed, in part, as a convenient rationale to demolish them. Today the Central Artery, Harbor Towers, the Aquarium and the new waterfront hotel reflect an attitude emanating from the period. Fortunately, as Urban Renewal progressed, a number of important wharves were saved and converted to housing and commercial uses. Changing values are reflected in the fact that areas of the Great Cove outside of the original Urban Renewal boundary -- the Broad Street and Fulton Street Districts -- have since been placed on the National Register of Historic Places and significant renovations of existing structures are planned or have been completed. The recent plan for Long Wharf represents a final effort to complete

redevelopment efforts in the Great Cove area.

Since the turn of the century, renewal has related largely to districts originally created when sections of the waterfront were filled in -- the Back Bay and Great Cove. This pattern of renewal continues with the recent proposal to redevelop the North Station district -- formerly the Bulfinch Triangle created by the filling of North Cove. The vision for this area calls for an extension of the Esplanade and the creation of a new residential district separated from the mainland by a canal. This will expand the amount of waterfront available for urban amenities and reverse the historical filling process by moving a portion of the water's edge back into the fabric of the city.

In remaining waterfront districts -- such as the North End, and the Fort Point Channel area -- pressures for redevelopment are growing, but no vision has been proposed. To date, public and private efforts have proceeded on an ad-hoc basis with no overall concept to guide preservation and development decisions. Key contemporary features of the waterfront are described below:

23. The Highway System -- The maritime industry expanded during the first part of the twentieth century but after 1930 Boston's imports became greater than its exports as it became economically more feasible to transport goods by rail and road than by boat to intercoastal destinations. A plan to create a road which would connect the Northern portions of New England with the South Shore of Massachusetts and Rhode Island was designed during the late 1940's and hundreds of buildings were razed to construct the Southeast Expressway through the central portion of the City. The waterfront and inland portions of the City were severed and the Central Artery became a barrier around the North End which further isolated the ethnic population from the rest of the City. The Fort Point Channel, only minutes from downtown, became a remote district. Some industry was still centered in the Fort Point Channel area and in the Leather District but by the late 1930's the manufacturers of wool and textiles and the processors of fish and leather gradually shifted from New England to other parts of the country or abroad. During the 1960's the Massachusetts Turnpike was constructed as an East-West link across the state. The highway severed the Chinatown neighborhood. Also, the highway lessened Boston's dependence on rail to carry freight from the port inland as trucking proved to be more economical and efficient.

24. New Industry -- By the 1940's, the wool industry which was an extremely important part of the economic activity of the Fort Point Channel area was severely threatened by the invention of synthetics. It became apparent to the manufacturers in this area that either they had to change their methods of operation and technology within the existing warehouses or build modern plants. Many of companies in this area did relocate to other parts of the state or country, and the warehouses in these two districts begin to provide services to downtown businesses. Some of the warehouses owned by the Russia Wharf Company were torn down for parking lots and many of the piers and monumental buildings along the waterfront deteriorated substantially. The warehouses that remain survive as printing houses, manufacturers of office equipment, mailing houses, and as supply houses. In the late 1950's, and early 1960's the Gillette Company opened a massive industrial park within this area, MassPort took over Commonwealth Pier, and the United States Post Office opened a major postal annex for the City. Also, other large, modern, industrial and wholesaling facilities were built in old waterfront locations -- at the Boston Flower Exchange and in the vicinity of the Boston Herald Newspaper building on Harrison Avenue.

25. Expansion of the Downtown Core -- The Custom House Tower, which had long been Boston's tallest building, became dwarfed as land area and construction costs resulted in proliferation of high rise towers during the 1960's and 1970's. Sixty acres of urban renewal created a new Government Center adjacent to the central business district. Boston emerged again as a prime office location, and many of the new structures and rehabilitated structures are in close proximity to the waterfront or command good views of the harbor. Finance, insurance, real estate, and new institutional construction became interspersed with the historic waterfront architecture of the downtown and retail core.

26. Renewed Investment in the Central Waterfront -- In 1960, the waterfront of Boston was declared an Urban Renewal area. Fortunately, the large scale planning project saved as many of the waterfront structures as possible and integrated them with new construction. Such projects as the restoration of Lewis Wharf, Commercial Wharf, Mercantile Wharf and Union Wharf have successfully recycled 19th-century maritime warehouses into mixed uses of housing and commercial space. The New England Aquarium and Harbor Towers have become new landmarks along the waterfront. The adjacent waterfront park now attracts hundreds of thousands of people yearly who come to enjoy this 4



Commercial Wharf North was severed from Commercial Wharf when Atlantic Avenue was constructed in 1868. In the Mid-1970's, this granite warehouse was converted to housing and shops.

acre site in close proximity to what was once the Great Cove. The adaptive reuse of Quincy markets into restaurants, retail, commercial and museum space now attracts more people than Disneyland. Nearby, the recently completed Museum Wharf complex has brought Bostonians and tourists alike into the Fort Point Channel to partake in activities at the Children's Museum and the Museum of Transportation. Once again many people have been made aware of the Channel, its' bridges and 19th-century commercial warehouses. The recently completed 32 story Federal Reserve Bank of aluminium, close to South Station, has replaced the dilapidated wharves of the South Cove. The urban renewal plan of twenty years ago nears final stages of completion, attempting to maintain the historic patina while integrating new mixed use buildings.

# Development Context

## OVERVIEW

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The Project has investigated current and anticipated uses of the land on the water's edge from the Charles-town Bridge to Fish Pier, through both visual inspection, and conversations with developers and public officials. For the purposes of analysis, properties were categorized as follows: 1) those undergoing current development, 2) those for which planning is underway, 3) those completed within the last 15 years, and 4) "inactive." Sites in the last category may be static or may only appear to be as a result of information unavailable to us at this time.

A breakdown of these categories yields the following:

- o Current development           15%
- o Planning underway            30%
- o Recently completed          30%
- o "Inactive"                    25%

Thus nearly half the parcels of land on the waterfront are either now being built upon or altered, or have current plans for development. However, these figures are only rough averages. When we scan the distribution on the map we see that it is not even. Current and recently completed development is concentrated within the South Station/Dewey Square and Waterfront Urban Renewal Areas. Anticipated development is concentrated in and around the Fort Point Channel and in the recently approved North Station Urban Renewal Area.

The pattern clearly indicates two major nodes of activity to come, generating dramatic increases in usage, and, in particular, in pedestrian intensity, as both nodes are centered on primary public transit points (North and South Stations). This condition creates, we believe, both a powerful incentive for coordinated planning for publicly oriented (and particularly pedestrian oriented) amenities in these and adjacent areas, and a clear need to act quickly to utilize sites which still remain available.

While every effort has been made to discuss proposals mentioned in the following sections with property owners and relevant public agency representatives, the Project wishes to make it clear that the opinions expressed are their own. Keys in parenthesis after properties mentioned in the following sections refer to the attached map, "Development Context." For further information, see Appendix 2.

### Regulation of Fill

Future development plans may require the filling of water to create more land. This, of course, cannot be done without permission. The Army Corps of Engineers administers Section 404 of the Clean Water Act of 1972. Their reports are reviewed by the Environmental Protection Agency, as the act is dovetailed into the National Environmental Protection Act of 1969. In addition, the Corps is responsible for the enforcement of Section 10 of the 1899 Rivers and Harbors Act which ensures the navigability of federally maintained channels. Any proposed fill must be ratified by this agency in accordance with one or both acts. The Clean Water Act removes the legal standing of the pierhead and bulkhead lines which previously limited fill and, instead, considers all proposed fill. At the state level the Wetlands Protection Act empowers the Boston Conservation Commission to grant fill permits. In addition, the Waterways Division of the Department of Environmental Quality Engineering administers the permit process pertaining to Massachusetts General Laws Chapter 91, Sections 1-63. Furthermore, the Massachusetts Coastal Zone Management Office requires consistency with its guidelines of all federal projects, private projects which require federal permits.

### Littoral Ownership

In general, all land beyond the original extreme low water mark off the coast of Massachusetts belongs to the Commonwealth. The entire downtown Boston waterfront falls into this category, being defined by edges which bear scant resemblance to the original shoreline because of successive filling far out into the harbor in many places. It may be that parts were transferred in early times to the city or private ownership.

Land filled beyond the original extreme low water mark requires a license from the Commonwealth. Ownership of such land is different from ownership of land above the extreme low water mark in two ways. Firstly, if the license granted by the Commonwealth to the owner is revocable then it can, at least theoretically, be reclaimed by the Commonwealth at any time. Secondly, the nature of the use of the area is restricted by the wording of the license, in addition to other constraints. The majority of Boston's waterfront property is affected by these problems of ownership. For a further explicit discussion of this, see Quirico Decision, Supreme Judicial Court, Commonwealth of Massachusetts, 3 August 1979.



## THE NORTH END WATERFRONT

Principal activities here (excluding the North Station Urban Renewal Area which is not within our study area) appear to be:

- o The proposed renovation of the Lincoln Steam Plant (I) for mixed-use residential, possibly middle income;
- o The Coast Guard's (E) plans for the acquisition and demolition of two buildings adjacent to their Supply Center on Atlantic Avenue (F) in order to construct an industrial repair complex.

The Hanover Street "Route to the Sea" in fact continues out onto the central Coast Guard pier, now used for parking, with a magnificent vista and historic continuity -- but is closed to the public. The two buildings slated for demolition, while not significantly attractive or historic, do complement and support the traditional maritime/warehouse context of the area. The Project proposes that serious attention be given to the preservation, interpretation, and reinforcement of this particular area.

The Project will continue discussions with the Coast Guard on possibilities and physical mechanisms for public access. We understand that the demolition issue is being pursued by the State Historic Preservation Office and others.

## THE FORT POINT CHANNEL AREA

Around the Fort Point Channel there is much activity as development interests prepare to leap the water in search of new office space, housing, and recreational attractions. As yet, there is no real focus to these projects which emanate from disparate sources. The BRA has no real constituency to represent here as it has in the North End, with the exception of the artists' colony which has settled in warehouse studios to the east of the channel. The BRA can exercise some control through the judicious allocation of zoning variances, but the overall goal for which such control is exercised remains unclear.

If we examine Fort Point Channel Properties classified as "planning underway" we find a mixture of private and public ventures on different scales and in various stages of preparation.

### Private Ventures

- o Rowes and Fosters Wharves (W) remain parking lots

pending BRA approval of plans currently being drawn up by their designated developer, but wheels are turning.

- o Wilcox (X) and Carye (QQ) warehouses (on Atlantic Avenue and Congress Street respectively) are likely to be rehabilitated, for office use in the former case.
- o Town and City Properties (QQ) (formerly the Boston Wharf Company) have announced plans to gradually adapt their many properties to the new needs of office space and residential use, and have commenced initial reconstruction. The future of the former "arena site," now vacant, is undetermined.
- [ o Anthony Athanas' properties (VV) (Piers 1-3) are for sale and zoning variances have been applied for.
- o Broderick Properties will develop the Penn Central Railroad site (UU), but thoughts have not crystallised as to the nature of the use(s) to which it will be put. The proposed new Northern Avenue Bridge will affect this development.
- o The Boston Edison parking lot (CC) is attracting interest as a prime waterfront development site. Various proposals are being considered to develop it in such a way as to complement and compliment its abutters, Russia Wharf and the Sheraton Building. As yet no deal has been concluded.

Thus private development in this district is proceeding, in some cases, quite quickly in direct response to market demand, and, in others, more slowly, mostly due to procedural or legal constraints. Apparently there is no development which is threatening any other: each successive project adds to the burgeoning momentum around the channel.

#### Public Ventures

- o The proposed MDC Combined Sewer Overflow Treatment Facility (KK) will require the filling of four acres at the end of the channel and the concomitant construction of a combined sewer overflow collector along its length. The projects are moving through their initial planning phases at the moment. If the proposed site is approved the plant seems certain to happen, though the time frame remains unclear. Less certain is the exact routing of the collector once it leaves the channel proper: a cut through Rowe's and Foster's Wharfs, or in Atlantic Avenue are proposed alternatives, although both have problems.

- o The new Northern Avenue Bridge (YY) is in review. The project has been told that the Coast Guard may not approve present fixed-span plans because of Army Corps of Engineers objections to its potential for impeding navigation.
- o An air vent for the MBTA's Red Line (GG) which runs along beneath the channel is in the preliminary planning stages.
- o Discussions have recently recommenced on the construction of a Third Harbor Tunnel, connecting the southeast artery to East Boston via a proposed route down a major portion of the channel. While the Project has not done extensive research on this proposal, it can be fairly said that no one with whom the Project has met and discussed the issue supports it.

#### The Condition of the Channel

All these public projects are intimately related to the water and thus inextricably to the sewage silt which has been accumulating on the bottom of the channel to a depth of several feet, the toxicity of which is as yet unknown and which would necessarily be disturbed by each of the above projects. Each will have to confront the legal difficulties and possible dangers of the movement and possible disposal of this sludge. Eventually, it may well be acknowledged that the channel will have to be dredged of this layer, despite attendant disposal problems.

There exist differing opinions on what is on the bottom of the channel and what can or should be done about it. Various public agencies have stated that:

- o The bottom layers of the channel are so toxic they cannot be disturbed or removed;
- o Small disturbances can be tolerated;
- o The proposed major improvements can leave the channel virtually undisturbed;
- o These wastes can be and should be efficiently removed.

#### MARINAS

There is a clear demand for more marina space on the Boston waterfront. Several obstacles deny the satisfaction of this need (see "Marina Development in Boston Harbor," Boston Harbor Management Project: First Year

Interim Report, MIT Ocean Engineering Department, June 1980). If these can be overcome, the question of location of future marinas arises.

A marina of about 500 slips is to be built as part of the rehabilitation plans for Charlestown shipyard. Meanwhile Massport has indicated a strong interest in developing at least some of its East Boston piers into marina space.

In addition, schemes have been put forward (by the Boston Educational Marine Exchange and the Boston Redevelopment Authority) which would include slips and moorings at the mouth of the Fort Point Channel and along its northwestern bank, but two factors complicate this location.

- o The first is the need for protection of boats at the mouth of the channel against northwesterly storms. The Exchange has requested BRA co-sponsorship of a request to the Corps of Engineers for a breakwater feasibility study in which the Corps has expressed some interest.
- o The second is that the new Northern Avenue Bridge has been proposed as a fixed span (see Northern Avenue Bridge Replacement Study, BRA and Massport, January 1980). The currently proposed bridge design allows a maximum vertical clearance of 16 feet at Mean High Water and 25 feet at Mean Low Water, clearly depriving most sailboats (among others) access to the upper reaches of the channel.

However, even if the full potential of the channel for the mooring of pleasure craft cannot be realized, at least some marina space can be developed. The area in the vicinity of the present Northern Avenue Bridge, outside the dredged channel, can harbor some boats regardless of the outcome of the above problems. Currently, there is some marina activity at Russia Wharf (DD), with proposed expansion now under consideration by the Corps. Additional power boats, water-taxis and small sailboats would be an attractive supplement here and potentially at adjoining sites, such as the Boston Edison Parking Lot.

INVENTORY OF PUBLIC AND PRIVATE DEVELOPMENT ACTIVITY

Key Location	Area (ft <sup>2</sup> )	Owner	Description
A MOC Park, Commercial Street	72,352	MOC	Park under construction; completion date summer '81. Pier will be reconstructed. Tennis courts to be included. Will run along the back of the FDA building and the Steriti Rink to join the City of Boston's park, giving public access to the water's edge from the Charlestown Bridge to the Coast Guard Support Center.
B 385 Commercial Street		Renters; USA (Food & Drug Administration)	Two storey, 18 year-old office building with adjacent car park. U.S. GSA would like to buy this rented property from its owners.
C 529-543 Commercial Street (Steriti Roller Skating Rink)	91,890	MOC	Successful, glass-walled rink.
D North End Park, Commercial St.	241,737	City of Boston	3 baseball parks - well used. Kiddies' climbing/sand pit - recent. Paddling and swimming pools; latter with chain-link fence which cuts off access to the water during the many months it is closed. Italian game of bocci played. Originally designed with Copp's Hill terraces as a continuous park across the street.
E 427-463 Commercial Street		USA Coast Guard	A collection of factory/warehouses used as a Coast Guard Support Center. Continuous upgrading. Piers 1 and 2 in poor condition - cannot support crane. Workshops and quarters in poor condition. New quarters being built. Parking occupies most of the open space. No facility for waterside public access. Visual easement to the water from Hanover St. Option to buy sausage factory next door - planning to use its foundations for base to new workshops. No right of public access at present to the site.
F 409 Commercial Street		Boston Sausage Inc.	Two brick warehouses stand empty on the site where the USS Constitution was built. The Coast Guard has an option to purchase these. If purchased, the intention is to demolish them and use the foundations for the basis of a new, lower series of workshops.
G 377-395 Commercial Street (Battery Wharf)	199,366	Faro Brothers	Low warehouses line the edge of this wharf around a central unloading space from which there is no visual access to the water. Bay State Lobster is the principal tenant with retail and wholesale outlets. Nearer Commercial Street there are new stores - a "Dunkin Donuts," a butcher, a fruiterer and a Chinese food warehouse - with a "Sunny Corners" convenience food store to come. Lobster boats land their catches waterside and private yachts moor on the Coast Guard side.
H Fireboat Dock, Battery Street		City of Boston (Fire Department)	A fireboat ties up on each side of this small pier which used to be used by the North Ferry for East Boston. Landside there is a fire department shed. Fire Department recently spent money on its upkeep and want to stay there.
I 357-369 Commercial Street (Lincoln's Wharf)	52,539	MBTA	Ex-MBTA power plant; this brick building has recently had its chimney stacks removed. The San Marco Lay Society hopes to use the structure for moderate-income condos. Whatever happens, a sliver of land running between the building and Battery St. will be the site of a small MBTA generator. Behind the brick building, out on the pier, stands an old coal bin, built of wood and some 40' high. The pier is unsafe.
J 343 Commercial Street (Union Wharf)	233,969	Union Wharf Condominium Trust	Original granite warehouse transformed into condos. Two additional blocks of contemporary market-rate row houses out on the wharf itself. All recently completed. Residents' yachts tied up along south side of wharf. Very recent three-floor office building on Commercial St., on the south side. National Register Application filed for granite block.
K 269-293 Commercial Street (Sargent's Wharf)	47,782	BRA	Parking. A succession of plans have lingered for a while; nothing definite so far. The BRA has tentatively designated the North End Businessmen's Association as the developer, though they are moving slowly. They have plans for housing with some shops and offices.
L 10 Atlantic Avenue (Lewis Wharf)	420,560	Boston Waterfront Development Corp. & Lewis Wharf Condominium Trust	Original granite warehouse transformed into condos and offices. Other, smaller warehouse row, "The Pilot House," including "The Winery" restaurant and offices above. Parking. A series of sheds on the bifurcated end of the wharf serve as offices. Private pleasure boats are moored alongside. Further development constrained by Quirico.
M 78 Atlantic Avenue (Commercial Wharf)	251,300	Gesnar Conrad Trusts	About 100 condos in a granite warehouse. Offices and shops on ground floor. "Joseph's Aquarium" restaurant and "The Wharf" restaurant flank the granite block on either side, on Atlantic Avenue. Development of the end of the wharf is constrained by Quirico in the same manner as for Lewis Wharf. Private pleasure boats are moored alongside.

	Location	Area (ft <sup>2</sup> )	Owner	Description
N	Waterfront Park Atlantic Avenue		BRA	The Park delineates the boundary of the Great Cove, caters to passive recreation and includes a strip of development parcels designated in BRA Waterfront Urban Renewal Plan, currently undeveloped.
O	"Parcel D-10"		BRA	A triangular parking lot in front of Quincy Market to be developed within BRA guidelines regarding height and visual access to the sea. Eventually development should be low-key and obscure the Central Artery when viewed from the Market.
P	172-180 Atlantic Avenue (Long Wharf)	612,049	Boston Properties	Boston Properties is developing a hotel next to the Waterfront Park and Atlantic Avenue with public access through at ground level and around the side of the hotel from the Park.
Q	200-206 Atlantic Avenue (Long Wharf)		Wilder Manley	Two buildings, both converted warehouses. The "Chart House" is a restaurant, while "The Custom House" is a mixture of commercial and residential space.
R	206-214 Atlantic Avenue (Long Wharf)		BRA	Open space. The wharf is to be revamped, probably removing the old, peripheral warehouse floors and the deteriorated pilings on which they stand, thus exposing a granite bulkhead (to be rebuilt). There are docking facilities and accompanying ticket booths for three ferry/cruise companies and berthing space for Boston Pilots on the south side, while, on the north side, pleasure craft moor. A MBTA Blue Line ventilation shaft must be built in the water off the end of the wharf.
S	245 State Street		New England Telephone	Older office building being upgraded. Reduced to shell at present. All new office space will be used by New England Telephone.
T	248 Atlantic Avenue (Central Wharf)	345,086	New England Aquarium Corp.	Aquarium (1970, concrete), and barge "Discovery" which is permanently moored on the wharf's southern edge. The Aquarium's vessel, the "Edgerton," docks alongside the northern side. The hovermarine from Hingham uses a floating dock on this wharf on a temporary basis. In front of the Aquarium is public open space with an elaborate fountain and behind is grass onto which it may expand.
U	Parking Garage		Wilder-Manley	Parking garage with shops and a restaurant on the ground floor.
V	India Wharf	216,911	Wilder-Manley	Two 40-floor apartment blocks. The slips and moorings of the Boston Harbour Sailing Club and the slip of the City of Boston's Harbour police launch. No public access. No plans to build a third tower as originally planned.
W	324-386 Atlantic Avenue Rowes and Fosters Wharves)	60,011	BRA (designated developer Czaris Estates & Co.)	In poor condition; almost 1/2 of Fosters and about 1/5 of Rowes are fenced off from public use because of the deteriorated conditions. Mass. Bay Lines and a car park use the site at present. Developer designated for apartment complex. \$4 million UDAG application for commuter terminal possible. Marina also possible.
X	390-400 Atlantic Avenue	24,180	Trustees of Arthur P. Wilcox	Warehouse with waterfront sheds behind used by lobstermen. Building houses printers and other commercial uses. A developer with plans to renovate into Grade 1 office space and who has an option to buy is negotiating details now. The sheds are in poor condition.
Y	402-408 Atlantic Avenue (Appraiser's Stores Building)	21,994	U.S.A. General Services Administration	The GSA plans to renovate this warehouse for the use of the Coast Guard and other federal agencies.
Z	436-440 Atlantic Avenue	19,049	Alfred Hook	James Hook's retail and wholesale lobster business. Lobsters trucked in.
AA	452 Atlantic Avenue		Johnstown Properties- Consolidated Capitol Properties Corp.	Open space required by latest plans for the proposed Northern Avenue Bridge.
BB	466-474 Atlantic Avenue	58,724	Johnstown Properties- Consolidated Capitol Properties Corp.	Sheraton Building - currently being upgraded to top class office space. Reinforced concrete pillars which hold the building up waterside are eroded and expose rusting metal.
CC	484-516 Atlantic Avenue	95,320	Boston Edison	Electrical substation surrounded on three sides by parking lot which comprises the rest of the space. Developers are now submitting proposals, all of which must leave the substation intact, building over it and leaving good clearance. Edison wants to sell all, but keep a permanent easement for electrical conduits and equipment, and their maintenance.

Key	Location	Area(ft <sup>2</sup> )	Owner	Description
DD	300 Congress Street (Russia Wharf)	84,157	Russia Wharf Corp.	Three brick warehouses in the process of being converted into a center for designers, professionals and retail furnishings. Existing buildings to be joined by glass atriums on two levels. Now trying to attract tenants. National Register nomination made. Marina - disorganized and small. Marina site is potential commuter boat terminal.
EE	Federal Reserve Building		USA	Large aluminum-shelled tower block. Save some landscaping on the Dewey Square side, no plans for new development at present.
FF	South Station		MBTA	Station facade recently cleaned. Tracks to be moved toward Atlantic Avenue to make room for a new building for parking, buses, etc. as part of proposed South Station Transportation Center. A parking garage and hotel may follow. A Red Line ventilation shaft must be installed in the Fort Point Channel not far out of South Station.
GG	245 Summer Street		Stone & Webster Engineering Corp.	Modern office block, occupied exclusively by owners, with exception of a ground floor First National Bank of Boston. Stone & Webster also has part ownership of the section of Dorchester Avenue which runs by the office block.
HH	Dorchester Avenue		U.S. Post Office	The South Postal Annex consists of two buildings for handling mail and Dorchester Avenue from Summer Street to the Dorchester Avenue Bridge (inclusive). Dorchester Avenue is closed to the public.
II	Northeast Corridor Railroad tracks		MBTA	Railway tracks, to be ripped up as part of line improvement and altered to meet the new South Station configuration. Bridge to be renovated. Perhaps new bridge to be built between present railroad bridge and Broadway to supplement present one.
JJ	Southeast Expressway		Massachusetts Turnpike Authority	The Expressway and slope running down from it to the Fort Point Channel at its south western end, on the west bank.
KK	Fort Point Channel- West 4th Street - Broadway		Commonwealth of Massachusetts	Section of Fort Point Channel to be filled in by MDC, if they receive permission to build a sewage treatment plant there. Note also the pipe leading to this which runs the length of the Fort Point Channel.
LL	Storage yard to west of MM		City of Boston	DPW Yard.
MM	Railroad tracks on south side of Fort Point Channel, west of Dorchester Ave., and storage yard to east of Old Colony Bridge.		MBTA	The tracks of the "Dorchester Branch" will remain as they are, except for the possible extra bridge joining them from the west (see II). The "Cabot Yards" may become a MBTA "Moneyroom," but the yard is very useful at present for storage of construction materials.
NN	Gillette Park		Gillette Company	Factories, etc. Waterside use is parking.
OO	Many buildings in the Fort Point Channel area	3,800,000	Town and City Prop- erties (formerly Boston Wharf Co.)	Warehouses in many locations in the Fort Point Channel area. "Arena site" bordering the Channel now being used for parking. Some warehouses are vacant or partially so; others are used for printing, manufacturing office furniture, offices and storage. Some will be turned into condos, artist's studios and upgraded office space. Zoning variances are being requested for residential use of this industrial area.
PP	254 Summer Street	6,683	J. F. McGlame, Jr.	Warehouse - restaurant on ground floor, office space, one floor vacant. Claims not to be interested in development at present.
QQ	305 Congress Street	16,324	Raymonda Carye	Low, white, wooden ex-fruit warehouse. Currently vacant. Negotiations with Druker, developer, proceed apace, but details of future plans not known.
RR	Sleeper Street (Museum Wharf)	65,509	Wharf Museum, Inc.	Warehouse containing Museum of Transportation, Children's Museum, restaurant, "McDonalds." Open space between building and water features "Milk Bottle" kiosk. Docking space for "Calliope," a tourist ferry linking the museums to Aquarium, USS Constitution. Further craft are planned for the docking space available. A 1979 CARD application was successful.
SS	Sleeper Street	41,457	Farrell's Dock and Terminal Co.	Victoria Station Restaurant, parking, route of proposed Northern Avenue Bridge, McKie's Lighterage. The lighterage would most likely be offered new accommodation in East Boston if a fixed span Northern Avenue Bridge were built, as the floating crane would not be able to pass under it.
TT	68 Sleeper Street	6,175	John Daigle	Neptune Lobster is on this site, right next to the Northern Avenue Bridge. The structure is not threatened by the building of the Bridge's replacement, although the proposed route would cut a little off the other end of the site. Lobster boats deliver their catches here and tie up along the wharf.

Key	Location	Area (ft <sup>2</sup> )	Owner	Description
UU	Penn. Central Railroad Yards	1,055,804	Penn. Central Railroad (Option to purchase: Broderick Properties)	Ex-railroad yard now vacant land. Broderick named as developer. The exact nature of development is vague (hotels, offices, hi-tech industry have all been mooted). The rerouted Northern Avenue would cut straight through this site.
VV	Piers 1-4, Northern Avenue	1,210,993	Anthony Athanas	Mostly open vacant land. Pier 1 features parking and two cold storage buildings. Pier 4 houses Mr. Athanas' "Anthony's Pier 4" Restaurant. Having established the worth of the land, the owner wishes to sell all but Pier 4, rather than develop it himself. He is currently awaiting zoning variances.
WW	Commonwealth Pier	479,160	Massport	A lot of empty warehouse space on a grand scale. The ferry for Provincetown leaves from the pier and there are plans for an electronic business trade mart. There is exhibition space upstairs.
XX	Fish Pier	890,000	Massport	Fish processing capacity of the pier will be increased. Office space will be rehabbed. An EOA grant for \$2 million for project which will have 1st floor - processing; 2nd floor - fish merchants' offices; 3rd floor - office space. Underway. The "No Name" restaurant is located here.
YY	Northern Avenue Bridge		City of Boston	This bridge is in a bad state of repair. The City wants to build a fixed span bridge just upstream. But a fixed span bridge interferes with navigation and the Coast Guard cannot give a permit for this. The whole channel may be declared "non-navigable" by Congress to circumvent this difficulty.
ZZ	Seaport Access Road		N/A	To alleviate poor traffic circulation which will only become worse as industry increases in South Boston, the BRA and Massport are studying alternatives to change the flow, especially of trucks. To this end, some proposed schemes feature a new road running down the back of Town and City Properties' land from Northern Avenue to West First Street. Such a road would divide what is destined to be a residential and office area from a trucking and distributor area.
AB	Boston Tea Party Ship			A reconstruction of the "Beaver" is moored alongside a recycled World War II ammunition barge. The barge has exhibits relating to the "Boston Tea Party" which took place on the original "Beaver," moored at the middle of Congress Street Bridge.







# Boston Downtown Waterfront Project

Boston Educational Marine Exchange

Felicia Reed Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## Development Context

-  Inactive
-  Planning Underway
-  Committed to or Under Construction
-  Recently Completed (last 15 years)

A MDC Park	AA Parking Lot
B Food and Drug Admin	BB Sheraton Building
C MDC Skating Rink	CC Boston Edison Substation
D North End Park	DD Russia Wharf
E Coast Guard	EE South Station
F Sausage Factory	FF Federal Reserve
G Battery Wharf	GG Stone & Webster
H Fireboat Dock	HH U.S. Post Office
I Lincoln's Wharf	II N.E. Corridor R.R. Tracks
J Union Wharf	JJ SE Expressway Escarpment
K Sargent's Wharf	KK End of F Point Channel
L Lewis Wharf	LL Dorchester Branch R.R. Track
M Commercial Wharf	MM DPW Yard
N Waterfront Park	NN Gillette
O Parcel D-10	OO Town & City Properties
P Long Wharf Hotel	PP Warehouse
Q Custom House/Chat House	QQ Warehouse
R Long Wharf	RR Museum Wharf
S New England Telephone	SS Farrell's Dock & Terminal Co
T New England Aquarium	TT Neptune Lobster
U Parking Garage	UU Penn. Central Rail Yard
V Harbor Towers	VV Piers 1-4
W Rowes and Foster Wharfs	WW Commonwealth Pier
X Wilcox Warehouse	XX Fish Pier
Y Appraiser's Stores	YY Northern Ave. Bridge
Z Hook Lobster	ZZ Seaport Access Road
	AB Boston Tea Party Ship





# Boston Downtown Waterfront Project

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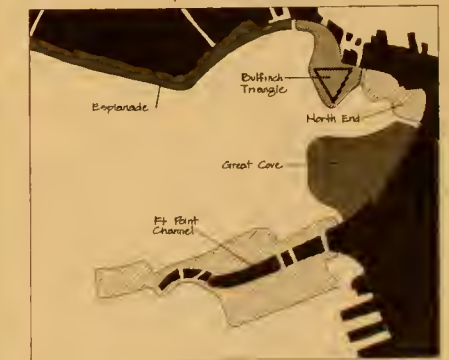
## 1980: The Waterfront Today

Street Network — New Streets, 1900-1980  
 — Remaining Streets, pre 1900  
 - - - Earliest Routes to the sea

Sites & Structures ■ New Structures, 1900-1980  
 ■ Remaining Structures, pre 1850

## The Pattern of Renewal

■ Plans Largely Complete  
 ■ Proposed Comprehensive Redevelopment  
 ■ Scattered Projects but no Comprehensive Plan





# Boston Downtown Waterfront Project

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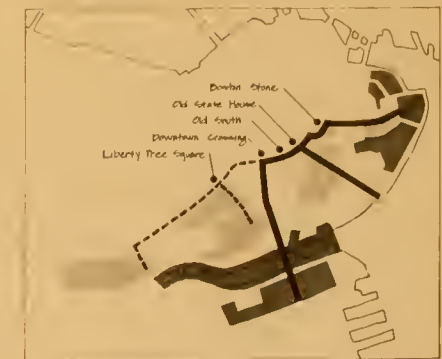
## Maritime Heritage Significant Historical Resources

-  Hidden Waterfronts & Related Areas
-  Active Waterfronts & Related Areas

- |                           |                                 |
|---------------------------|---------------------------------|
| 1 Town Dock               | 12 Quincy Markets               |
| 2 Blackstone Block        | 13 Custom House Area            |
| 3 Hanover Street          | 14 South Cove                   |
| 4 State Street            | 15 N End Beach Park             |
| 5 Milk St / Battery March | 16 End of Hanover Street        |
| 6 Essex Street            | 17 Fleet Street Area            |
| 7 Summer Street           | 18 Broad Street District        |
| 8 Washington Street       | 19 South Station                |
| 9 Copp's Hill             | 20 South End - Albany St.       |
| 10 North Square           | 21 Summer Street District       |
| 11 Commercial Street      | 22 Fort Point Channel & Bridges |

## Routes to the Sea

-  Still Open
-  Land Locked
-  Landmarks











# Boston Downtown Waterfront Project

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## Concept Plan Public Transportation Access



Existing

-  North/South Station
-  Parking Garage
-  Subway Station
-  Commuter Ferry Route
-  Tourist Ferry Route
-  Landing

Proposed Landside

-  Landing
-  Waterfront Transit Loop

Proposed Waterside

-  Water Taxi Route
  - 1 North Station - Chelsea
  - 2 Russia Wharf - Rowes Wharf - Chelsea
  - 3 Long Wharf - East Boston Marina
  - 4 Rowes Wharf - Airport
  - 5 Commonwealth Pier - Airport
  - 6 Rowes Wharf - Commonwealth Pier
-  Tourist Ferry Route Extension
  - 7 U.S.S. Constitution - North End Beach Park
  - U.S.S. Constitution - Long Wharf



1861-1862

1863-1864







# Study Process

## OBJECTIVES

The Boston Downtown Waterfront Project is a one year \$100,000 planning and demonstration program supported primarily by the U.S. Department of the Interior, with additional support from the City of Boston Redevelopment Authority, Massport, Massachusetts State Department of Environmental Management, First National Bank of Boston, Raytheon, Gillette and other major banks, insurance companies and industries in the Boston area.

The Project's directive is to:

- o delineate a cultural and historical maritime-related urban park district or districts for the Boston Downtown Waterfront;
- o identify specific sites and design for them schematic demonstration development programs to support the concept plan;
- o work towards an achievable action plan for making these proposals come into being, through the coordinated efforts of private owners, City and State, with the assistance of the Project.

The study area initially delineated for the project included all of Boston's downtown "working waterfront" both past and present -- an area extending from the Charlestown Bridge through the Fort Point Channel. While we recognize that other areas of the Boston Harbor played an important role in the City's maritime development, the study area has been limited by resources available to the project and the interest of its sponsors in problems and potentials associated with Boston's downtown area. Work on the preliminary concept plan has further defined two areas of focus for future planning efforts; the North End Waterfront and the Fort Point Channel. These are areas with a demonstrated need for coordinated planning which to a large degree is all ready being undertaken in other areas.

## COORDINATING MECHANISM

The difficulty in cohesive or coordinated planning for the waterfront has long been recognized: the multiplicity of agencies and ownerships which control the various segments of the area. It is therefore the intent of this project not only to propose physical development programs and designs, but to work toward a coordinating mechanism which would form a review body for these proposals, and a constituency for assisting actions for their implementation.

Therefore, before the Project was even funded, a unique coalition was formed as the Project's Advisory Board. Represented on this Board are the three levels of government: Federal, State, and City, and a consortium of private interests headed by the First National Bank of Boston, all contributing to the Project's financial support. This coalition has grown over the first six months of the Project to include a wide variety of other public agencies and private interests, and the major owners and developers of waterfront properties in our study area. This is perhaps the first time that Boston waterfront planning has had the opportunity to work through a partnership of all the institutions and interests which will be needed to carry out a plan of action.

### PUBLIC PROCESS

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The process of the Project is two-fold: to produce a series of schematic physical development proposals for sites and linkages along the waterfront, and to collaboratively design an action program for realistic development which has been hammered out with the full participation of the necessary powers which can affect its implementation.

The proposals define the following:

- o Opportunities for experiencing the shoreline and the harbor;
- o Opportunities for experiencing and understanding Boston's maritime history:
- o Spaces and facilities to accomplish these goals.

The project sees physical design proposals as a means of clarifying actual and implementable development actions, and generating support for their accomplishment.

### TIMETABLE

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At this halfway point in the Project, we have identified demonstration potentials within an overall concept plan. The next six months will be spent working closely with the City, our Board and cooperating individuals and organizations to refine these proposals and formulate the action plan.





# Coordinating Mechanism

## THE NEED

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The unique coalition which sponsored the Boston Downtown Waterfront Project, composed of federal, state and city agencies, and private interests, has continued to be actively involved in the project since its inception. We have worked particularly closely with the BRA and the individual members of our Advisory Board, and our Board meetings have proven to be an invaluable clearing house of information on currently ongoing or proposed waterfront development projects. However, during our inventory of current and proposed developments for the waterfront, we have uncovered a multitude of activities, both public and private. The information flow between these public and private sponsors has been difficult, and in some cases non-existent, with the inevitable result that planning coordination until now has been almost impossible. This condition -- the ad-hoc or piecemeal approach to waterfront development -- has effectively prevented the creation of a conceptual framework or overall vision of the waterfront's future in the years since the first Waterfront Renewal Plan of the early 1960's. Also, times have changed the development context of the waterfront radically since the Chamber of Commerce, Myer/Lynch proposal of 1962 and the subsequent BRA Plan.

The powerful tides of private investment, and the necessarily accompanying major improvements (such as the waste and sewage construction planned by the MDC) appear to be engulfing the last remaining sites and, with them, the opportunity to develop an overall plan and action program directed toward the needs of Boston's general public.

As public interest planning was the mandate for this Project, we have set out to establish a coordinating mechanism. If it only created an information clearing house we will have accomplished something. What is emerging, however, is much more -- a mechanism for cooperative planning which will enable separate actions to combine into a larger whole.

Our aim is to take independent proposals and to show how these can be expanded, supplemented and coordinated to produce an integrated plan for the waterfront. The pooled information which we have been able to develop over the last six months through innumerable meetings with private interests and public agencies has supplemented and reinforced an emerging picture of some overall development proposals which can provide a powerful action plan for urban amenities along the waterfront, relating people to the water, boats, and maritime history.

This report proposes a conceptual framework for public interest waterfront development at this time, and a series of actions, or demonstration projects, that we believe can and should be initiated at this time. Ultimate accomplishment will require an on-going mechanism for planning coordination among the many agencies and private interests now actively involved in independent and, in some cases, conflicting actions. Primary actors on the scene include: Boston Redevelopment Authority, Metropolitan District Commission, Department of Public Works, Massachusetts Bay Transit Authority, Boston Water and Sewer Commission, National Park Service, the Corps of Engineers and Coast Guard, Massachusetts Department of Environmental Management and Executive Office of Transportation and Construction. Others who take a strong role include the Boston Redevelopment Authority Harbor Task Force, the Congressional Representatives, the Conservation Commission, the Board of Appeals, civic groups such as The Boston Harbor Associates and the Sierra Club, neighborhood groups and institutions, and the private owners and operators. We have been working with many of these during Phase I, and have listed their names at the end of this section of the report.

Physical planning for the waterfront is centered in no one sector or office. Hence, we are proposing to work toward a coordinating mechanism during Phase II to serve as an action group for planning and implementation.

Starting in September, we are planning a series of meetings and workshops on the specific proposals outlined in this report, to refine these ideas and elicit other proposals supportive of our overall goals. We will continue our meetings with public agencies and the private owners and abutters of selected sites to ultimately define implementation strategies for developments. Further work is need on policy, economic feasibility, engineering and design development. Some of this work will be accomplished in Phase II, through the Action Plan, and by moving the Demonstration Projects as far as possible toward implementation through a cohesive working group.

The continued involvement of the general public and various organized interest groups is much needed. As a first step toward this end, the Project is sponsoring an exhibit in conjunction with the Boston Society of Architects, of plans and proposals for the Waterfront - Past, Present and Future. The exhibit will open at the Aquarium September 9, 1980, continuing until November 27. We hope to elicit comments and reactions to the material shown in the exhibit through forums co-sponsored with various groups concerned with the waterfront during the fall.



Through these forums, Project workshops and presentations to public groups, we hope to put together a constituency which will become a strong and supportive part of the coordinating mechanism, and an effective force for public policy which will carry out comprehensive physical planning.

We wish to thank those agencies and individuals who have given so generously of their time, suggestions, and financial support to this Project, and, in particular, the Boston Redevelopment Authority and the First National Bank of Boston. Contributors are listed on the following pages.

# Contributors

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- U.S. Army Corps of Engineers -- Carl Boutilier, Francis Donovan, Carter Laine, Donald Martin
- U.S. Coast Guard -- Capt. Arthur Solvang, Cmdr. Robert Deveraux, Joseph Goddard, William Naulty
- U.S. Environmental Protection Agency -- Paul Dadak, Daniel O'Brien, Russell Wilder
- U.S. General Services Administration -- Beverly James
- U.S. Postal Service -- Alan Shippee
- United States Senate -- Senator Paul Tsongas, and Isaac Graves; Senator Edward Kennedy, and Mary Jeka

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# Concept Plan

## PURPOSE

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### CONCEPTUAL FRAMEWORK

Area Wide Needs and Objectives  
Elements of the Plan

### SPECIFIC PROPOSALS

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Preservation  
Interpretation  
Access and Recreation  
Development and Use

### DEMONSTRATION PROJECT OPPORTUNITIES

National Register Documentation of the  
Fort Point Channel Bridges  
Development of Gateway Interpretive Exhibits  
Fort Point Channel Public Promenade  
Program and Design Proposals for Development Sites









# Boston Downtown Waterfront Project

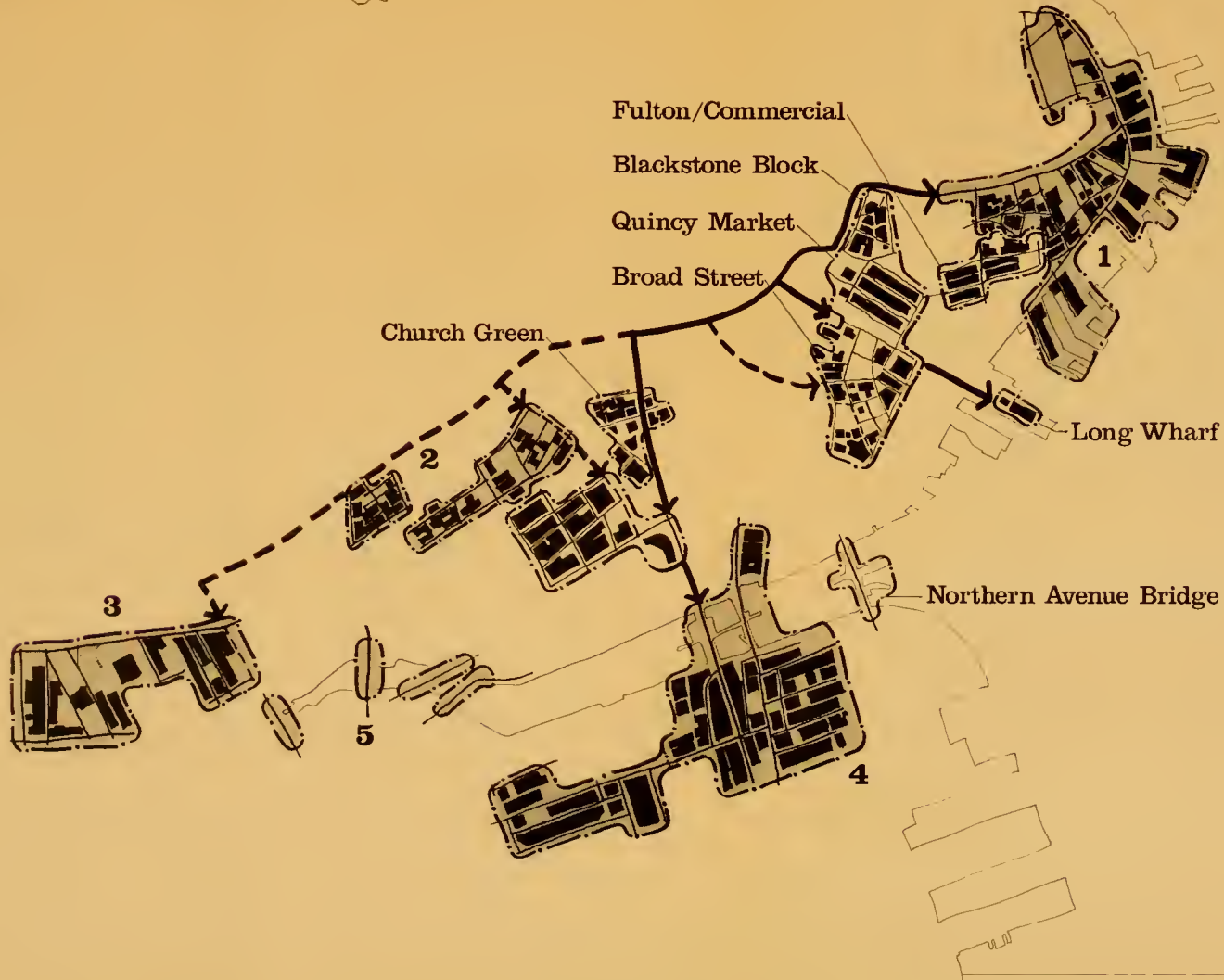
Boston Educational Marine Exchange

Felicia Reed Clark, Project Director  
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## Concept Plan Preservation

-  Districts of Recognized Historic Value
-  Non-Contiguous Areas Potentially Included in Maritime District
- 1. North End Waterfront
- 2. South Cove Waterfront
- 3. South End Waterfront
- 4. Fort Point Channel Waterfront
- 5. Channel Bridges

-  Routes to Active Waterfronts
-  Routes to Hidden Waterfronts



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# Concept Plan

## PURPOSE

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The overriding purpose of this project is to increase public usage and awareness of the sea as a central feature of life in downtown Boston. The Concept Plan outlines a means to achieve this objective through an integrated series of proposals designed to preserve the City's hidden and visible maritime resources, interpret their significance to the public, improve access to and recreational use of the resources, and enhance the potential for compatible private development. The Concept Plan includes three sections:

- o A conceptual framework -- to guide future public and private decision making about the waterfront and related resources. The framework is rooted in the City's historical pattern of growth and current needs which together provide a strong direction and theme for future development. The aim is to extend and enhance Boston's maritime heritage by preserving significant elements of the past and creating compatible new waterfront activities and settings.
  
- o A series of ideas and proposals -- which illustrate how the concept can be implemented. These proposals recognize the needs and priorities of individuals property owners and public agencies, and many of them can build on existing public and private projects now being undertaken on an ad-hoc basis.
  
- o Demonstration project opportunities -- which could be pursued within the context of this study. These projects represent potential first steps in the execution of the concept.

The Concept Plan is the first of two planning stages being undertaken as part of the Boston Downtown Waterfront Project. The second phase of the project -- to be pursued over the coming months -- will develop more detailed recommendations for two waterfront areas where the need appears to be greatest: The North End and Fort Point Channel. This will provide a comprehensive vision of what these areas could become if the individual ideas and proposals presented below were carried to completion.

## CONCEPTUAL FRAMEWORK

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### Area Wide Needs and Objectives

As illustrated on the accompanying map, Boston's maritime heritage resources can be grouped into five geographical areas, each of which played a different

role in the maritime history of the City and which now embody distinct sets of problems and opportunities within the context of this project, principal needs and opportunities related in each area are as follows:

- o North End -- the North End waterfront has played a continuing role in the maritime history of downtown Boston. It includes maritime buildings and activities dating from the earliest period through the current day and is the oldest remaining waterfront residential district. One objective for the project is to increase awareness of the North End as a traditional center of maritime life. This relates most directly to the North Square and Fleet Street areas, which during various eras provided a home for seamen, fishermen and their families; a haven for sailors away from home; and a place to retire for older seamen. Preservation of related buildings and continuation of maritime activities -- such as the Fisherman's Feast -- are central to making this heritage more visible in the community. A second objective is to improve access to the water's edge for neighborhood residents and visitors. Good potentials for views of and contact with the water exist at Copp's Hill, the former North End Beach Park and at the end of Hanover Street. Future development of these areas should respect their 19th-century setting and recall the fact that all of the North End was once intimately related to the sea.
- o Great Cove -- this district has been a focus of extensive renovation and redevelopment. Bisected by the Central Artery, its maritime heritage is largely unknown by the general public. A key objective of the project is to improve connections to the sea from Dock Square, the Blackstone Block, Quincy Market, and the Customs House/Broad Street district. To increase public awareness of the role of this area as the starting point and heart of the port of Boston would highlight the significance of these connections.
- o South Cove -- This area is now the home of Boston's Chinese community, many of whose residents occupy former wharfs and warehouses dating from the mid-1800's. Preservation of maritime related settings and buildings, which are badly deteriorated, is an over-riding objective -- although this should not imply the removal of signs and other features which are important to the current culture. Interpretation of the district's successive roles as a waterfront and ethnic neighborhood would help residents to better understand the history and evolution of their community and its connection to the overall maritime picture.

- o South End -- Although an active waterfront district as little as fifty years ago, this area is now forgotten. Its mammoth warehouses and related industrial buildings continue largely in their original function -- serviced by truck via the South East Expressway, rather than by barges arriving through the Fort Point Channel. Although these structures are highly suitable for adaptive reuse should their current function cease, the principal short term objective should be preservation until such time as substantial reinvestment occurs.
  
- o Fort Point Channel -- For centuries this waterway has served as the back door to the City. The slow process of filling the South Bay -- which continues today -- has eliminated the original need for the Channel and its future function remains unresolved. Nevertheless, the complex of warehouses, bridges, South Station, and the Channel, itself, form a remarkably intact 19th-century setting which preserves a whole era of waterfront activity. The location and scale of the Channel give it the potential to become a major maritime amenity for the City -- with attractive and useable shoreline, active maritime uses, and places for people to experience and enjoy the water. Principal objectives include preservation of the Channel's 19th-century setting including its bridges and nearby warehouses and wharves; completion of the filling process to create a final, permanent form for the Channel; and redevelopment of the waterway for public enjoyment and recreation. Located immediately adjacent to the downtown, the Channel area has recently become the focus of development interest. A further objective should be to improve the Channel to provide an appropriate setting for high quality private development.

#### Elements of the Plan

Resources within the areas above can be classified as either "hidden" or "active" waterfronts. Hidden waterfronts refer to districts which once housed or were related to waterfront activity, but now lie far from the shoreline. Active waterfronts are areas which are still adjacent to the water, continue to house waterfront uses, or have the potential to do so. As explained in the inventory, each of Boston's successive waterfronts was connected to the core of the City by a "route to the sea". Today, three of these routes -- along Hanover, State and Summer Streets -- continue to provide access (or the potential for access) to the City's active waterfronts. The remaining routes -- along Essex and Washington Streets are now land-locked

but still provide access to the hidden waterfronts they once served.

Based on this analysis, key elements of the concept plan are outlined below. Specific proposals are described in detail in the section which follows. The proposals are designed to serve four goals:

- o Preservation -- and enhancement of key historic buildings and settings in both hidden and active waterfront areas. Currently, local zoning and National Register Historic District protection has been established for resources on the vicinity of the Great Cove and South Station. We recommend that such protection be extended to specific areas and elements of the North End waterfront, South Cove, South End, and Fort Point Channel. Furthermore, we recommend that 19th-century planning concepts be applied to redeveloping the Fort Point Channel as a major public amenity and a future focus for expansion of the central business district. The creation of public spaces, gracious walkways and landscaping, typical of the 19th-century would enhance existing historic buildings and bridges, and provide a distinctive thematic image for the area, encouraging distinguished new private construction.
- o Interpretation -- of Boston's extensive maritime history and resources by utilizing the "routes to the sea". The aim of interpretation would be to make Boston's history and environment come alive for residents and visitors, and to entice them from the center city to activities at the water's edge. We recommend the development of a series of outdoor interpretive and orientation exhibits along Washington Street at historic sites which mark the beginnings of each route. These would include installations at/or near Liberty Tree Square, Downtown Crossing, Old South Meeting House, Old State House, and the Boston Stone (Town Dock area). Interpretive signage and devices would be placed along each route to explain the history and significance of various sites and adjacent historic areas. At the terminus of "active" routes, a second exhibit would orient visitors to public access opportunities and waterfront activities which exist or are proposed for development at these locations (see below). This concept dovetails with a project now being contemplated by the National Park Service.
- o Access and Recreation -- to be focused in waterfront areas located at the ends of active "routes to the sea". The City is now completing designs for the redevelopment of Long Wharf at the end of

State Street -- to include public walkways and spaces, improved excursion boat dockage, and access to private moorings. We recommend that major public access and improved recreational uses be developed at the end of Hanover Street, in the North End, and at the End of Summer Street, at the Fort Point Channel. Potentials in the North End include the extension of public right-of-way through portions of the Coast Guard Station and restoration of the 19th-century character of the area, including certain features of the Copp's Hill Terrace and North End Beach Park. Efforts at Fort Point Channel should include providing public ways along both edges of the Channel and major marina facilities in the Channel, itself. The Channel concept expands upon current plans to build a sewer interceptor along the base of the Channel's northern embankment. As a further component of public access, there is a significant need for linkage among all of the existing and proposed attractions on the waterfront. We recommend creation of a public transit loop providing service from points of entry and major activity nodes in the downtown to waterfront areas, and also, the creation of additional waterborn transportation service.

- o Development and Use -- by private interests of facilities which enhance or are enhanced by use and proximity to the water. Significant private development has been largely completed or committed in the Great Cove area. Although a few significant sites remain on the North End waterfront, public improvements represent the primary need in this area. Numerous ad-hoc proposals have been made for various individual sites in the Fort Point Channel, but to date no overall concept has been proposed. We recommend that guidelines for the incorporation of waterfront enhancing uses be established for each of the principal parcels surrounding the Channel. These guidelines would relate principally to "ground area" activities to be incorporated within potential new development at sites, CC, EE, MM, NN, and OO as identified in the inventory. The intent will be to illustrate how the inclusion of such uses would be of benefit and how appropriate public actions could mesh with and encourage private response. A significant feature of this recommendation is the creation of a new development parcel at the eastern end of the Channel near the Dorchester Avenue Bridge, by expanding current MDC plans to fill four acres for a waste-water-treatment facility. The new parcel would establish a final, permanent terminus for the Channel, and provide a prominent site for a major new construction at the foot of the waterway.

## SPECIFIC PROPOSALS

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### Preservation

The accompanying map illustrates the approximate extent of waterfront resources which are currently protected, either by listing on the National Register of Historic Places -- which protects buildings from adverse, federally funded actions -- or through the local historic district zoning ordinance -- through which specific standards and criteria for renovation and new construction can be enforced. We propose that similar levels of protection be extended to other significant waterfront resources by establishing a non-contiguous Boston Maritime Historic District. We recognize that additional survey and historical research work will need to be undertaken to delineate the precise boundaries and extent of these districts. Major segments proposed for inclusion in the district include:

- o North End/Commercial Street Waterfronts -- incorporating buildings along the Hanover Street "route to the sea"; the North Square, and Fleet Street areas; structures immediately surrounding Copp's Hill Burying Ground and Terrace, and the historic residential and wharf buildings adjacent to Commercial Street. It should be emphasized that these include only waterfront related settings and resources which contribute to interpreting the North End's maritime heritage -- remaining areas of the North End are undoubtedly also historically significant, but not within the scope of this project.
- o South Cove -- incorporating the group of Federal style brick buildings between Johnny and Nassau Streets; similar structures along Tyler and Hudson Streets, and an area between Beach and Essex Streets -- location of the original South Cove waterfront.
- o South End -- major warehouses, industrial buildings, and former trolley barns along Harrison Avenue. Especially handsome are the groups of buildings flanking Wareham Street and Thayer Street.
- o Fort Point Channel -- buildings and streets developed by the Boston Wharf Company, Russia Wharf and the Summer and Congress Street Bridges. Other Channel bridges at Fourth Street and Broadway, and the railroad bridge might also be considered, but are less important to the Channel setting.



## Interpretation

As previously described, interpretation of Boston's maritime heritage would occur through the medium of "routes to the sea", originating at principal historic sites along Washington Street. Key features of the interpretive proposal are illustrated on the accompanying map and include:

- o Interpretive and Orientation Exhibits -- to be located at the entry and terminal points. These installations would provide a recurring visual element -- a special feature -- along Boston's oldest thoroughfare. Each entry exhibit would explain the significance of Washington Street, provide an introduction to the history of the route, and describe the present day waterfront activities and attractions to be found at its terminus. Exhibits at the ends of the routes would be located at the water's edge and include one illustration of the waterfront at its height of maritime activity -- as well as directions, schedules, and other information on nearby activities. The exhibits might take the form of a gayly decorated kiosk or a series of panels. The exhibits might be implemented in conjunction with a project currently under consideration by the National Park Service, developed by Lane/Frenchman, Inc., which proposes to create a series of "gateways" to Boston National Historical Park at principal activity centers and historic spaces in Boston. The gateway will incorporate pedestrian amenities, such as benches and drinking fountains with interpretive and orientation exhibits similar to those described above. Many of the sites proposed for the gateways lie at entrance points to the "routes to the sea" -- others at locations near the end of these routes. Principal gateway sites identified include: Dock Square, South Station, Fort Point Channel at Summer Street, Long Wharf, and Paul Revere Mall. Potential additional locations include Old State House (park headquarters) and Old South Meeting House ( a park site). Should this project go forward, the City may request that the Park Service include an orientation to the "routes to the sea" at appropriate gateways. This is totally compatible with the historical interpretation role programmed as part of the gateway project. The City may need only provide additional facilities at Downtown Crossing (intersection of Summer and Washington Streets) at Liberty Tree Square, and possibly, the end of Hanover Street, to implement the concept.

- o Signage and "Blue Waves" -- representing a variety of interpretive devices which could be installed along the routes to make a walk to the sea interesting and informative. Signs could explain and illustrate the history of various districts and direct visitors to nearby "hidden" waterfronts. "Blue Waves" painted on the pavement or permanently installed using special paving materials would represent the location of the water's edge at key periods in history. The wave concept might be expanded to include additional streets in the "hidden" waterfront districts, providing a subtle but persistent reminder of Boston's maritime roots.
- o Public Improvements -- to reinforce the special function and significance of these streets as distinctive from others in the downtown. Included would be additional street trees, special sidewalks, paving and other amenities, designed to integrate with interpretive features along the route. These improvements would emphasize the intended flow of pedestrian movement to and views of the water. They would also provide a visible linkage among the many historic public spaces which exist along these routes and in some cases have already been improved. Adding a sense of excitement and special character to these ways would also reinforce their historical importance to private property owners, encouraging preservation and compatible private investment.

#### Access and Recreation

The "routes to the sea" will provide a principal means of delineating pedestrian access to the waterfront from the heart of Boston. Integral to the concept is the development -- at the ends of these routes -- of public access along the water's edge and a variety of recreational opportunities. These features would be provided by a consortium of public investments in two locations.

- o North End -- The U.S. Coast Guard is currently planning to expand and upgrade its installation at the foot of Hanover Street, which serves as a base for several large cutters and, on occasion, provides docking facilities for visiting dignitaries -- most recently, Queen Elizabeth. It also provides quarters for Coast Guard crews, continuing the tradition of the North End as a home for sea-men. As part of the proposed redevelopment, efforts should be made to secure permanent public access to the water through a portion of the base along the route of Hanover Street. Such access could be incorporated within the Coast Guard's

current plans to upgrade its facility and would require a separated walkway or other means of access which did not interfere with the movement of machines and personnel. Appropriate safety and security measures would also be required, in addition to pedestrian amenities, such as benches and lighting. The view from this vantage point is magnificent, taking in the Charlestown Navy Yard, the harbor, and activities of the Coast Guard, itself. Access to this area would increase public appreciation for the role of the Coast Guard, which could interpret its activities as a part of the exhibit at the end of this "route to the sea". Tours of the facility or the cutters might be considered as an additional public relations venture. Access through the site along the water to the North End Playground might also be developed -- open on a periodic or restricted basis.

The North End Beach playground was once a gracious amenity, providing a beach for swimming and two piers for fishing and views of the water. As the harbor became unfit for swimming, the beach was replaced with the current pool, the piers were demolished, and today almost all tangible connection with the water has been lost. The Copp's Hill Terrace, which provided a backdrop for the park and an overlook on the harbor, is badly deteriorated. Restoration of these two facilities to include some of their 19th-century features, would help to restore the waterfront character of the area and enhance its use as a park. Of highest priority should be reconstruction of the piers, upgrading of walkways along the water's edge and restoration of landscaping and trees. We believe that this can be accomplished in the context of Olmsted's original plan without eliminating the present recreational facilities which are much used at this park.

- o Fort Point Channel -- currently, most edges of the Channel are inaccessible to the public, although unobstructed views can be obtained from one of several bridges, and Museum Wharf does provide access to one portion of the Channel. Major barriers of access include the U.S. Postal Service, which has expropriated a section of the northern embankment and the Dorchester Avenue Bridge, and the fact that buildings in several places extend to the water's edge.

A significant opportunity to open for access the entire northern edge of the Channel may be offered by the pending construction of a waste-water interceptor pipe at the base of the embankment. Pre-

liminary profiles fixed by flow requirements indicate that the top of the pipe enclosure will be located at/or just below the mean low water line. This means that portions of the enclosure may need to be visible at low tide. A key proposal of this study is that a public promenade be incorporated into the design of the waste-water pipe along its entire water edge route. The walking surface -- to be constructed at a level above high tide, would obscure the pipe and provide excellent public access at a level lower than the surrounding streets. This concept of integrating utilities with access at the water's edge is a typical feature of many European cities. The walkway would be connected to the street by stairs and could include provision to plant trees. Along its length, the walkway could provide convenient access to public marina facilities proposed for development in the Channel. At its outer extremity, where the pipe turns inland -- now proposed in the vicinity of Rowe's and Foster's Wharfs, site of the South Battery -- the walkway would meet the public access spaces and boat terminal proposed for these sites. The walkway may also connect to a breakwater, protecting the Channel marina and extending access out into the harbor.

Extension of access from Museum Wharf along the Southern edge of the Channel could be provided as a required part of the private development of adjacent parcels as described below. A final opportunity for access at the Northern Avenue Bridge, was previously proposed by the Boston Educational Marine Exchange. This proposal calls for fixing the historic span in a permanently open position, when the new bridge is completed. The span would be accessible from the northern edge of the Channel and provide space for a restaurant, public viewing, and marina access.

A second feature of the waterfront access concept is the expansion of land and water public transportation service to and among existing and proposed uses. No such service currently exists, although several independent linkages are in operation. Continuous and reliable water's edge transit would not only provide an attraction for tourists, but also, a convenience for those who must travel between North and South Station, from Logan Airport to the downtown, and from other points along the harbor in the course of their daily business.

On the landside, private transportation service to selected sites is currently offered as part of the Grey Line tour; and a consortium which includes the Children's Museum, Museum of Transportation, Tea

Party Ship and Quincy Market, a shuttle departing from Boston Common. We propose the development of a Waterfront Transit Loop, as illustrated on the accompanying map. Service would proceed from North Station, along Commercial and Atlantic Avenues to South Station and the Fort Point Channel, and then return via connections under and along the Central Artery. This route would link principal parking garages now being utilized by tourist and existing downtown activity centers with proposed boat landings (see below) MBTA stops, and waterfront attractions. A distinctive type of vehicle, such as an old trolley car body on a conventional chassis (rubber tire) -- now being used by several cities -- would signify the special purpose of the service. The development of light rail service using historic cars may be possible along a portion of the proposed route, utilizing small vacant parcels adjacent to the Central Artery and designated as part of the BRA Waterfront Urban Renewal Area.

On the water, the National Park Service has initiated a linkage from Long Wharf to the U.S.S. Constitution in Charlestown and hopes at some point to supplement that with a continuation of a interpretative trip to their historic sites at Salem and elsewhere. The Museum of Transportation now runs the Calliope, with landings at Museum Wharf, the Aquarium and the USS Constitution, at 10 am, 12, and 2 pm.

We propose modest extensions to existing tourist ferry routes, and the development of "water taxi" service, providing fast, frequent trips from new and existing landings in the downtown to key harbor destinations. Principal landings and routes would include:

- o Charles River Dam -- The current police boat landing may be expanded to accommodate "water taxi" service from North Station to Chelsea (which has no subway service to downtown Boston) with a possible intermediate stop at the redeveloped Charlestown Navy Yard, soon to be a major waterfront residential area.
  
- o North End Beach Park -- A principal function of the proposed pier at North End Beach Park (see above) should be the handling of boats and their passengers. We propose an extension of the route now plied by the Calliope, which would connect the Park to the U.S.S. Constitution and other stops. This would give tourists a chance to follow the Hanover Street "Route to the Sea" and then take a short, ferry trip to Charlestown, or alternatively to explore Paul Revere House and the Old North Church on the Freedom Trail before cutting a corner through historic Copp's Hill and down to the Beach Park and the ferry over to Charlestown.

- o Long Wharf -- an upgraded terminal for this area has been proposed as part of the Sasaki Study. We recommend that "water taxi" service be established to East Boston with landing facilities to be incorporated as part of the proposed MassPort Marina in the vicinity of Piers 1-4.
- o Rowes Wharf -- The developer of this property is pursuing federal assistance to construct marine terminal on this site, convenient to the central business district. We recommend that service be provided from Chelsea with an extension to Russia Wharf, serving South Station. The owner of Russia Wharf is amenable to the development of a landing utilizing his property. We further recommend that airport service be established, utilizing a route which would include a landing at Commonwealth Pier. The Commonwealth Pier area could provide a convenient fringe parking location for trips to the downtown or airport.

#### Development and Use

As explained in the previous section, development proposals will focus primarily on the Fort Point Channel area, where the potential of creating private value through public investment can be most clearly demonstrated. Currently, four major public projects are pending which collectively have the potential to transform the shape and use of the Channel -- new Northern Avenue Bridge, waste-water inceptor pipe, waste-water treatment facility, and air shaft for the Red Line tunnel (see Inventory and Appendix 2). The overall goal of this project is to coordinate the design of these public improvements with adjacent private developments in order to convert the Channel from a dying waterfront remnant to a major urban feature and focus for the future expansion of central Boston. The Channel has the potential to become a true downtown harbor with maritime activity at its heart. As the design theme for public improvements, we propose the use of forms, details, and materials typical of the turn of the century, when the Channel as we know it developed. The intent is not to recreate the era, but to recall its vision and scale as expressed in contemporary terms. Restoration of existing 19th-century bridges, embankments, and details is integral to this concept.

Key private development opportunities include:

- o The Channel Marina -- with access via the public promenade and the existing Northern Avenue Bridge as described in the previous section. Complicating

factors for a marina in the Channel include strong prevailing onshore wave and weather conditions -- which will require the development of a breakwater at the mouth of the Channel -- and the pending construction of the new Northern Avenue Bridge as a fixed span -- limiting sailboat moorings to an area between the bridge and the proposed breakwater. We propose that the Channel area behind the bridge be developed as a marina for power boats, with open, transient docking between Northern Avenue and Congress Street, and permanent docking with restricted access between Summer Street and the end of the Channel. Such facilities may be developed privately -- there is a modest proposal before the Corps of Engineers at this time -- or with public funds, to be operated through a concession.

- o Boston Edison Property -- (parcel CC) -- proposed as a site for a multi-use project developed over the existing sub-station. The ground floor areas should include a public access route to the Channel, a strip dedicated to public use at the Channel's edge, and might house marina operations to include offices, maintenance, lockers and storage facilities. Related uses could include restaurants, bar, health club, and indoor recreation facilities for raquetball, squash and other sports. An alternative proposal may develop commercial uses in conjunction with the adjacent Russia Wharf property. The remainder of the complex should be developed as a commercial office space.
- o The End of the Channel -- creation of a development site to the West of Dorchester Avenue Bridge would provide a final, permanent form for the Channel. The shape of the embankment should be carefully formed to provide appropriate access, a distinctive terminus for the Channel and a setting for subsequent building. Development of this site should include a major structure with public activities at its base. Filled area behind the bridge may be utilized for industrial development or a site for replacement parking for the Gillette Corporation, should further development of its existing waterfront site prove desirable. Existing bridges should be preserved with parking or other development located beneath and between them on sites to be assembled with currently underutilized parcels on both sides of the Channel.
- o Gillette (parcel NN) -- parking areas adjacent to the Channel represents a requirement which will continue in the future. However, as the Channel develops, parking will not be the highest and best of this waterfront property. In the future,

Gillette should be encouraged to develop these parcels -- along with appropriate public access -- and efforts made to locate replacement parking on nearby sites away from the Channel.

- o Arena Site (parcel 00)-- owned by the Boston Wharf Company, previously proposed as the site for a major arena. This is the largest piece of open property along the Channel, and design of the site should include a public space and park at the water's edge. Expansion of the Channel as part of this project would create a significant feature in the area, and provide an imposing setting for high density development on the remainder of the property.

#### DEMONSTRATION PROJECT OPPORTUNITIES

Demonstration projects are intended to provide more detailed development of certain elements of the concept plan in an effort to begin implementation within the context of the project. Following input from the project board and the Massachusetts Historical Commission, one or more of the projects will be selected. Potential projects which appear most feasible at this time are as follows:

- o Preservation -- documentation of the Fort Point Channel bridges and submission of the National Register nomination forms to the Massachusetts Historical Commission.
- o Interpretation -- further development of the outdoor exhibits concept, proposed for installation at the beginning and end of "routes to the sea". This would involve design studies and discussions with the National Park Service concerning the possibility of incorporating these exhibits within the Boston National Historical Park gateway system.
- o Access and Recreation -- more detailed feasibility study and further development of public access in conjunction with the Fort Point Channel sewer interceptor project. This would involve engineering analysis, design studies, and negotiations with the Boston Water and Sewer Commission.
- o Development and Use -- specific program and design proposals for one of the development sites identified in the previous section. The Boston Edison Company has encouraged that the design of such a project be undertaken for its property. Further liaison with public and private interests that



hold a stake in the ultimate accomplishment of the Project's proposals at the Fort Point Channel and the North End Waterfront may be pursued in an effort to obtain specific commitments to action.









# Boston Downtown Waterfront Project

Boston Educational Marine Exchange

Felicia Reed Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## Concept Plan Interpretation

-  Entry Exhibit Location
-  End Point Exhibit
-  Interpretive Opportunities
-  "Blue Line"
-  Maritime Historical Areas
-  + NPS Gateway Sites









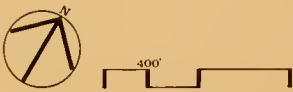
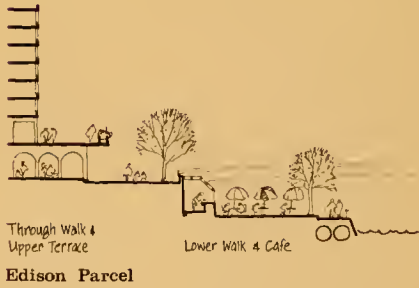
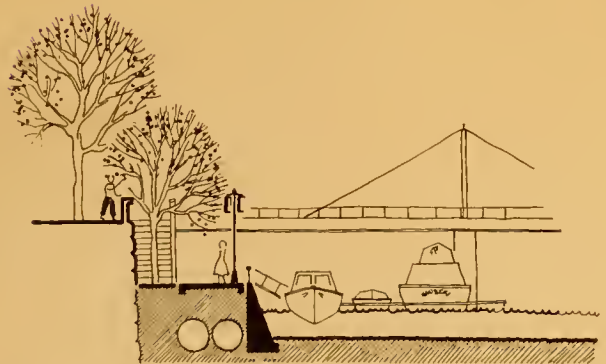
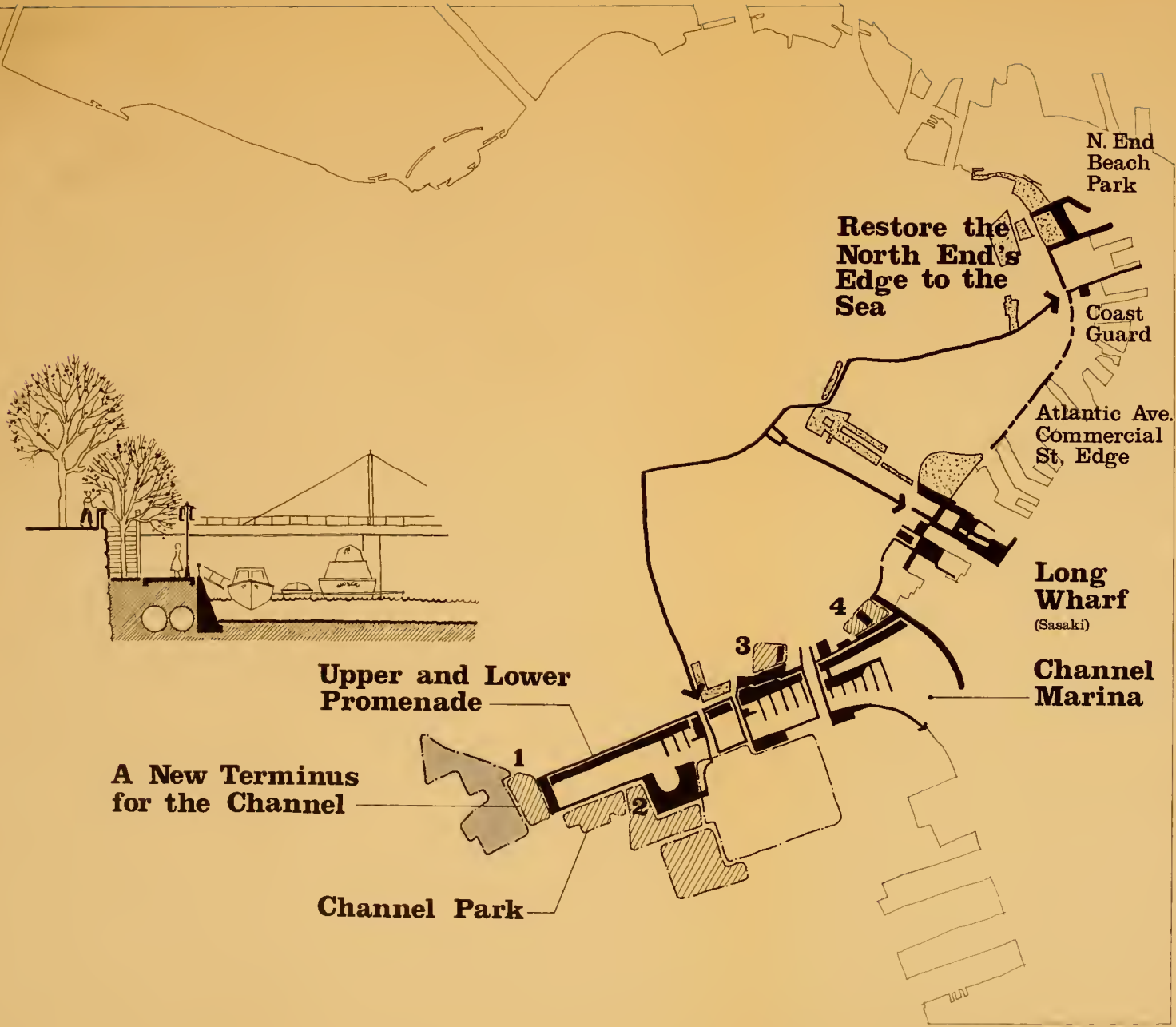


# Boston Downtown Waterfront Project

Boston Educational Marine Exchange  
 Felicia Reed Clark, Project Director  
 Lane/Frenchman, Inc., Urban Design Consultant

## Concept Plan Access and Recreation, Public and Private Development

-  Proposed New Open Space & Recreation
-  Existing Open Space & Recreation
-  Potential High Density Development
- 1 Office Development at Channel Terminus
- 2 Mixed-Use Development at Channel Edge
- 3 Mixed Public/Private Use at Edison Lot
- 4 Rowe's & Foster's Wharf
-  Potential Adaptive Reuse
-  Industrial & Support
-  Active Routes to the Sea





# Inventory

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The Town Cove

Routes to the Sea

The North End -- Earliest Settlement

THE CLIPPERSHIP ERA (mid 19th-century)

THE INDUSTRIAL WATERFRONT (turn of the century)

North End (1850-1900)

Fort Point Channel

THE WATERFRONT TODAY

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SELECTED HISTORICAL SURVEY DATA

INVENTORY OF PUBLIC AND PRIVATE DEVELOPMENT ACTIVITY

BIBLIOGRAPHY OF KEY SOURCES

















# Bibliography of Key Sources

The following bibliography gives a brief overview of materials utilized in developing the historical and cultural significance section of this report. It is by no means inclusive. Other sources for the report include the Suffolk County Registry of Deeds, various historic maps of Boston, real estate atlases (such as the Bromley, Hopkins and Sanborn), City of Boston Building Department Document jackets and Assessor's Office Records. In addition, the Boston Landmarks Commission and the Massachusetts Historical Commission offered assistance on existing information in historic districts both local and national and individual listings of historic buildings or sites within the City of Boston.

Bacon, Edwin M. Bacon's Dictionary of Boston. Boston: 1886.

An alphabetically organized compendium of information on Boston Topics including the buildings, institutions and professions that existed during the 19th-century.

Boston: The Official Bicentennial Guidebook. New York: 1975.

Published during Boston's Bicentennial by the Boston 200 Corporation give a comprehensive overview of exhibits and events, walking tours, hotels, restaurants, and entertainment in Boston.

Bunting, W.H. Portrait of a Port, Boston: Belknap Press, 1971.

A compilation of old time photographs which depict the history of Boston's harbor from 1852 to 1914.

Cohen, Cecile A. "Fulton Commercial Street Historic District Report" prepared for the Massachusetts Historic Commission. Boston: MA 1973.

An internal preservation study report done for the creation of a National Register historic district within the Fulton-Commercial area of Boston.

Damrell, Charles S. A Half Century of Boston's Building. Boston: 1895.

A detailed account of the major construction after 1845, with attention to building statistics, the enactment of building laws and ordinances, prominent architects and technical developments.

Harrell, Pauline Chase and Smith, Margaret Supple. Victorian Boston Today. Boston: Victorian Society in American. NE Chapter, 1975.

Sections on downtown Boston, and South End architectural walking tours helpful in describing 19th-century Boston.





Schurtleft, Nathaniel. A Topographical and Historical Description of Boston. Boston: 1892.

Lists descriptions for all maps and plans available for Boston from colonial times to the late 19th-century.

Southworth, Michael and Susan. Boston 200 Discovery Network: The North End Survey. Boston: 1974.

A preliminary survey and trail design for the North End which was developed during the Bicentennial and is a compilation of materials which highlight the importance of the contemporary North End and draws on historic materials to depict its' history over time.

Thwing, Annie H. The Crooked and Narrow Streets of Boston 1630-1822. Boston: 1922.

Excellent source for the development of streets, name changes on streets and dates. Sections on the North End, the government and business center and the neck particularly useful to this report.

Todisco, Paula J. Boston's First Neighborhood: The North End. Boston: 1976.

A chronological account of the development of the North End from colonial times to present prepared by a former North End librarian as a Boston Public Library publication.

U.S. National Historical Site Commission. Final Report of the National Historical Sites Commission. 1961.

Final report of the Boston National Historic Sites Commission of the Congress of the United States with particular emphasis on major problems of historical preservation in the municipality of Boston completed in 1960.

Weston, George F. Jr., Boston Ways', Highs by and Folk. 1967.

A travelogue of Boston which focuses in on this City's streets, neighborhoods and buildings of significance and lesser known significance.

Whitehill, Walter Muir. Boston, a Topographical History. Cambridge, MA: 1968.

A primary source in the study of Boston from its first settlement to the late 1960's. This book describes the topographical context in which areas or buildings were built and most of the major landmarks of the City are described in depth.



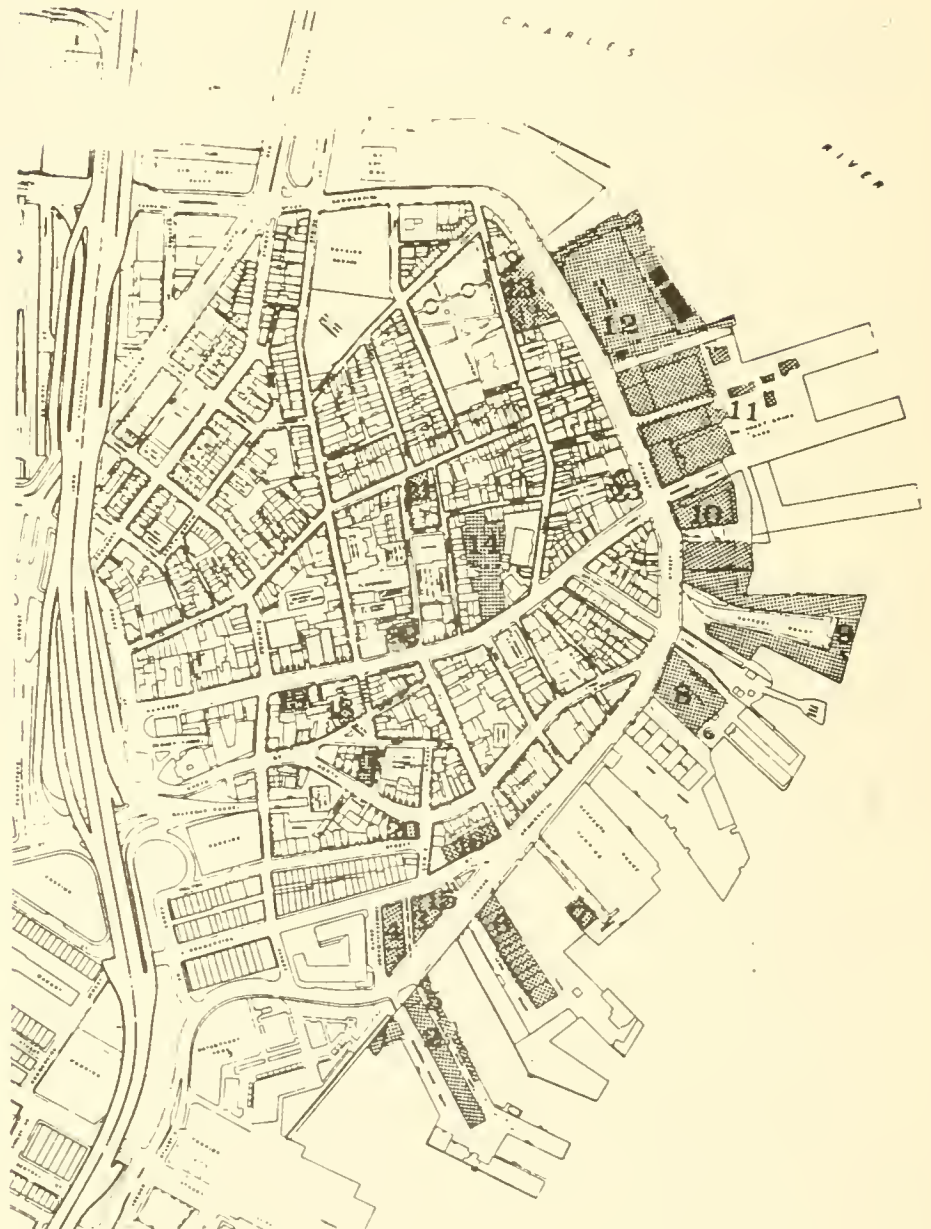
# Appendix 1: Selected Historical Survey Data

The following section of selected historical survey data includes a sampling of maritime related historic structures and sites within the North End and Commercial Street waterfront areas of Boston. Information is recorded on Boston Landmarks Commission survey forms. These forms were compiled in conjunction with the North End Waterfront Preservation Study recently completed by Vincent Marsh (Urban Design Fellowship from the National Endowment for the Arts) and represent an extension of his work, partially supported by the Boston Downtown Waterfront Project. The products of these two efforts dovetail to create a comprehensive overview of the historical and cultural resources that exist in this section of Boston. Further survey work is planned on the Fort Point Channel bridges for submission to the National Register of Historic Places. A bibliography of key resources and materials utilized in the historical and cultural significance section of this report is located at the end of this sub-section. The buildings or sites included in this section are keyed into the attached map and are numbered as follows:

1. Joseph Aquarium
2. Commercial Wharf
3. Commercial Wharf North
4. Commercial Wharf South
5. The Wharf Bar/Restaurant
6. Lewis Wharf
7. Pilot House
8. Lincoln Wharf
9. Battery Wharf
10. Constitution Wharf
11. U.S. Coast Guard Base
12. North End Beach Park
13. Copp's Hill Terraces
14. Paul Revere Mall, "The Prado"
15. Prince Building
16.
  - a. Howe and Bainbridge
  - b. Atlantic House
  - c. 236-238 Commercial Street
  - d. Dom's Restaurant
  - e. Waterfront Haircutters



17. Sacred Heart Church
18. Mariner's House
19. Boston Seaman's Friend Society
20. Maritime Society
21. North Bennet Street Industrial School
22. North End Community Health Center
23. 17 Greenough Lane







ADDRESS 98-112 Atlantic Ave. COR. \_\_\_\_\_

NAME Joseph's Aquarium Restaurant  
 present \_\_\_\_\_ original \_\_\_\_\_

MAP NO. 26N-13E SUB AREA N/W

DATE 1925 \_\_\_\_\_ 1 \_\_\_\_\_  
 source \_\_\_\_\_

ARCHITECT Brooks Skinner Co. \_\_\_\_\_ 1 \_\_\_\_\_  
 source \_\_\_\_\_

BUILDER \_\_\_\_\_  
 source \_\_\_\_\_

OWNER Commercial Wharf Corp. \_\_\_\_\_ Joseph Calia Trusts  
 original \_\_\_\_\_ present \_\_\_\_\_

PHOTOGRAPHS \_\_\_\_\_

19/331130/4692110 Ward 3, Parcel 3616

TYPE (residential) single double row 2-fam. 3-deck ten apt.  
 (non-residential) restaurant

NO. OF STORIES (1st to cornice) 2 plus \_\_\_\_\_

ROOF flat \_\_\_\_\_ cupola \_\_\_\_\_ dormers \_\_\_\_\_

MATERIALS (Frame) clapboards shingles stucco asphalt asbestos alum/vinyl  
 (other) brick stone \_\_\_\_\_ concrete iron/steel/alum.

BRIEF DESCRIPTION: Two stories tall. Wooden building with aluminum siding. Front facade divided into three sections by fluted pilasters; each section has gabled parapet wall. New casement windows with aluminum awnings and shutters. Recessed entrance; wooden surrounded with dentilled pediment. Back portion of building painted brick. Another two story wooden section facing on the harbor.

EXTERIOR ALTERATION minor moderate drastic new facade; aluminum siding

CONDITION good fair poor \_\_\_\_\_ LOT AREA \_\_\_\_\_ sq.ft.

NOTEWORTHY SITE CHARACTERISTICS To the south of Commercial Wharf. Back of building faces Boston Harbor

SIGNIFICANCE (con't on reverse)  
 This building began as a potatoe shed. The following description is taken from a building permit: "This building is to rest on wharf platform. No foundation, no floor, construction Brooks Skinner designed a wharf to carry load 200 # square feet. Maximum load to be allowed in building, 150 # square inches." <sup>1</sup> In 1972 the building was owned by Blue Water Trust, the developer of Commercial Wharf, some improvements were made at that time.

(Map)

Moved; date if known \_\_\_\_\_

Themes (check as many as applicable)

Aboriginal	_____	Conservation	_____	Recreation	_____
Agricultural	_____	Education	_____	Religion	_____
Architectural	_____	Exploration/ settlement	_____	Science/ invention	_____
The Arts	_____	Industry	_____	Social/ humanitarian	_____
Commerce	_____	Military	_____	Transporation	_____
Communication	_____	Political	_____		
Community/ Development	_____				

Significance (include expansion of themes checked above)

Today this building is part of the redevelopment of Boston's waterfront, situated in a prime location beside Commercial Wharf and adjacent to the Waterfront Park.

Preservation Consideration (accessibility, re-use possibilities, capacity for public use and enjoyment, protection, utilities, context)

Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

- (1) City of Boston Building Department Documents.
- (2) City of Boston Assessor's Records.





ADDRESS 33-66 Commercial Wharf

NAME Commercial Wharf, Commercial or Granite Wharf  
 present original

MAP NO. 26N-13E SUB AREA N/W

DATE 1834 1  
 source

ARCHITECT Isaiah Rogers 1  
 source

BUILDER \_\_\_\_\_  
 source Arthur Blackett Trusts

OWNER Commercial Wharf Co. Charles W. Brown, III  
 original Konrad Gesner  
 present Bencion Moskow Trusts  
 of Blue Water Trusts

PHOTOGRAPHS \_\_\_\_\_

19/331130/4692110 Ward 3, Parcel 3028

TYPE (residential) single double row 2-fam. 3-deck ten apt.  
 (non-residential) mercantile and wharf (original mixed commercial & residential  
 (present)

NO. OF STORIES (1st to cornice) 5 plus a sixth floor over part of the  
 building.

ROOF flat, gable, mansard cupola dormers \_\_\_\_\_

MATERIALS (Frame) clapboards shingles stucco asphalt asbestos alum/vinyl  
 (other) brick stone concrete iron/steel/alum.

BRIEF DESCRIPTION: 5 and 6 story stone and brick warehouse building. Front of building is south side: rough faced coursed granite blocks; 43 bays; stone lintels and sills; of lintels are peaked on the second and third floors; heavier than on north side. Some wooden siding used on first and second floors. East end wall; shows Greek Revival style; gable roof with carved stone molding forms a pediment; semi-circular window set into pediment; iron balcony acrosss the three middle bays on the second, third and fourth (con't)  
 EXTERIOR ALTERATION minor moderate drastic roof changed, 5th floor added.

CONDITION good fair poor \_\_\_\_\_ LOT AREA n/a sq.ft.

NOTEWORTHY SITE CHARACTERISTICS On the waterfront. To the south of Lewis Wharf and on the northern edge of Christopher Columbus Park (Waterfront Park).

SIGNIFICANCE (con't on reverse)

This building was cut off from Commercial Wharf North in 1868 when Atlantic Avenue was constructed. Before this major alteration was made, this building was particularly noteworthy for its massiveness. Commerical Wharf set the standard for size and style for later wharf development, such as Lewis and Union Wharves. This wharf was originally built to accommodate the East Indian, South American, Mediterranean, West Indian, and

(Map)

Moved; date if known \_\_\_\_\_

Themes (check as many as applicable)

Aboriginal _____	Conservation _____	Recreation _____
Agricultural _____	Education _____	Religion _____
Architectural _____	Exploration/ settlement _____	Science/ invention _____
The Arts _____	Industry _____	Social/ humanitarian _____
Commerce _____	Military _____	Transporation _____
Communication _____	Political _____	
Community/ Development _____		

Significance (include expansion of themes checked above)

Company had no difficulty in attracting tenants. Some of the wealthy Boston merchants who did trade from the granite building were: Benjamin Bangs (then at the head of the Valpariso trade), John Brown & Co., Wm. Appleton & Co. (in the China and East Indian trade), Enoch Train & Co., and John D. Gardner. In the period from 1840 to 1850 Enoch Train established his Liverpool line, which was composed of some of Boston's finest ships. Clipper ships owned by Glidden and Williams heading for San Francisco left from Lewis Wharf in the decade from 1850 to 1860. Like Commercial Wharf, a small portion of Lewis Wharf was cut off by the construction of Atlantic Avenue; today a gas station stands on that site.

Beginning in about 1840, New York eclipsed Boston as the largest port on the East Coast, but Boston Harbor remained a very busy place. Along with foreign trade, coastal commerce and the California gold rush contributed to Boston's prosperity. Economic conditions in the 1860's combined with the Civil War marked the end of Boston's days as a deep-water shipping port. Boats from the fishing fleet became the most frequent visitors to Lewis Wharf.

The warehouses continued to be used for storage, but rather than holding exotic cargoes from the East Indies, soap products and vegetables were among the goods stored in the buildings.

In 1965, Carl Koch, a well-known Boston architect, formed the Boston Waterfront Development Corporation and purchased Lewis Wharf for \$1 million. After an eight year struggle to obtain financing and city approval, Lewis Wharf began a new life as a (con't) Preservation Consideration (accessibility, re-use possibilities, capacity for public use and enjoyment, protection, utilities, context)

National Register Nomination

Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

- (1) Cohen, Cecile L., Fulton-Commercial Historic District Survey (Boston: Massachusetts Historical Commission, June 1, 1972).
- (2) Van Meter, Mary The Boston Waterfront (Summary of a survey conducted under the auspices of the City Conservation League) Boston, December, 1976.
- (3) Bunting, W.H., Portrait of a Port: Boston, 1852-1914 (Cambridge, Mass.:The Belknap Press of Harvard University Press, 1971).
- (4) Forbes, Col. Frank H., Proceedings of the Bostonian Society, January 15, 1952.
- (5) City of Boston Building Department Documents.
- (6) City of Boston Assessor's Records.

ADDRESS 365 Commercial St. COR. \_\_\_\_\_

NAME Lincoln Wharf present same original

MAP NO. 27N-13E SUB AREA N/W

DATE 1907 1  
source

ARCHITECT \_\_\_\_\_  
source

BUILDER Richardson and Young 1  
source

OWNER Lincoln Wharf Corporation  
original present

PHOTOGRAPHS \_\_\_\_\_

19/3310/4692100 Ward 3, Parcel 3839

TYPE (residential) single double row 2-fam. 3-deck ten apt.  
(non-residential) power station and coal bunker

NO. OF STORIES (1st to cornice) \_\_\_\_\_ plus \_\_\_\_\_

ROOF \_\_\_\_\_ cupola \_\_\_\_\_ dormers \_\_\_\_\_

MATERIALS (Frame) clapboards shingles stucco asphalt asbestos alum/vinyl  
(other) brick stone concrete iron/steel/alum.

BRIEF DESCRIPTION: Massive brick building served as power station. Four very tall stories. Atlantic Avenue facade: 1) first floor - brick banding; five bays wide; two outside bays bricked up; two large doorways on either side of central doorway; central doorway, new door inserted and most of opening bricked up, stone pediment supported by carved stone brackets over door. 2) facade dominated by series of three round arches; the two on the outside are window openings going through the second and third floors; (con't)  
EXTERIOR ALTERATION minor moderate drastic

CONDITION good fair poor LOT AREA 109,670 sq.ft.

NOTEWORTHY SITE CHARACTERISTICS One of the few remaining undeveloped sites along the waterfront.

SIGNIFICANCE (con't on reverse)

Lincoln Wharf was originally occupied by a number of wooden buildings which were used for storage. In 1879, a coal shed was built on the south side of the pier measuring 57x50 of wood with a composition roof on a pile foundation. This was one of the two on the Lincoln Wharf site. Built by Richardson and Young. In 1971, coal pocket #1, was removed from the rear of the Metropolitan Transit Authority property at a cost of \$92,000.

(Map)





20-27 Commercial Wharf North  
 ADDRESS 65-69 Atlantic Ave. COR.           

NAME Commercial Wharf North            same  
present            original

MAP NO. 26-N-13E SUB AREA N/W

DATE 1894 (1)  
           source

ARCHITECT             
           source

BUILDER M.L. Sullivan (1)  
           source Teresa M. Doncaster

OWNER Commercial Wharf Corp. John C. Dellelis Trust  
original            present  
           D.F. Wharf Realty Trusts

PHOTOGRAPHS           

19/33195 / 469285 Ward 3, Parcel 3648



TYPE (residential) single double row 2-fam. 3-deck ten apt.  
 (non-residential) Mercantile (original) commercial and apartments (present)

NO. OF STORIES (1st to cornice) three plus           

ROOF flat cupola            dormers           

MATERIALS (Frame) clapboards shingles stucco asphalt asbestos alum/vinyl  
 (other) brick stone            concrete iron/steel/alum.  
 (common bond) foundation

BRIEF DESCRIPTION

Simpliest of the Commercial Wharf buildings. Trapezoidal shape with 18 bays on the south side and 9 bays face Atlantic Ave. All new sash in the window openings; size of some openings changed to accommodate doorways and mechanical systems. Larger openings intended to accommodate freight; some pulley equipment still evident. All openings have rough cut granite sills; brick segmental arch made of three rows of headers over each window.

EXTERIOR ALTERATION minor moderate drastic           

CONDITION good fair poor            LOT AREA 4500 sq.ft.

NOTEWORTHY SITE CHARACTERISTICS Stretches between Commercial St. and Atlantic Ave.

Bricked courtyard with benches and planting separates it from Commercial Wharf West.

SIGNIFICANCE (con't on reverse)

At the time this building was erected it was intended to be used as a fish market. The upper two floors were to be used for storage only. In 1924, the use is listed as poultry buisness; there must have been a fire at that time because the building permit records, "To repair fire damage to windows, doors, sheathing, painting and electric work."(1) The owner of #67-69 Atlantic Ave. in 1952 was the Massasort Fish Co. and the use was unoccupied factory space. In 1966, there was a change of occupancy from a warehouse to ten apartments,

(Map)

Moved; date if known \_\_\_\_\_

Themes (check as many as applicable)

Aboriginal	_____	Conservation	_____	Recreation	_____
Agricultural	_____	Education	_____	Religion	_____
Architectural	_____	Exploration/ settlement	_____	Science/ invention	_____
The Arts	_____	Industry	_____	Social/ humanitarian	_____
Commerce	_____	Military	_____	Transporation	_____
Communication	_____	Political	_____		
Community/ Development	_____				

Significance (include expansion of themes checked above)

restaurant and retail stores; the owner at that time was Commercial Inland Property Corp. In 1974, rather major renovations took place under the supervision of the architects Anderson, Notter; the wooden floor on the first floor was replaced by a concrete slab, the brick was repointed, the roof and the windows on Atlantic Ave. were replaced, and the electrical service was increased. Another changed of occupancy took place two years later, the first floor was to be used for real estate office, bank, retail sale of beer and wine and other general office use. In 1978, a fire caused minor damage.

Preservation Consideration (accessibility, re-use possibilities, capacity for public use and enjoyment, protection, utilities, context)

Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

- (1) City of Boston Building Department Documents
- (2) City of Boston Assessor's Records.
- (3) Van Meter, Mary, The Boston Waterfront (Summary of a survey conducted under the auspices of the City Conservation League, December, 1976.

ADDRESS 81-85 Atlantic Ave. COR. \_\_\_\_\_

NAME Commercial Wharf South  
present original

MAP NO. 26N/13E SUB AREA N/W

DATE 1832-1834 (1)  
source

ARCHITECT Isaiah Rogers (1)  
source

BUILDER \_\_\_\_\_  
source

OWNER Commercial Wharf Co. Anthony Orlandello Trusts  
original present

PHOTOGRAPHS \_\_\_\_\_  
19/331180/469290 Ward 3, Parcel 3549



TYPE (residential) single double row 2-fam. 3-deck ten apt.  
(non-residential) mercantile (original) mixed commercial and residential (present)

NO. OF STORIES (1st to cornice) four plus a fifth story over most of the building

ROOF pitched and flat cupola dormers

MATERIALS (Frame) clapboards shingles stucco asphalt asbestos alum/vinyl  
(other) brick stone concrete iron/steel/alum.  
(foundation)

BRIEF DESCRIPTION

Combined use of brick and granite in four, sometimes five story building. First floor; granite post and beam system; some openings filled in with brick or stucco. 17 bays on north side. Windows diminish in size as you proceed upward; all have simple stone lintels and sills. Balconies extend from many of the windows. East wall which faces Atlantic Ave. and south wall are faced in granite; windows have granite surrounds; heads

EXTERIOR ALTERATION minor moderate drastic

CONDITION good fair poor LOT AREA 12,600 sq.ft.

NOTEWORTHY SITE CHARACTERISTICS Stretches from Atlantic Ave. to Commercial Street.  
Separated from Commercial Wharf north by a brick paved and planted courtyard.

SIGNIFICANCE (con't on reverse)

This building was cut off from the rest of Commercial Wharf in 1868 when Atlantic Ave. was constructed. It was originally built to accommodate the East Indian, South American, Mediterranean, West Indian, and North of Europe merchants. By 1840, New York was becoming the major port on the East Coast, but Boston harbor remained a very busy place. One day in 1843 there were eight strips, four barks and a brig lying at Commercial Wharf (5). Along with foreign trade, the coastal commerce and the California gold rush contributed to Boston's

(Map)

Moved; date if known \_\_\_\_\_

Themes (check as many as applicable)

Aboriginal _____	Conservation _____	recreation _____
Agricultural _____	Education _____	Religion _____
Architectural _____	Exploration/ settlement _____	Science/ invention _____
The Arts _____	Industry _____	Social/ humanitarian _____
Commerce _____	Military _____	Transporation _____
Communication _____	Political _____	
Community/ Development _____		

Significance (include expansion of themes checked above)

prosperity. Economic conditions combined with the Civil War marked the end of Boston's days as a deep-water shipping port. By 1870, Commerical Wharf welcomed the fishing boats that had been turned away when the facility was first built.

As the shipping trade declined the use of this building changed. In 1970, a new use was proposed for the structure. The owners, Commercial Inland Property sought to change the occupancy from warehousing, manufacturing and saloon to 47 apartments, shops, and a restaurant/bar. The change of occupancy was granted in 1972. The owners at that time were Michael F. Giglio and Anthony L. Orlandello. The architect for the project was J. Timothy Anderson and Associates.

Description (con't)

are peaked in the center. South side slightly curved near Atlantic Ave. Some of the fifth floor is constructed of brick; set back decks and penthouses. A brass clock in the westerly face of the building -- the original end of the structure -- has been found to be the work of Simon Williard.

Preservation Consideration (accessibility, re-use possibilities, capacity for public use and enjoyment, protection, utilities, context)

This building is a good example of the type of redevelopment activity that has taken place along the waterfront. This building along with the main portion of Commercial Wharf and Commercial Wharf North warrant listing on the National Register of Historic Places.

Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

- (1) Van Meter, Mary, The Boston Waterfront (Summary of a survey conducted under the auspices of the city Conservation League) Boston, December 1976.
- (2) City of Boston Building Department Documents
- (3) City of Boston Assessor's Records
- (4) Atlas of the City of Boston (G.W. Bromley, 1888 and 1908)
- (5) Bunting, W.H., Portrait of a Port: Boston, 1852-1914  
(Cambridge, Mass: The Belknap Press of Harvard University Press, 1971) p.8





Moved; date if known \_\_\_\_\_

Themes (check as many as applicable)

Aboriginal	_____	Conservation	_____	Recreation	_____
Agricultural	_____	Education	_____	Religion	_____
Architectural	_____	Exploration/ settlement	_____	Science/ invention	_____
The Arts	_____	Industry	_____	Social/ humanitarian	_____
Commerce	_____	Military	_____	Transporation	_____
Communication	_____	Political	_____		
Community/ Development	_____				

Significance (include expansion of themes checked above)

structure which was then listed as a storage shed to convert it into a restaurant. The second story of this wood storage shed was removed and the roof was rebuilt throughout the building. A new kitchen, dining room, toilets, windows and doors were installed and new aluminum wall siding was put on the exterior, at a cost of \$9,000. (3) It's architectural significane relates to a newly revitalized waterfront, which was being rehabilitated in the early 1960's and has become an integral part of Boston's waterfront in the 1980's.

Description (con't)

line drops down considerably. In the narrower rear portion of the building contains two vents for air and cooking systems.

Preservation Consideration (accessibility, re-use possibilities, capacity for public use and enjoyment, protection, utilities, context)

Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

- (1) Bromley, G.W. Atlas of Boston, Vol.1, 1888
- (2) City of Boston, Assessor's Office
- (3) City of Boston, Building Department Records

Description (con't from front of page 1)

East end - six bays on second through fourth floors; three bays on first floor. Brick chimney and mechanical equipment project from the roof. Badly deteriorated 2 story building on south side of Lewis Wharf along Atlantic Avenue; metal sheathing covering wood frame. Large metal sheathed 2 story shed in bad condition extends out into the harbor; south east of the granite building. Boston Sailing Center; north east of granite building; 2 story building with 3rd floor over part of it; appeared to be some construction work underway. Swimming pool; garden, bowling green, and docking space on south side of building; parking on north side.

Significance (con't from reverse of page 1)

complex of condominiums, offices, restaurants and shops. The use of the building is broken down as follows: retail stores, a grocery and two restaurants occupy the first floor, the second floor is used for offices and the third through sixth floors serve as residents. The waterfront has become one of the most sought after residences in the city of Boston.

Bibliography (con't)

- (7) Atlases of the City of Boston  
 1873 (D.A. Sanborn, C.E., New York)  
 1874 (G.M. Hopkins, Philadelphia).  
 1888, 1908 (G.W. Bromley, Philadelphia).





ADDRESS 50-38 Eastern Ave. COR. \_\_\_\_\_

NAME Pilot House  
 present \_\_\_\_\_ original \_\_\_\_\_

MAP NO. 26N-13E SUB AREA N/W

DATE 1863  
 source \_\_\_\_\_

ARCHITECT \_\_\_\_\_  
 source \_\_\_\_\_

BUILDER \_\_\_\_\_  
 source \_\_\_\_\_

OWNER Eastern Railroad Waterfront Development Corporation  
 original \_\_\_\_\_ present \_\_\_\_\_

PHOTOGRAPHS \_\_\_\_\_

19/331150/469280 Ward 3; Parcel 3034

TYPE (residential) single double row 2-fam. 3-deck ten apt.  
 (non-residential) Warehouse (original) restaurant and offices (present)

NO. OF STORIES (1st to cornice) 4½ plus widow's walk

ROOF gable cupola \_\_\_\_\_ dormers \_\_\_\_\_

MATERIALS (Frame) clapboards shingles stucco asphalt asbestos alum/vinyl  
 (other) brick stone foundation concrete iron/steel/alum.

BRIEF DESCRIPTION: Massive brick building. Four stories tall and 10 bays wide on the south side and five bays wide on the east end. Looks like it was built in five sections; slight seamlines visible between each pair of bays. First floor covered by projecting one story glass enclosure. All windows: round-arched, brownstone sills, new sash, two rows of headers outline round arches. The arched windows at all levels suggest earlier Federalist influences - An illusion which is quickly dispelled by the size of the (con't)  
 EXTERIOR ALTERATION minor moderate drastic portions torn down; new glass enclosure on 1st floor; mechanical systems on roof.

CONDITION good fair poor \_\_\_\_\_ LOT AREA N/A sq.ft.

NOTEWORTHY SITE CHARACTERISTICS Adjacent to Lewis Wharf complex; on edge of harbor; large parking lot on west side of building.

SIGNIFICANCE (con't on reverse)

This building was first used as a land-sea transfer station for cargo traveling by rail. The structure was built by Eastern Railroad As the shipping trade declined other uses were found for buildings along the waterfront. In 1912, the building was owned by Albert R. Whittier. At that time the building contained 28 rooms and all the business done on the premises was conducted by mail.

(Map)

Moved; date if known \_\_\_\_\_

Themes (check as many as applicable)

Aboriginal	_____	Conservation	_____	recreation	_____
Agricultural	_____	Education	_____	Religion	_____
Architectural	_____	Exploration/ settlement	_____	Science/ invention	_____
The Arts	_____	Industry	_____	Social/ humanitarian	_____
Commerce	_____	Military	_____	Transporation	_____
Communication	_____	Political	_____		
Community/ Development	_____				

Significance (include expansion of themes checked above)

There was a dispute concerning the adequacy of the means of egress. In 1915 the last use of the building was listed as storage and the intended use was packing tea. The next year the last use was once again listed as storage, this time the intended use was once candy packing. The stairs were altered in that year. The use in 1917 gives a description of what the space looked like: "This block composes 7 buildings, all connecte by openings in the party walls. There are five doors, but owing to the occupancy, they are always open and practically form one building, as far as fire is concerned. The balconies in rear connects several buildings, but are useless under present conditions." Fire escapes were erected in that year to correct this condition; the use at that time was listed as tea and coffee. In 1933 the buildings at No. 42 and 44 were torn down. The occupancy of no 46-48 was changed in 1946 from grocery storage to auto repair shop on the first floor.

In 1972 the building began a new life; it was purchased by the Boston Waterfront Development Corporation. The space was to be used as a restaurant and offices, and Carl Koch was hired as the architect. The next year the buildings at no.44 through 48 were taken down. Since 1973 many alterations have taken place which allows the building to be used as a restaurant and offices; some of thses changes include erection of new signs, construction of office partitions, installation of new electrical and mechanical systems.

The handsome Pilot House is the focal point of the Lewis Wharf development plan. The Pilot House now provides 23,000 square feet of office space and a 13,00 square (con' Preservation Consideration (accessibility, re-use possibilities, capacity for public use and enjoyment, protection, utilities, context)

National Register Nomination

Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

- (1) City of Boston Building Department Documents.
- (2) City of Boston Assessor's Records.
- (3) VanMeter, Mary, The Boston Waterfront: Summary of a Survey Conducted Under the Auspice of the City Conservation League (Boston, December, 1976).
- (4) "Historic Pilot House At Lewis Wharf Proving Prime Tenant Attraction," in Lewis Wharf Newsletter, (Progress Report #2, June, 1973), p.2.
- (5) Cohen, Cecile L. Fulton - Commercial Historic District Survey (Boston; Massachusetts Historical Commission, June 1, 1972), p.6.

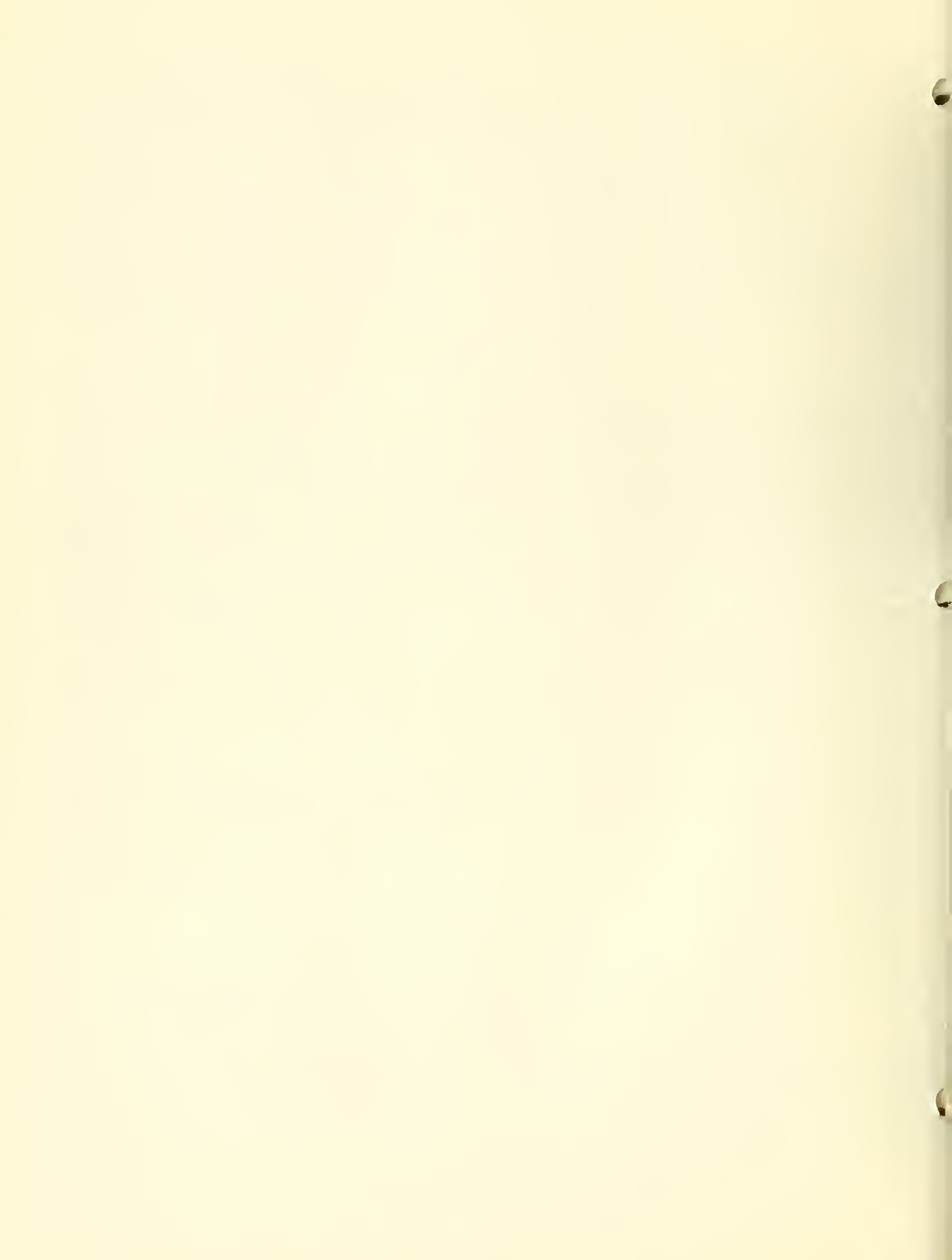
Description (con't from front of page 1)

building. Its lack of ornamentation and its architectural plan which, as with other waterfront buildings, relies upon the repetition of a series of similar bays. Changes since construction include termination of the building at five bays, an unknown number having been removed at the Atlantic Avenue end, and the addition of elevators on the north side with their characteristic appurtenances. The appearance of the site has been further altered by the filling of the slip between this site and Lewis Wharf.

The roof is gabled with flat section on peak which accommodates mechanical systems and modern version of a widow's walk; four bay, two story section set near east end on the south side of roof. Very simple windows set right on top of each other, separated by a metal band. East end same round-arched opening treatment; central bay larger with granite sills filled with sliding glass doors. Doorway on first floor has granite keystone and posts on each side. Brick patio leading right to the edge of the harbor. West end has no openings, still evident where other buildings were torn down.

Significance (con't from reverse of page 1)

foot restaurant called the Winery. The restored Pilot House provides four full floors of office space and a skylit mezzanine. The original brick and beam interiors, restored to their natural splendor, is enhanced by high ceilings and large windows looking over the gardens, pool club, and Marina of Lewis Wharf to Boston Harbor. The original widow's walk, where pilots once watched for ships in the harbor was also restored. The multi-leveled Winery Restaurant housed in the lower floors of the Pilot House features the original massive ceiling beams at a height of 12 feet and floor to ceiling arched windows offering a panoramic harbor view. Glass enclosed terracing is also evident. Financing for the development was arranged with CBT Corporation. An affiliate of the Connecticut Bank and Trust Company of Hartford, and the Builders Investment Group of Valley Forge, Pennsylvania.





28-32 Atlantic Avenue  
ADDRESS 14-40 Lewis Wharf COR. \_\_\_\_\_

NAME Lewis Wharf Lewis Wharf  
present original

MAP NO. 26N - 13E SUB AREA N/W

DATE 1836-1838 1  
source

ARCHITECT Richard Bond 1  
source

BUILDER Gardiner Greenleaf 1  
source

OWNER Lewis Wharf Co. Waterfront Development Corporation  
original present

PHOTOGRAPHS \_\_\_\_\_

19/331130/4692100 Ward 3, Parcel 3030-3036

TYPE (residential) single double row 2-fam. 3-deck ten apt.  
(non-residential) mercantile & wharf (original) mixed commercial, office and  
residential (present)

NO. OF STORIES (1st to cornice) \_\_\_\_\_ plus \_\_\_\_\_

ROOF \_\_\_\_\_ cupola \_\_\_\_\_ dormers \_\_\_\_\_

MATERIALS (Frame) clapboards shingles stucco asphalt asbestos alum/vinyl  
(other) brick stone granite concrete iron/steel/alum.

BRIEF DESCRIPTION: Rough-faced, coursed granite blocks. Six stories - four original plus two added. Forty-five bays on the side. Quoins at corners. Granite window surrounds; lintels on second and third floors come to a peak at the center. Heavy plain stone cornice serves as lintel for fourth floor windows. "Lewis Wharf" is carved into this cornice. Fifth and sixth floors set into a mansard-like roof; some openings are windows and some are sliding glass doors with railings on the inside. Cantilevered balconies. (con't)  
EXTERIOR ALTERATION minor moderate drastic two stories and balconies added

CONDITION good fair poor \_\_\_\_\_ LOT AREA 200,000 sq.ft.

NOTEWORTHY SITE CHARACTERISTICS On the waterfront. Located between Commercial Wharf and what was Sargent's Wharf (now a parking lot).

SIGNIFICANCE (con't on reverse)  
Lewis Wharf was built by a syndicate headed by Robert G. Shaw, John Brown and Anmi C. Lombard. The mid 1830's was a period of wild speculation throughout the country. The three men named above each invested nearly \$50,000 in this venture. Lewis Wharf was built on what was the old Lewis, Spear and Hancock Wharves. The block of solid granite warehouses which were produced far surpassed all the other wharves and docks in Boston. The Lewis Wharf

(Map)

Moved; date if known \_\_\_\_\_

Themes (check as many as applicable)

Aboriginal	_____	Conservation	_____	Recreation	_____
Agricultural	_____	Education	_____	Religion	_____
Architectural	_____	Exploration/ settlement	_____	Science/ invention	_____
The Arts	_____	Industry	_____	Social/ humanitarian	_____
Commerce	_____	Military	_____	Transportation	_____
Communication	_____	Political	_____		
Community/ Development	_____				

Significance (include expansion of themes checked above)

Company had no difficulty in attracting tenants. Some of the wealthy Boston merchants who did trade from the granite building were: Benjamin Bangs (then at the head of the Valparaiso trade), John Brown & Co., Wm. Appleton & Co. (in the China and East Indian trade), Enoch Train & Co., and John D. Gardner. In the period from 1840 to 1850 Enoch Train established his Liverpool line, which was composed of some of Boston's finest ships. Clipper ships owned by Glidden and Williams heading for San Francisco left from Lewis Wharf in the decade from 1850 to 1860. Like Commercial Wharf, a small portion of Lewis Wharf was cut off by the construction of Atlantic Avenue; today a gas station stands on that site.

Beginning in about 1840, New York eclipsed Boston as the largest port on the East Coast, but Boston Harbor remained a very busy place. Along with foreign trade, coastal commerce and the California gold rush contributed to Boston's prosperity. Economic conditions in the 1860's combined with the Civil War marked the end of Boston's days as a deep-water shipping port. Boats from the fishing fleet became the most frequent visitors to Lewis Wharf.

The warehouses continued to be used for storage, but rather than holding exotic cargoes from the East Indies, soap products and vegetables were among the goods stored in the buildings.

In 1965, Carl Koch, a well-known Boston architect, formed the Boston Waterfront Development Corporation and purchased Lewis Wharf for \$1 million. After an eight year struggle to obtain financing and city approval, Lewis Wharf began a new life as a Preservation Consideration (accessibility, re-use possibilities, capacity for public use and enjoyment, protection, utilities, context)

National Register Nomination

Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

- (1) Cohen, Cecile L., Fulton-Commercial Historic District Survey (Boston: Massachusetts Historical Commission, June 1, 1972).
- (2) Van Meter, Mary The Boston Waterfront (Summary of a survey conducted under the auspices of the City Conservation League) Boston, December, 1976.
- (3) Bunting, W.H., Portrait of a Port: Boston, 1852-1914 (Cambridge, Mass.: The Belknap Press of Harvard University Press, 1971).
- (4) Forbes, Col. Frank H., Proceedings of the Bostonian Society, January 15, 1952.
- (5) City of Boston Building Department Documents.
- (6) City of Boston Assessor's Records.

ADDRESS 365 Commercial St. COR. \_\_\_\_\_

NAME Lincoln Wharf same  
present original

MAP NO. 27N-13E SUB AREA N/W

DATE 1907 1  
source

ARCHITECT \_\_\_\_\_  
source

BUILDER Richardson and Young 1  
source

OWNER Lincoln Wharf Corporation  
original present

PHOTOGRAPHS \_\_\_\_\_

19/3310/4692100 Ward 3, Parcel 3839

TYPE (residential) single double row 2-fam. 3-deck ten apt.  
(non-residential) power station and coal bunker

NO. OF STORIES (1st to cornice) \_\_\_\_\_ plus \_\_\_\_\_

ROOF \_\_\_\_\_ cupola \_\_\_\_\_ dormers \_\_\_\_\_

MATERIALS (Frame) clapboards shingles stucco asphalt asbestos alum/vinyl  
(other) brick stone \_\_\_\_\_ concrete iron/steel/alum.

BRIEF DESCRIPTION: Massive brick building served as power station. Four very tall stories. Atlantic Avenue facade: 1) first floor - brick banding; five bays wide; two outside bays bricked up; two large doorways on either side of central doorway; central doorway, new door inserted and most of opening bricked up, stone pediment supported by carved stone brackets over door. 2) facade dominated by series of three round arches; the two on the outside are window openings going through the second and third floors; (con't)  
EXTERIOR ALTERATION minor moderate drastic \_\_\_\_\_

CONDITION good fair poor \_\_\_\_\_ LOT AREA 109,670 sq.ft.

NOTEWORTHY SITE CHARACTERISTICS One of the few remaining undeveloped sites along the waterfront.

SIGNIFICANCE (con't on reverse)  
Lincoln Wharf was originally occupied by a number of wooden buildings which were used for storage. In 1879, a coal shed was built on the south side of the pier measuring 57x50 of wood with a composition roof on a pile foundation. This was one of the two on the Lincoln Wharf site. Built by Richardson and Young. In 1971, coal pocket #1, was removed from the rear of the Metropolitan Transit Authority property at a cost of \$92,000.

(Map)



Moved; date if known \_\_\_\_\_

Themes (check as many as applicable)

Aboriginal _____	Conservation _____	Recreation _____
Agricultural _____	Education _____	Religion _____
Architectural _____	Exploration/ settlement _____	Science/ invention _____
The Arts _____	Industry _____	Social/ humanitarian _____
Commerce _____	Military _____	Transportation _____
Communication _____	Political _____	
Community/ Development _____		

Significance (include explanation of themes checked above)

The Society of the Sacred Heart Church has plans to convert the structure into 150 condominiums to be sold to community people at prices ranging from approximately \$45,000 to \$60,000 a unit. The ground floor of the building would house a lobby and an Italian museum; there would be eight floors of housing above this. The San Marco Lay Society has completed an housing project in the Fulton-Commercial Street area.

Also planned for the site, but currently held in abeyance is a plan to recycle the coal bunkers in the rear of the building to something called the North End Municipal Center, which will include a community fire station. The project was sponsored by the Boston Public Facilities Department and was designed by Anderson Notter Associates, Inc. As George Notter and Stewart Lesser, Chief Architect at the Public Facilities' Department explain, the abandoned bunker was selected for reuse because of its sound condition, prime site and the desirability of maintaining a wooden structure on the waterfront. The adaptive-use design replaces the existing deck and locates new floors and spaces in the structure based on a highly particularized program. The building will have dormitories, lockers and duct work inside. Recreation space on the skylight perimeters and administrative offices in a two story space under the new roof. The structure will house fire engines and fire docking facilities. In a unique joint venture with the bunker's developer, the center will offer commercial condominiums office. Thus sharing the project cost on a two-third city, one third contractor basis.<sup>5</sup> This project has been shelved to date.

Preservation Consideration (accessibility, re-use possibilities, capacity for public use and enjoyment, protection, utilities, context)

Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

- (1) City of Boston Building Department Documents.
- (2) City of Boston Assessor's Records
- (3) VanMeter, Mary, The Boston Waterfront: Summary of a survey conducted under the auspice of the City Conservation League (Boston, December, 1976).
- (4) "Church group hopes to Recycle Lincoln Wharf," Boston Herald-American, January 21, pp. I-1-I-2.
- (5) Welsh, Katharyn, "Adaptive Use: Boston Recycles its Historic Buildings," Preservation News (Vol. XV, No. 8, August, 1975) p.9.

Description

decorative metal bars and panels separate the windows; middle arch filled with decorative brickwork in a diamond-shaped pattern; copper eagle supported by a heavy bracket at the top of the middle round arch; Keystones at the top of each round arch; a window on the outside of each large round-arched opening on both second and third floors; second floor windows very tall with brick lintels; third floor windows smaller with flared stone lintels and sills. 3) Top floor-diamond-patterned brickwork; corbelling with a round-arched motif; two windows aligned over the outside round arches; copper cornice.

Sides of building basically the same treatment, but the round-arched openings are only one story in height; this section three bays wide. Back portion is eight bays wide and three stories tall with dormers in the roof; very large smoke stacks project from this section.

Coal bunker stands between the back of the power plant and the water's edge five stories in height; the first floor is open. Wooden frame with metal sheathing. Outside staircase leads to roof. Two windows and a door on the top floor.





405-411 Commercial Street  
 ADDRESS 415-427 Comm. Street COR. \_\_\_\_\_

NAME Constitution Wharf Constitution Stores  
present original

MAP NO. 27N-13E SUB AREA N/W

405-411, 1888

DATE 415-427, 1893 (1)

source

405-411 Comm. St. M.D. Stafford, 1888

ARCHITECT 415-427 Comm. St. Andrew Jacques & Rantoul, 1893  
 source

BUILDER \_\_\_\_\_

source Harold Harmon Trusts

Herbert J. Chermis. Trusts

OWNER Constitution Wharf Company Stephen J. Miller Trusts  
original present

florence Harmon Trusts

PHOTOGRAPHS \_\_\_\_\_

19/331130/4692110 Ward 3, Parcel 3042/3044

TYPE (residential) single double row 2-fam. 3-deck ten apt.  
 (non-residential) Light Manufacturing

NO. OF STORIES (1st to cornice) 2 bldgs. 5 & 6 stories plus

ROOF flat cupola dormers

MATERIALS (Frame) clapboards shingles stucco asphalt asbestos alum/vinyl  
 (other) brick stone granite concrete iron/steel/alum.  
 Foundation

BRIEF DESCRIPTION

The southernly most building at #405-411 Commercial Street is formerly part of the Quincy Cold Storage complex of buildings, faded lettering is evident on it's southerly most side. It is a massive five story brick building which is inoperative at the present time. The central freight entryway on the first level has been bricked over, A Plaque directly above indicates that "here was built the Frigate Constitution," Old EXTERIOR ALTERATION minor moderate drastic

CONDITION good fair poor LOT AREA 60,100 sq.ft.

NOTEWORTHY SITE CHARACTERISTICS \_\_\_\_\_

SIGNIFICANCE (con't on reverse)

In 1797, the U.S.S. Constitution, the first warship built in the United States was erected in the yard of Benjamin Goodwin at Hudson's Point, now known as Constitution Wharf. Mr. Goodwin bought the wharf in 1768, ran a bakehouse and blacksmith shop and lived opposite his wharf on the corner of Chapter Street. The famous ship, U.S.S. Constitution was built by Edmund Harrt, at his wharf which he bought in 1786. He too, lived opposite his yard, between battery and Hanover Street. He bought the yard and house of Abiel Ruddock, and at

(Map)



Moved; date if known \_\_\_\_\_

Themes (check as many as applicable)

Aboriginal	_____	Conservation	_____	Recreation	_____
Agricultural	_____	Education	_____	Religion	_____
Architectural	_____	Exploration/ settlement	_____	Science/ invention	_____
The Arts	_____	Industry	_____	Social/ humanitarian	_____
Commerce	_____	Military	_____	Transporation	_____
Communication	_____	Political	_____		
Community/ Development	_____				

Significance (include expansion of themes checked above)

that time the site was known as Thornton's Shipyard. Thornton was the son-in-law of Water Merry. Issac Harris was apprentice at this yard and the Skilling Brothers carved the figure head and ornaments of "Old Ironsides." (3) In 1797, the U.S.S. Constitution was launched from this wharf and became known as the remarkable warship, Old Ironsides. She was designed by Joshua Humphries of Philadelphia. Emhriam Thayer supplied the forty-four gun carriages, and Paul Revere, made the copper bolts, screws and blocks. The famous sailing ship was built by Edmund Hartt when his yard was privately owned on the site of what was the Naval Yard in the 1800's. "Old Ironsides" was so called after she engaged in her well known encounter with the British Guerriere during the war of 1812. This ship, our oldest man-of-war, is moored today at the Boston Naval Shipyard in Charlestown and is visited by thousands yearly. (4) During the early 1800's, the Boston 28, which captured several French armed ships and The Argy's 16, which burnt so many British prizes off the English Coast that she was said to have "set the Channels all ablaze" were also built at the Constitution Wharf. (5) But the U.S.S. Constitution alone is the only ship that has survived till today, and it is the oldest warship afloat in the world. (6)

The site and buildings as they stand today consists of two massive brick buildings owned originally by the Constitution Wharf Company. The building now known as 405-411 Commercial Street is six stories, has a block granite foundation on piles and brick walls. The building at 415-427 Commercial Street is also of brick, is five stories and

Preservation Consideration (accessibility, re-use possibilities, capacity for public use and enjoyment, protection, utilities, context)

Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

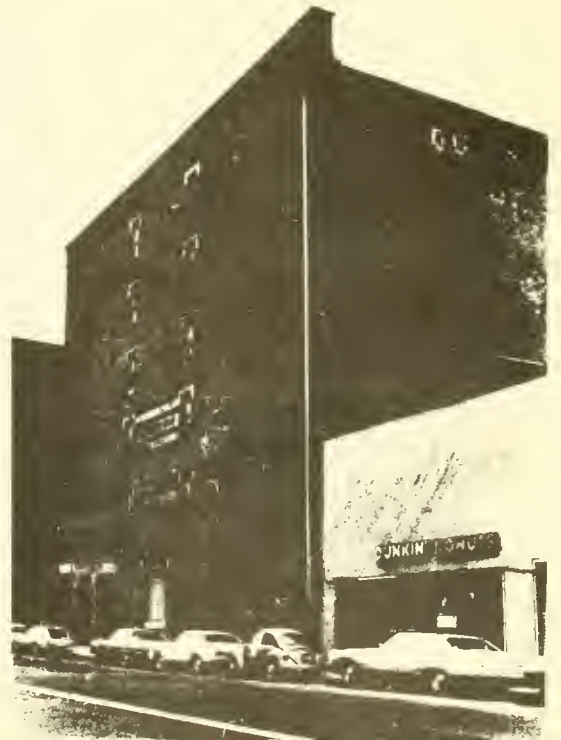
- (1) City of Boston, Building Department Records
- (2) City of Boston, Assessor's Office
- (3) Thwing, Annie Haven The Crooked and Narrow Streets of the Town of Boston 1630-1822 (Boston, Marshall Jones Company, 1920)
- (4) Drake-Ross, Marjorie. The Book of Boston: The Federal Period 1775 to 1837 (New York: Hastings House, Pub. 1961) p. 25-26
- (5) Constitution Wharf, Bostonian Society, Scrapbook Collection
- (6) Murphy, Ray, Fascinating Update of "Old Ironsides" History Book Review of Tyrone Martin's, A Most Fortunate Ship, Boston Sunday Globe, (June 15, 1980) p. A9

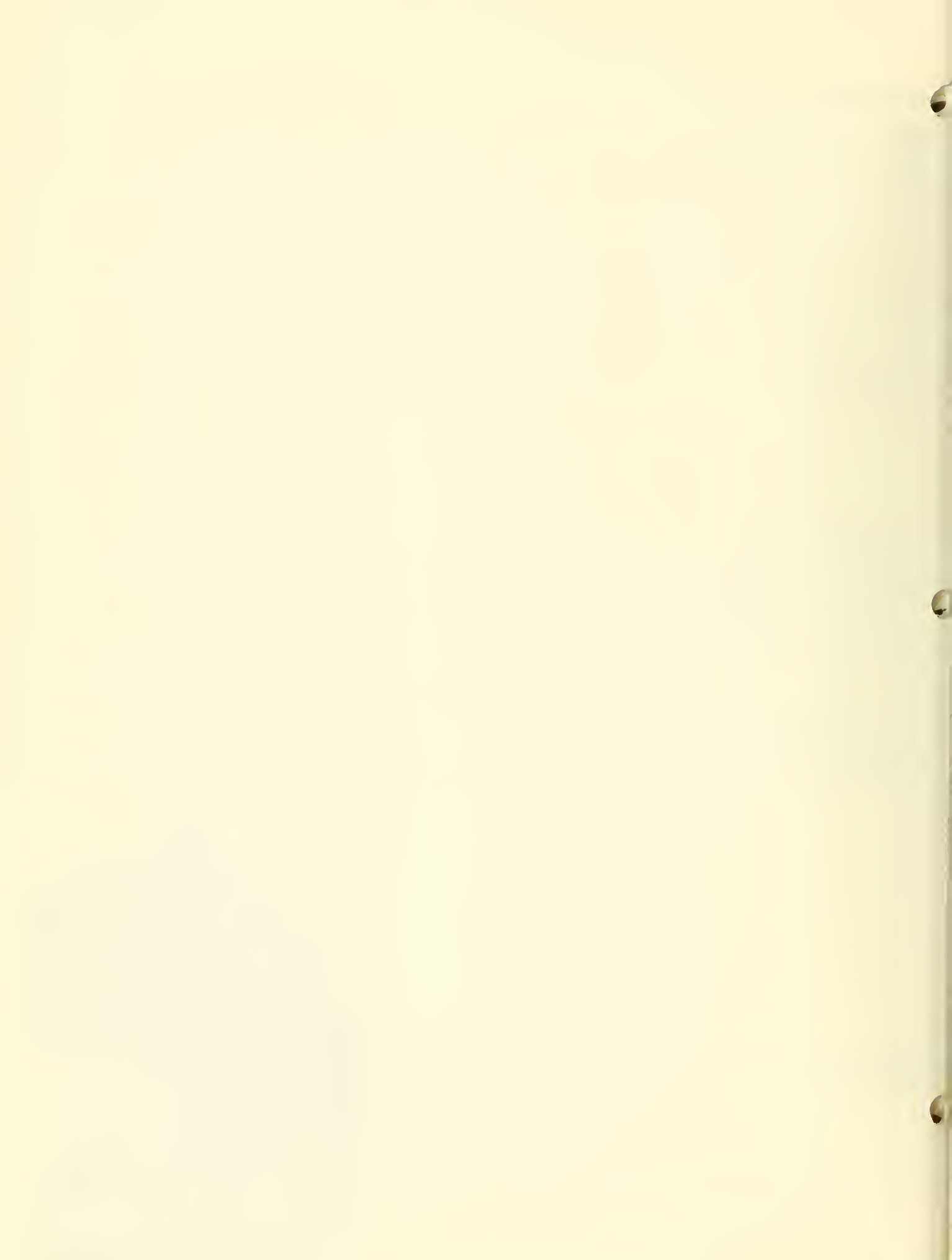


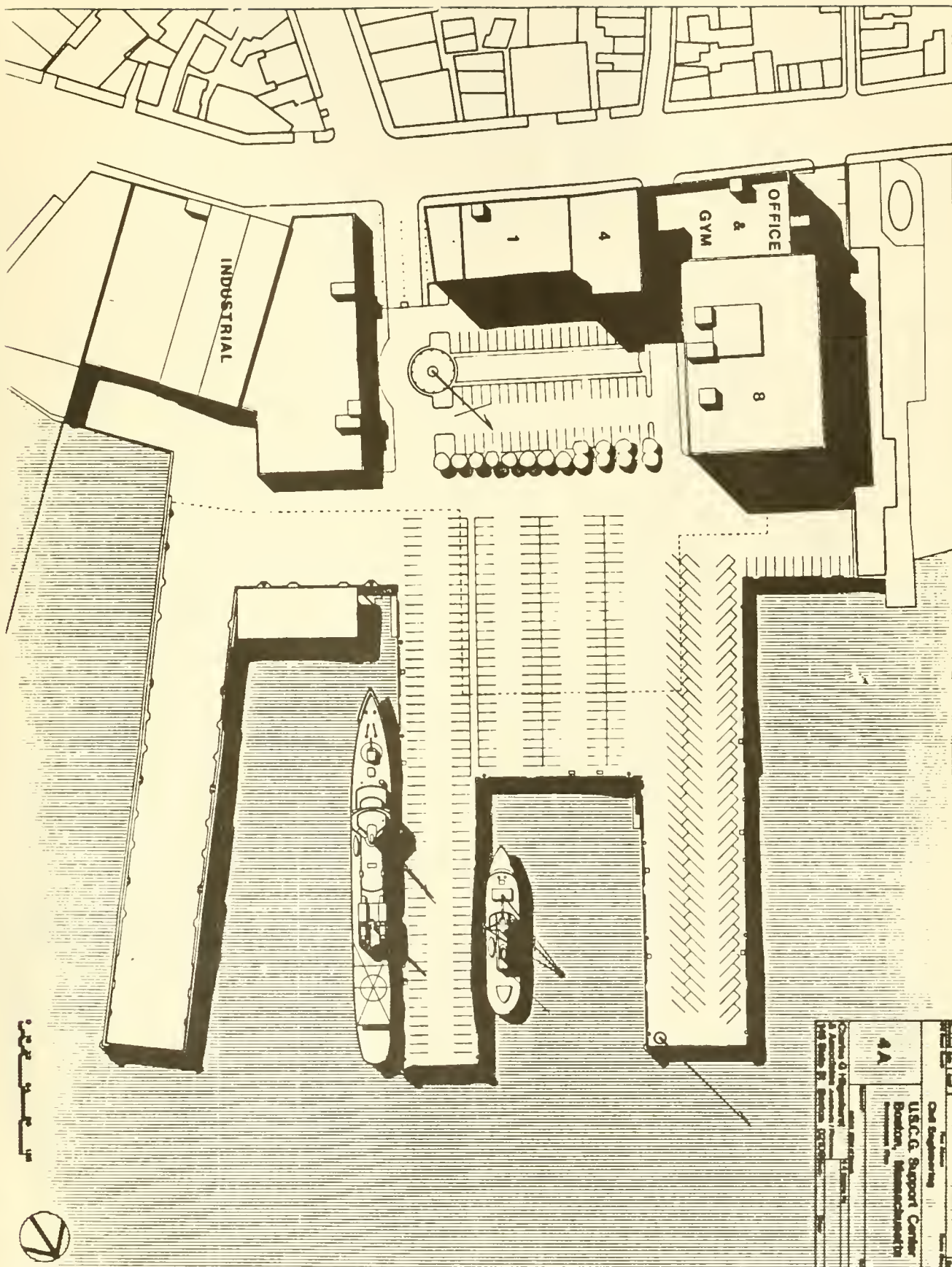
has a stone foundation on piles. In 1917, there were four buildings on this site. The two brick buildings which face Commercial Street and two wooden buildings in the rear, which were utilized for storage. By 1920, Quincy Market Cold Storage occupied 405-411 Commercial Street for General Dry Storage of Goods and were using the rear of #409 for offices. Building Department Records that by 1940, Quincy Market Cold Storage had built a massive warehouse on Sargeant's Wharf and the Boston Sausage and Provision Company had taken over the building at 415 to 427 Commercial Street for a meat processing and packing plant. In 1956, this company was employing 470 people annually. Much of its labor force came from the adjacent Italian North End, and Americanization classes were offered to new employees, if desired. By 1967, industrial usage and light manufacturing in this area was beginning to minimize due to urban renewal programs and the Boston Sausage and Provision Company was causing pollution problems in the area. The plant closed down totally in 1977 and is now vacant.

Description (con't)

Ironside' The first level north has an indented entryway with a cast iron support beam and granite posing above. Two other wooden freight doorways are evident on the first level. The second through sixth stories have two sets of symmetrical windows. The second and third stories have large granite lentils, decorative brick work on third through sixth levels is rectangular in motif. Large lettering on third level identifies the structure, simple brick corbelling is evident at the roofline. The second or northerly building at #415-427 Commercial Street is a large nondescript on the second level connected the two structures is not in use at this time. Central freight entryway and two window opening on each level with wooden shutters break the otherwise flat brick facade. Large white lettering on third level identify the building tie rops on four levels and simple brick corbelling with fan shaped brick lentils further define the building.







4A

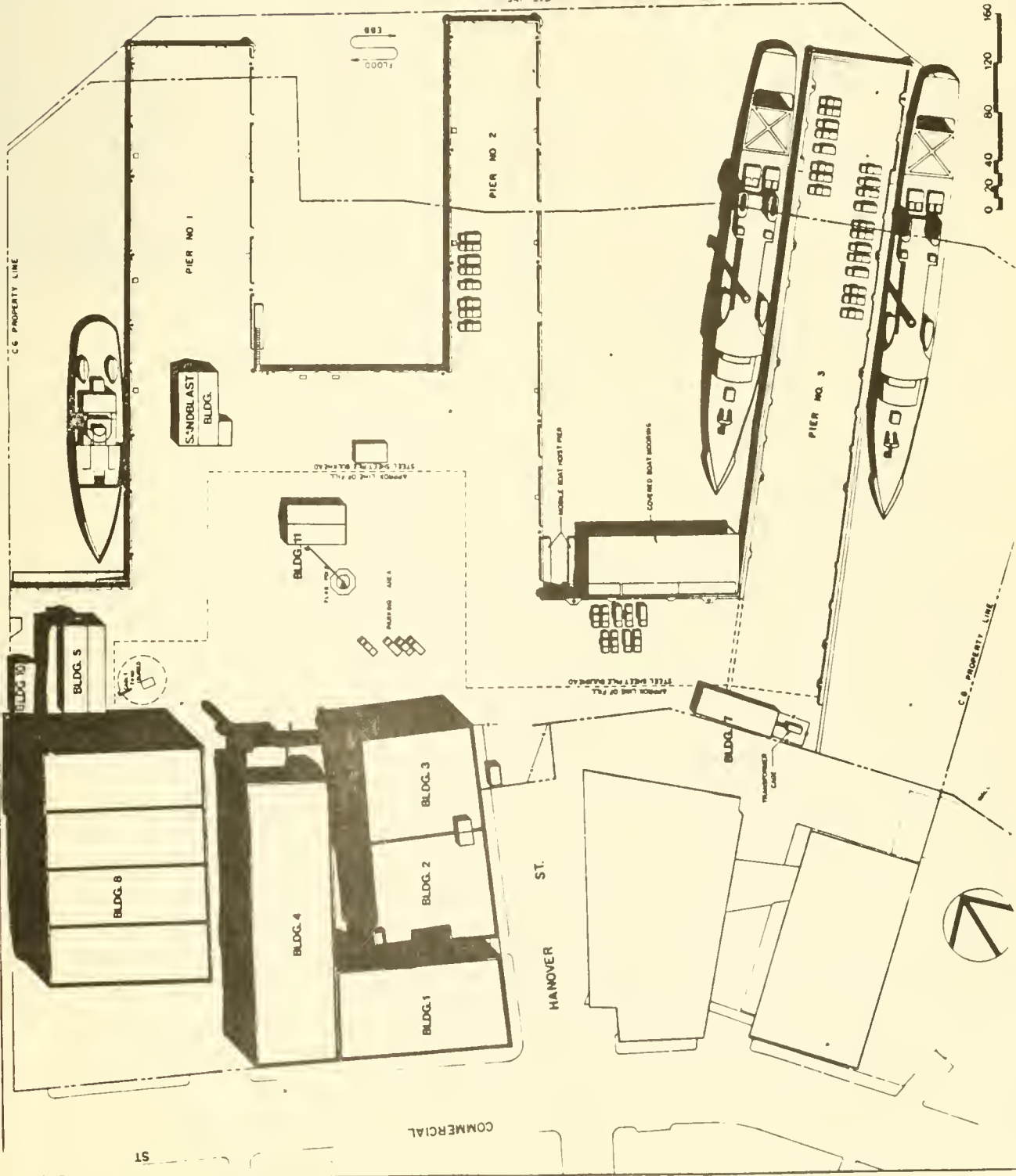
USCG Support Center  
Boston, Massachusetts

Charles D. Sigurdson  
A. Association  
445 State St. Boston, MA 02108

Scale 1" = 100'







Revision: \_\_\_\_\_ Date: \_\_\_\_\_ Author: \_\_\_\_\_  
 U.S. Coast Guard  
 Civil Engineering  
 First District  
 Boston, MA  
**U.S.C.G. Support Center**  
**Boston, Massachusetts**  
 Development Plan  
**EXISTING CONDITIONS**  
 Approved: \_\_\_\_\_  
 U.S.C.G. Chief of Base: \_\_\_\_\_  
**Charles G. Hilgenhurst**  
**& Associates**  
 ARCHITECTS ENGINEERS  
 148 State St. Boston, MA 02109  
 Date: \_\_\_\_\_  
 C.G. Drawing No. \_\_\_\_\_



ADDRESS 377-397 Commercial St COR. \_\_\_\_\_

NAME Battery Wharf Battery Wharf  
present original

MAP NO. 26N-13E SUB AREA \_\_\_\_\_ N/W \_\_\_\_\_

DATE 1883 1  
source \_\_\_\_\_

ARCHITECT \_\_\_\_\_  
source \_\_\_\_\_

BUILDER \_\_\_\_\_  
source Richard, Joseph, 2

OWNER Johnson & Young of the Battery Wharf  
original Realty present  
Company

PHOTOGRAPHS \_\_\_\_\_

19/331120/4692110 Ward 3, Parcel 3041

TYPE (residential) single double row 2-fam. 3-deck ten apt.  
(non-residential) Commercial Complex

NO. OF STORIES (1st to cornice) 1 plus \_\_\_\_\_

ROOF flat cupola dormers

MATERIALS (Frame) clapboards shingles stucco asphalt asbestos alum/vinyl  
(other) brick stone concrete iron steel/alum.

BRIEF DESCRIPTION: Nondescript wooden structures with iron siding painted brown. Two stories with recessed walkway on northern side of structure. U-shaped in design has been added onto over time. Eastern-most portion of the earliest section, retail outlets include newly created Dunkin Donuts outlet, Bay State Lobster retail outlet, Butcher Block Meat Store, Fleet Fruit and Warehouses for Bay State Lobster. This complex has large sign detached from the site with a parking lot for freight pickups and (con't)  
EXTERIOR ALTERATION minor moderate drastic

CONDITION good fair poor LOT AREA Dock 54,825  
Pile & land 64,461 sq.ft.  
Solid 80,080

NOTEWORTHY SITE CHARACTERISTICS \_\_\_\_\_

SIGNIFICANCE (con't on reverse)  
Battery Wharf is also known as North Battery Wharf. It was from here that many of the British troops embarked on their way to force the American works at Breed's Hill. When a blue flag was displayed as a signal, the men in scarlet uniforms moved regularly forward in boats furnished by the British warships to the Battle of Bunker Hill. <sup>3</sup> The North Battery was erected here in 1646. Battery Wharf now houses various commercial buildings of undistinguished architecture. <sup>4</sup> The first and most



(Map)

Moved; date if known \_\_\_\_\_

Themes (check as many as applicable)

Aboriginal _____	Conservation _____	Recreation _____
Agricultural _____	Education _____	Religion _____
Architectural _____	Exploration/ settlement _____	Science/ invention _____
The Arts _____	Industry _____	Social/ humanitarian _____
Commerce _____	Military _____	Transportation _____
Communication _____	Political _____	
Community/ Development _____		

Significance (include expansion of themes checked above)

easterly section of the Battery Wharf complex was erected in 1883 of wood and was one story. It was open on all sides and was used as a market building and for storage. It measured 25x50 and the external sides were covered with iron. In 1895, the Wharf was owned by Joseph W. Revere, Hiers, with smaller parcels on Commercial Street owned by G.A. Godbold, Mason and Cleveland and C.E. Hatfield. By 1917, the Battery Wharf complex as it exists now was in place, and was under the ownership of R.L. Saltonstall Trusts. In 1923, Quincy Market Cold Storage erected a two story wood building on the Battery Wharf site for offices and storage. Around 1942, the Standard Grocery Company, wholesale grocers occupied this space until 1955 when it was torn down. The southern finger of Battery Wharf was the site of the East Boston North Ferry which is now occupied by the City of Boston Fire boats. This portion of Battery Wharf was substantially upgraded in recent years. In 1960, the Bay State Lobster Company bought this wharf for their retail/wholesale fish business. In 1975, the complex was rehabilitated and subdivided to include an outlet of the Butcher Block Meat Store and a Dunkin Donuts. In 1980, Bay State Lobster Company now ships lobsters and fish products to the nation and the world.

Preservation Consideration (accessibility, re-use possibilities, capacity for public use and enjoyment, protection, utilities, context)

Description (con't): deliveries. The city of Boston, Marine Fire Department is located on the southern finger of Battery Wharf. The piers and dock and one story dwelling of the site have been newly rehabilitated.

Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

- (1) City of Boston, Building Department Records
- (2) City of Boston, Assessor's Office
- (3) Points of Interest in Boston and The Environs, (Boston: The Banks and Trust Companies of Boston, 1937) p. 27.
- (4) VanMeter, Mary, "The Boston Waterfront: Summary of a survey conducted under the auspices of the City Conservation League," (unpublished paper, Boston, December, 1976) p.8.
- (5) Sanborn, D.A. Insurance, Maps of Boston, Volume 1 (New York, D.A. Sanborn Company, 1873 and 1917.)



427-447 Commercial St.

ADDRESS 453-467 Commercial St COR. \_\_\_\_\_

NAME U.S. Coast Guard Base  
present original

MAP NO. 27N-13E SUB AREA N/W  
427-439: 1896-1901

DATE 453-467: 1897

ARCHITECT Dean and Mair source  
Kendall & Stevens etc. 1  
source

BUILDER \_\_\_\_\_

OWNER Lowney Chocolate source Coast Guard  
Company, 1896 United States of America  
original present

PHOTOGRAPHS \_\_\_\_\_

19/33190-110/4692110-120 Ward 3, Parcel 3050

TYPE (residential) single double row 2-fam. 3-deck ten apt.  
(non-residential) complex of 11 buildings owned by U.S. Coast Guard

NO. OF STORIES (1st to cornice) 1-5 stories plus \_\_\_\_\_

ROOF flat cupola dormers

MATERIALS (Frame) clapboards shingles stucco asphalt asbestos alum/vinyl  
(other) brick stone concrete iron/steel/alum.

BRIEF DESCRIPTION: Since the Coast Guard currently contains eleven structures of various sizes and shapes, the attached map will help pinpoint the buildings surveyed by numbers. Building #8 of five stories is, for all intensive purposes a blank box. The front facade has no openings. It is a solid brick wall with corbelling at the roofline. The north facade has four sets of 2/2 double hung sash which are placed symmetrically from the first to the fifth floors. The fifth floor contains rounded arches. (con't)

EXTERIOR ALTERATION minor moderate drastic \_\_\_\_\_

CONDITION good fair poor LOT AREA n/a sq.ft.

NOTEWORTHY SITE CHARACTERISTICS Located at foot of Hanover Street is one of the main and earliest corridors which connected the North End to the Port of Boston.

SIGNIFICANCE (con't on reverse)

The U.S. Coast Guard is located on the sites of Fiske, Nichols, Young Harris Wharfs, and date back to the 1750's. The present brick buildings date from 1896 to 1917. An 1895 G.W. Bromley Atlas indicates that Issac Harris owned much of these wharfs. The Winnisimet Company ran the Chelsea Ferry from the site and most of the buildings were of brick and wood.

(Map)



Moved; date if known \_\_\_\_\_

Themes (check as many as applicable)

Aboriginal	_____	Conservation	_____	Recreation	_____
Agricultural	_____	Education	_____	Religion	_____
Architectural	_____	Exploration/ settlement	_____	Science/ invention	_____
The Arts	_____	Industry	_____	Social/ humanitarian	_____
Commerce	_____	Military	_____	Transporation	_____
Communication	_____	Political	_____		
Community/ Development	_____				

Significance (include expansion of themes checked above)

In 1896, the Walter M. Lowney Candy Manufacturers were noted for their chocolate bonbons! In 1896, two brick buildings were constructed. (See attached U.S.C.G. Support Center map for their locations) Building #8 housed the Merchants Warehouse Company. By 1917, the north and south fingers of the site contained two story wooden structures owned by the New York, New Haven and Hartford Railroad Company. Two new brick structures were located on the northern most part of the wharf at Commercial Street. These two buildings were owned by the Nathaniel Tufts Meter Company and C.E. Cotting, et al. The Lowney Chocolate Company remained till 1932. A large percentage of the labor force for the W.M. Lowney Company came from the Italian North End. A letter to the Building Department indicates that a waiver was requested by the company to allow the screening of educational films for Americanization classes! In 1932 the owners of the chocolate factory is listed as Candy Brands, Inc. In 1935, the owners of building #1 is listed as Deblois and Maddison and the facility is utilized for mercantile. By 1941, this building #1 is taken over by the C. Pappas Company. Also at this time, building #4 or #'s 445 through 449 Commercial Street become the temporary quarters for an Anti-Aircraft Company of the U.S. Army. During World War II the U.S. Coast Guard takes over the entire facility and have remained there until the present day. Currently the U.S. Coast Guard Support Center serves all of New England's coastline from this site through an elaborate complex of eleven buildings and three piers. Thousands of men are trained and work on this base and an existing development plan recently completed by Charles G. Hilgenhurst and Associates, architects and planners propose \$20 million (con't Preservation Consideration (accessibility, re-use possibilities, capacity for public use and enjoyment, protection, utilities, context)

Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

- (1) City of Boston, Building Department
- (2) City of Boston, Assessor's Office.
- (3) Hopkins, G.M. Atlas of The County of Suffolk, Massachusetts, Vol. 1 1874.
- (4) Bromley, G.W. Atlas of Boston, Vol. I. 1888.
- (5) Bromley, G.W. Atlas of Boston, Vol. I, 1917.
- (6) Interview with Captain Deverou, U.S. Coast Guard, Support Center Base, June 12, 1980.

Two smaller sets of windows which run from the first to the fifth floors are centered between the larger windows in the north facade. An additional set of windows span the first to fifth floors on the northwest corner. This is a monumental building of red brick.

Building #4 is the most elaborate of the complex. A central double door on the first level, with four bays of 6/6 double hung sash and a southern double door entrance make up the first level. A high basement of rough hewn granite blocks is evident. Quoins span length of first floor. Heavy wooden entablature separate first and second levels. Second floor has decorative bands of brick with a row of seven windows placed symmetrically from the first to the fifth floors. Fan shaped lintels evident on second, third and fifth floors. Fourth floor has Palladio type window arches that are divided with brick columns. Decorative use of granite and brick create the arches. Fifth floor windows are smaller and have been modernized. Fan shaped lintels and decorative band of granite evident. Simple corbelling at roofline. Keystone in granite at top of building indicates a date of 1901 for the structure.

Building #1 has had drastic alterations on the first floor. It is a mammoth, five story structure of brick. It is attached to building #4 and faces Commercial Street. From the north to the south on the first level there is a single doorway, a garage door, a single 2/2 double hung sash window, a double set of 2/2 windows, a boarded up freight entrance, a garage door, then another single doorway with lights above and three half windows with murals painted on the upper half by the U.S. Coast Guard. The three murals depict the Coast Guards involvement with ecology, as lifesavers, and as searchers, and rescuers. On the second through fifth floors, windows are arranged symmetrically and seem to follow a pattern of usage. From the north to the south they are arranged as follows: A single 6/6, 2 more bays with iron gratings, then 2 bays more and finally, 5 single 6/6 windows. Rounded arched lintels in brick surround most window heads. Simple corbelling at roofline and star iron ties separate most window openings.

Buildings #2 and #3 are located within the base on the Hanover Street extension. These two structures are attached and are both six stories high. Extensive alterations have occurred on first level. Nine bays are evident on second through sixth floors in buildings #2 and #3. Rounded arches in brick above most windows. These two structures may be demolished in the U.S. Coast Guard Support Centers planned capital improvement program.

Buildings # 7, 11, 5 and 10 are small one story structures used for marine related and mechanical equipment purposes. All are located in the rear of the Support Center at the bulkhead line.

Significance (con't from reverse, page 1)

dollars in renovations, take downs, and new construction over the next ten years. The U.S. Coast Guard is currently negotiating to buy the two brick warehouse facility, namely Constitution Wharf and convert these abandoned warehouses into workshop and industrial space needed for the consolidation and expansion of their Support Center operations. A new office and gymnasium would be built on the northern most part of the Commercial Street side of the complex. (See plan 4-A of the U.S. Coast Guard Support Center.) The Community Services Support staff is currently working with North End groups on local usage of this facility.





Building Information Form Form No. \_\_\_\_\_ Area North End

ADDRESS 43-63 Atlantic Ave. COR.

NAME Prince Building Prince Macaroni Factory  
present original

MAP NO. 26N-13E SUB AREA N/W

DATE 1917 2  
source

ARCHITECT B.S. Brown (original) 1  
Tim Anderson (Rehab, 1968) 2  
source

BUILDER Gerry and Northrup Company (Rehab, 1968) 2  
source

OWNER Prince Macaroni Company Prince Condominium Trust  
original present

PHOTOGRAPHS \_\_\_\_\_

19/331100/469280 Ward 3, Parcel 3547

TYPE (residential) single double row 2-fam. 3-deck ten apt.  
(non-residential) Offices

NO. OF STORIES (1st to cornice) 10 plus \_\_\_\_\_

ROOF flat cupola dormers

MATERIALS (Frame) clapboards shingles stucco asphalt asbestos alum/vinyl  
(other) brick stone concrete iron/steel/alum.

BRIEF DESCRIPTION: This structure is made of reinforced concrete with twelve-foot ceilings and heavy concrete capitals. The building is ten stories in height; it contains one story of office space, two levels of enclosed tenant parking, and the remaining seven floors contain 42 family size apartments. Because the concrete construction was so sturdy, it was possible to add two and a half additional floors. Concrete balconies were added to the original structures. The industrial windows were replaced by sliding (con't)  
EXTERIOR ALTERATION minor moderate drastic conversion of factory space to housing;  
2½ floors were added to the original seven.

CONDITION good fair poor \_\_\_\_\_ LOT AREA 8470 sq.ft.

NOTEWORTHY SITE CHARACTERISTICS This building faces Boston's waterfront.

SIGNIFICANCE (con't on reverse)

This building was slated for demolition in the late 1960's. Instead of being razed, the former macaroni factory became one of the first examples of adaptive use and served as a catalyst for other redevelopment projects along Boston's waterfront.

(Map)

There are two very interesting design features in this project. Each corridor in the building serves two floors of apartments. A "skip-stop" elevator serves the bottom two floors of apartments, and the third, fifth, eighth and

Moved; date if known \_\_\_\_\_

Themes (check as many as applicable)

Aboriginal _____	Conservation _____	Recreation _____
Agricultural _____	Education _____	Religion _____
Architectural _____	Exploration/ settlement _____	Science/ invention _____
The Arts _____	Industry _____	Social/ humanitarian _____
Commerce _____	Military _____	Transporation _____
Communication _____	Political _____	
Community/ Development _____		

Significance (include expansion of themes checked above)

penthouse floors. One either walks up or down a half flight of stairs to reach an apartment from a given corridor. This feature increases the amount of rentable space. The 12 foot ceilings have provided a very workable solution for the problem of installing mechanical ducts and piping. Rather than boring through 12-inch concrete slabs, these systems have been placed on top of the slabs with platforms built over them. This arrangement solves a problem and at the same time allows for a more interesting room layout.

Description (con't)

glass doors. The total floor area breaks down as follows:

90,000 square feet (gross)  
72,500 square feet residential  
10,000 square feet parking  
7,500 square feet offices.

The construction cost for the project was \$1,400,000, which breaks down to \$15.55 per square foot. The financing was provided by Suffolk Franklin Savings Bank, Boston.

The building originally contained rental units, but in 1973 the apartments were converted into condominiums.

Preservation Consideration (accessibility, re-use possibilities, capacity for public use and enjoyment, protection, utilities, context)

This building is on the outside edge of the Fulton-Commercial St. National Register Historic District. The importance of this structure as an early example of adaptive use warrants its inclusion in a National Register Historic District.

Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

- (1) City of Boston Building Department Documents
- (2) Bunnell, Gene, editor, Built To Last: A Handbook on Recycling Old Buildings (Washington, D.C.: The Preservation Press, National Trust for Historic Preservation, 1977).
- (3) City of Boston Assessor's Records.
- (4) Architectural Record, Vol, 143, January 1968, pp. 156-157.
- (5) Martin, Thomas, J. and Melvin A. Gamron, Adaptive Use: Development Economics, Process and Profiles, Part 1, (The Urban Land Institute, 1978).



ADDRESS 220-230 Commercial St COR. \_\_\_\_\_

NAME Howe and Bainbridge  
present \_\_\_\_\_ original \_\_\_\_\_

MAP NO. 26N-13E SUB AREA N/W

DATE 1841-1874, c.1860 (4)  
source \_\_\_\_\_

ARCHITECT \_\_\_\_\_  
source \_\_\_\_\_

BUILDER \_\_\_\_\_  
source \_\_\_\_\_

OWNER Lewis Wharf Corp. Howe and Bainbridge  
original \_\_\_\_\_ present \_\_\_\_\_

PHOTOGRAPHS \_\_\_\_\_

19/33195/469585 Ward 3, Parcel 3512

TYPE (residential) single double row 2-fam. 3-deck ten apt.  
(non-residential) commercial

NO. OF STORIES (1st to cornice) \_\_\_\_\_ plus \_\_\_\_\_

ROOF mansard cupola \_\_\_\_\_ dormers \_\_\_\_\_

MATERIALS (Frame) clapboards shingles stucco asphalt asbestos alum/vinyl  
(other) brick stone concrete iron/steel/alum.  
trim

BRIEF DESCRIPTION  
This large brick structure is four stories in height and nine bays wide. The first floor has been adapted for commercial use; at either end of the facade there is a large window opening with a doorway beside it. There are canvas awnings to protect these openings. In the middle portion of the first floor there is a loading dock, a double door, and a slightly recessed single door. All of the windows in the upper floors are two over two

EXTERIOR ALTERATION minor moderate drastic \_\_\_\_\_

CONDITION good fair poor \_\_\_\_\_ LOT AREA 4,620 sq.ft.

NOTEWORTHY SITE CHARACTERISTICS \_\_\_\_\_

SIGNIFICANCE (con't on reverse)

Since 1841, this property has been owned by the Lewis Wharf Corporation, as was much of the other property in the area. It is difficult to determine when the building was constructed because it did not change hands. But the style indicates a date of approximately 1860. In 1919, there were plans to have the building used as a ship chandlery. To this end openings were cut in party walls, a stairway was fireproofed and an elevator was installed. A fire occurred in 1925. In 1928, the building was used as candy factory, machine shop, and

(Map)

Moved; date if known \_\_\_\_\_

Themes (check as many as applicable)

Aboriginal	_____	Conservation	_____	Recreation	_____
Agricultural	_____	Education	_____	Religion	_____
Architectural	_____	Exploration/ settlement	_____	Science/ invention	_____
The Arts	_____	Industry	_____	Social/ humanitarian	_____
Commerce	_____	Military	_____	Transporation	_____
Communication	_____	Political	_____		
Community/ Development	_____				

Significance (include expansion of themes checked above)

for storage of cotton goods. Later the same year a permit was granted which allowed the occupancy to be changed to a ship chandlery and storage; and the space to be considered one building instead of three. In 1960, the use was changed to offices and a retail store. A new front door was added in 1969, and the interior walls and ceilings were refinished by sandblasting in 1971.

Description (con't)

double hung sash. On the second and third floors the windows are topped with brick segmental arches and they have stone sills. There is brick corbelling under the roofline. The windows on the fourth floor are set into the mansard roof. Each window has a gable roof head with lintels. A massive chimney is located in the fourth bay from the north side of the building; a window is set into the chimney. One of the most attractive features of the building is the large sign with a black background and raised gold letters which is set between the first and second floors.

Preservation Consideration (accessibility, re-use possibilities, capacity for public use and enjoyment, protection, utilities, context)

Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

- (1) City of Boston Assessor's records
- (2) City of Boston Building Department Documents
- (3) Atlases of Boston 1888 and 1908, (G.W. Bromley)
- (4) Atlas of Suffolk County, Mass. 1874 (G.M. Hopkins).
- (5) Suffolk County Courthouse Registry of Deeds.





ADDRESS 232 Commercial St. COR. \_\_\_\_\_

NAME Atlantic House  
 present \_\_\_\_\_ original \_\_\_\_\_

MAP NO. 26N-13E SUB AREA N/W

DATE C 1842 \_\_\_\_\_ 6 \_\_\_\_\_  
 source \_\_\_\_\_

ARCHITECT Gerald Cugini, (Rehab, 1967)  
 source \_\_\_\_\_

BUILDER \_\_\_\_\_  
 source \_\_\_\_\_

OWNER \_\_\_\_\_ William Cress et al. \_\_\_\_\_  
 original \_\_\_\_\_ present \_\_\_\_\_

PHOTOGRAPHS \_\_\_\_\_

19/33195/469285 Ward 3, Parcel 3511

TYPE (residential) single double row 2-fam. 3-deck ten apt.  
 (non-residential) \_\_\_\_\_

NO. OF STORIES (1st to cornice) 3 plus a triplex on the top

ROOF \_\_\_\_\_ cupola \_\_\_\_\_ dormers \_\_\_\_\_

MATERIALS (Frame) clapboards shingles stucco asphalt asbestos alum/vinyl  
 (other) brick stone granite concrete iron/steel/alum.  
 (trim & foundation)

BRIEF DESCRIPTION: A stone post and beam system extends across the first floor of the building. The whole first floor is recessed; there are three pairs of tall narrow windows and a wooden double front door on this level. The second and third floors are three bays wide. The stone sills on the second floor and the stone lintels on the third floor remain. The space between the second and third floors has been filled with clapboarding. Wooden flower boxes project from the second and third story windows. (con't)  
 EXTERIOR ALTERATION minor moderate drastic

CONDITION good fair poor \_\_\_\_\_ LOT AREA 1650 sq.ft.

NOTEWORTHY SITE CHARACTERISTICS The view from this building (especially the top floor) is across Atlantic Avenue to the harbor.

SIGNIFICANCE (con't on reverse)  
 On July 1, 1841, the Lewis Wharf Corporation sold the lot on which this building stands to Robert G. Shaw for \$6,890.18. Shaw probably built the brick warehouse soon after he purchased the lot. Anna B. Green inherited the property from Shaw. This building has had many uses over the years. In 1912 the upper floors served as a lodging house and the first floor was a store. At that time it was known as the Atlantic House. In 1917 the building

(Map)

Moved; date if known \_\_\_\_\_

Themes (check as many as applicable)

Aboriginal	_____	Conservation	_____	recreation	_____
Agricultural	_____	Education	_____	Religion	_____
Architectural	_____	Exploration/ settlement	_____	Science/ invention	_____
The Arts	_____	Industry	_____	Social/ humanitarian	_____
Commerce	_____	Military	_____	Transporation	_____
Communication	_____	Political	_____		
Community/ Development	_____				

Significance (include expansion of themes checked above)

suffered a fire, but it continued to be used as a lodging house until 1927 when the use was changed to light manufacturing. Specifically the use was candy manufacturing by the San-Man Chocolates Co., the new owner.

The building was damaged by fire again in 1929. Then it went through a series of new owners: Morton Smith, 50 State St. (1938), Lewis Wharf, Inc. (1946), Edward A. Simone, Winchester (1961). In 1961 the building was declared unsafe due to a bulging front wall.

Gerard Cugini was the owner in 1967 and he made the changes which we see today. The first four floors are used for commercial or office space and the top floor is a triplex apartment.

Description (con't): The balcony for the triplex on the fourth floor projects well over the sidewalk; the same wooden clapboarding is used on the top floor.

Preservation Consideration (accessibility, re-use possibilities, capacity for public use and enjoyment, protection, utilities, context)

Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

- (1) City of Boston Assessor's records.
- (2) City of Boston Building Department Documents.
- (3) "Architect Raises the Roof to Create Wharfside Complex," House and Garden: Remodeling Guide to Home Improvement, Spring, Summer 1970, p. 98.
- (4) Interiors, Vol. 129, May 1970, p. 120-121.
- (5) G.M. Hopkins Atlas of the County of Suffolk, Mass., 1874.
- (6) Suffolk County Courthouse Registry of Deeds.



Building Information Form Form No. \_\_\_\_\_ Area North End

ADDRESS 236-238 Commercial St COR. \_\_\_\_\_

NAME \_\_\_\_\_  
present \_\_\_\_\_ original \_\_\_\_\_

MAP NO. 26N-13E SUB AREA \_\_\_\_\_ N/W \_\_\_\_\_

DATE 1841-1848 \_\_\_\_\_ 4 \_\_\_\_\_  
source \_\_\_\_\_

ARCHITECT \_\_\_\_\_  
source \_\_\_\_\_

BUILDER \_\_\_\_\_  
source \_\_\_\_\_

OWNER Mathew W. Green \_\_\_\_\_ John McNear \_\_\_\_\_  
original \_\_\_\_\_ present \_\_\_\_\_

PHOTOGRAPHS \_\_\_\_\_

19/33195/469285 Ward 3, Parcel 3510

TYPE (residential) single double row 2-fam. 3-deck ten apt.  
(non-residential) \_\_\_\_\_

NO. OF STORIES (1st to cornice) 5 \_\_\_\_\_ plus penthouse (5th floor) \_\_\_\_\_

ROOF flat \_\_\_\_\_ cupola \_\_\_\_\_ dormers \_\_\_\_\_

MATERIALS (Frame) clapboards shingles stucco asphalt asbestos alum/vinyl  
(other) brick stone \_\_\_\_\_ concrete iron/steel/alum.

BRIEF DESCRIPTION : Simple, four story brick structure. First floor - granite post and beam system; four bays with three pairs of slightly recessed, tall, narrow windows and a new door. Second through fourth floors have same window treatment - three bays with new metal framed, casement windows; stone lintels and sills. Simple brick corbelling at the roofline. Set back penthouse with gable roof, sliding glass door and skylights.

EXTERIOR ALTERATION minor moderate drastic conversion from a warehouse to apartments and restaurant.

CONDITION good fair poor \_\_\_\_\_ LOT AREA 1178 sq.ft.

NOTEWORTHY SITE CHARACTERISTICS Faces the harbor across Atlantic.

SIGNIFICANCE (con't on reverse)  
On May 20, 1841, the Lewis Wharf Corporation sold a lot to Mathew W. Green, a wharfinger, for \$4,537.50. Next the property passed from Henry F. and Mathew W. Green to Moses Clark on December 16, 1848. Clark paid \$10,000; the description mentions "the brick store thereon." Clark sold the building to Edward Bell for \$10,000 on May 17, 1867.

(Map)

Moved; date if known \_\_\_\_\_

Themes (check as many as applicable)

Aboriginal	_____	Conservation	_____	Recreation	_____
Agricultural	_____	Education	_____	Religion	_____
Architectural	_____	Exploration/ settlement	_____	Science/ invention	_____
The Arts	_____	Industry	_____	Social/ humanitarian	_____
Commerce	_____	Military	_____	Transporation	_____
Communication	_____	Political	_____		
Community/ Development	_____				

Significance (include expansion of themes checked above)

This building has undergone a series of changes. In 1910 a rather drastic remodeling was done by F.A. Norcross, a noted Boston builder. A building permit notes, "Change roof from pitch to flat, building up front and rear walls, raise third, fourth and fifth floors, remodel stairs."<sup>1</sup> The owner at that time was G. Stabile and A. Marciello; the use was a store and lofts. In 1913 the building was known as Anchor House, and the first floor remained a store but the upper floors were used for lodging. An application to keep a lodging house was filed in 1918.

In 1945, the roof of the building was changed from slate to asphalt shingles. Three years later the building was owned by the Diamond Spring Brewing Co. and barrels and cases of beer were stored in the first floor and the upper floors were used as office.

In 1967 the building was owned by Domeniz A. Capossela. At that time the structure was rehabilitated to contain four apartments and a restaurant at a cost of \$10,000. In 1970 there was a plan to combine #236-238, #240-242, #244-246, and #248-250 into one building. The use of the building was to be as follows:

236-238: restaurant and 2 apartments  
240-242 & 222-246: 1st floor: restaurant, coffee shop and lounge  
2nd and 3rd floors: vacant  
4th and 5th floors: office space.

Preservation Consideration (accessibility, re-use possibilities, capacity for public use and enjoyment, protection, utilities, context)

Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

- (1) City of Boston Building Department Documents.
- (2) City of Boston Assessor's Records
- (3) 1888 Atlas of Boston (G.W. Bromley)
- (4) Suffolk County Courthouse Registry of Deeds.



ADDRESS 240-246 Commercial St GOR.

NAME Dom's Restaurant  
present original

MAP NO. 26N-13E SUB AREA N/W

DATE 1856-1874  
source

ARCHITECT \_\_\_\_\_  
source

BUILDER \_\_\_\_\_  
source

OWNER Edart Leo Rabinovitz  
Waterside Realty  
original present

PHOTOGRAPHS \_\_\_\_\_  
19/33195/469285 Ward 3, Parcel 3507

TYPE (residential) single double row 2-fam. 3-deck ten apt.  
(non-residential) Restaurant, offices, apartments

NO. OF STORIES (1st to cornice) 5 plus \_\_\_\_\_

ROOF flat cupola \_\_\_\_\_ dormers \_\_\_\_\_

MATERIALS (Frame) clapboards shingles stucco asphalt asbestos alum/vinyl  
(other) brick stone \_\_\_\_\_ concrete iron/steel/alum.

BRIEF DESCRIPTION : Five stories tall, six bays wide. Really two buildings together. First fl-or - recessed, natural finished wood and glass. All new sash; tall and narrow, lower section opens; stone lintels and sills. Sills on fifth floor linked together to form band around building. Brick corbelling in cream-colored brick at roofline.

EXTERIOR ALTERATION minor moderate drastic roofline changed from gable to flat;

CONDITION good fair poor \_\_\_\_\_ new sash  
LOT AREA 3056 sq.ft.

NOTEWORTHY SITE CHARACTERISTICS Across Atlantic Avenue from the waterfront. Part of a row of five buildings of similar style and scale.

SIGNIFICANCE (con't on reverse)  
On June 21, 1841, the Lewis Wharf Corporation sold the lot on which this building stands to Thomas G. Atkins. Atkins bought two additional pieces of land; Atkins paid \$10,582.95. In 1856 there was a dispute over the will of Thomas G. Atkins; a document concerning this dispute describes the plots of land but there is no mention of buildings. The buildings appear on the 1874 atlas.

(Map)

Moved; date if known \_\_\_\_\_

Themes (check as many as applicable)

Aboriginal	_____	Conservation	_____	Recreation	_____
Agricultural	_____	Education	_____	Religion	_____
Architectural	_____	Exploration/ settlement	_____	Science/ invention	_____
The Arts	_____	Industry	_____	Social/ humanitarian	_____
Commerce	_____	Military	_____	Transporation	_____
Communication	_____	Political	_____		
Community/ Development	_____				

Significance (include explanation of themes checked above)

In 1888 this building was owned by Timothy Atkins Heirs. In 1908 it was owned by George Stabile. Two years later some major alterations were done by F.A. Norcross, a well-known Boston builder; the roof was changed from pitch to flat by building up the front and rear walls; the third, fourth and fifth floors were raised and the stairs were remodelled. The use at this time was a store and lofts. In 1917 J. Stabile owned the building; the first floor was used as a grocery and part of the upper floors were used to make catcut. The San-Man Chocolates Co. was housed in this space in 1924. The Stabile Bank Co. owned the building in 1933 and it was still used as a candy factory. In 1940 the Cole Chocolate Co. was found here. In 1969 a variance was granted which allowed a mixed use of the structure, that is, a restaurant, housing and office space. That is the way in which the building is being used today.

Preservation Consideration (accessibility, re-use possibilities, capacity for public use and enjoyment, protection, utilities, context)

Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

- (1) City of Boston Building Department Documents.
- (2) City of Bosotn Assessor's Records.
- (3) Atlases of the City of Boston (Philadelphia, G.W. Bromley, 1888 & 1908).
- (4) Atlas of Suffolk County, Massachusetts 1874 (G.M. Hopkins).
- (5) Suffolk County Courthouse Registry of Deeds.



ADDRESS 252-254 Commercial St. COR. Fleet St.

NAME Waterfront Haircutters  
 present \_\_\_\_\_ original \_\_\_\_\_

MAP NO. 26N - 13E SUB AREA N/W

DATE 1841-1842 4  
 source \_\_\_\_\_

ARCHITECT \_\_\_\_\_  
 source \_\_\_\_\_

BUILDER \_\_\_\_\_  
 source \_\_\_\_\_

OWNER Amos Binney Angelina Cardone  
 original \_\_\_\_\_ present \_\_\_\_\_

PHOTOGRAPHS \_\_\_\_\_

19/33195/469285 Ward 3, Parcel 3506

TYPE (residential) single double row 2-fam. 3-deck ten apt.  
 (non-residential) commercial (1st floor)

NO. OF STORIES (1st to cornice) 5 plus \_\_\_\_\_

ROOF flat cupola \_\_\_\_\_ dormers \_\_\_\_\_

MATERIALS (Frame) clapboards shingles stucco asphalt asbestos alum/vinyl  
 (other) brick stone (foundation) concrete iron/steel/alum.

BRIEF DESCRIPTION: This simple brick building is five stories in height and three bays wide. The storefront on the first floor contains a new window and door.

EXTERIOR ALTERATION minor moderate drastic \_\_\_\_\_

CONDITION good fair poor \_\_\_\_\_ LOT AREA 1110 sq.ft.

NOTEWORTHY SITE CHARACTERISTICS This building faces the waterfront.

SIGNIFICANCE (con't on reverse)

On May 10, 1841, the Lewis Wharf Corporation sold two parcels of land to Amos Binney for \$13,539.82. Binney sold a portion of this property to John H. Dix, a physician on June 7, 1842; the deed for this transaction mentions a "new brick warehouse." The property was held in a complicated trust arrangement by Binney's heirs until December 31, 1884 when Edward I. Browne et al., Trustees sold it to Patrick Bergen for \$8,700.

(Map)

Moved; date if known \_\_\_\_\_

Themes (check as many as applicable)

Aboriginal	_____	Conservation	_____	Recreation	_____
Agricultural	_____	Education	_____	Religion	_____
Architectural	_____	Exploration/ settlement	_____	Science/ invention	_____
The Arts	_____	Industry	_____	Social/ humanitarian	_____
Commerce	_____	Military	_____	Transporation	_____
Communication	_____	Political	_____		
Community/ Development	_____				

Significance (include expansion of themes checked above)

An atlas from 1888 lists the owner of the building as Patrick Bergen. Twenty years later, it was owned by L. Bianco. In 1915 the building housed eight families, and there were also two stores. Two years later the first floor was occupied by a clothing store, a barber and a lunch room; the upper floors were occupied by seven families. In 1925 there was still a barber shop in the building.

Repair work was done on the brick work and fire escapes in the mid 20's and early 30's. In 1930, the building was still owned by the Bianco family.

In 1975 there were five apartments in the building.

Preservation Consideration (accessibility, re-use possibilities, capacity for public use and enjoyment, protection, utilities, context)

Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

- (1) City of Boston Assessor's Records.
- (2) City of Boston Building Department Documents.
- (3) Atlases of Boston, 1888 & 1908 (G.W. Bromley).
- (4) Suffolk County Courthouse Registry of Deeds.



ADDRESS 469-521 Commercial St COR.

NAME North End Park North End Beach Park  
present original

MAP NO. 27N-13E SUB AREA N/W

DATE 1894

(Photo)

source

ARCHITECT Olmsted Olmsted & Eliot 1  
source

BUILDER Perkins & White 1  
source

OWNER City of Boston same  
original present

PHOTOGRAPHS \_\_\_\_\_

19/33190/4692125 Ward 3. Parcel 3058

TYPE (residential) single double row 2-fam. 3-deck ten apt.  
(non-residential) public park

NO. OF STORIES (1st to cornice) \_\_\_\_\_ plus \_\_\_\_\_

ROOF \_\_\_\_\_ cupola \_\_\_\_\_ dormers \_\_\_\_\_

MATERIALS (Frame) clapboards shingles stucco asphalt asbestos alum/vinyl  
(other) brick stone concrete iron/steel/alum.

BRIEF DESCRIPTION : The six and one half acres contain a fenced in baseball diamond, a swimming pool with dressing rooms on the east side of the park and a Bocce court immediately adjacent to the west boundary of the public park.

EXTERIOR ALTERATION minor moderate drastic

CONDITION good fair poor LOT AREA solid, 124,325 pilet land 85,412 sq.ft.

NOTEWORTHY SITE CHARACTERISTICS Good view of Boston harbor, East Boston and Charlestown

with "Old Ironsides" and the Bunker Hill Monument in prominent view.

(Map)

SIGNIFICANCE (con't on reverse)  
The North End Beach Park along with the Copps Hill Terraces Park were created as a pleasure ground to meet the needs of a thickly populated North End of Boston at a period of time where density of housing and overcrowding were everpresent. In 1892, the city of Boston Park's Department authorized \$300,000 for the acquisition of land and \$50,000 for the construction of a beach and passive park directly across Commercial Street adjacent to

Moved; date if known \_\_\_\_\_

Themes (check as many as applicable)

Aboriginal _____	Conservation _____	Recreation _____
Agricultural _____	Education _____	Religion _____
Architectural _____	Exploration/ settlement _____	Science/ invention _____
The Arts _____	Industry _____	Social/ humanitarian _____
Commerce _____	Military _____	Transporation _____
Communication _____	Political _____	
Community/ Development _____		

Significance (include expansion of themes checked above)

Copps Hill Burial Ground. This water front site was previously occupied by several antiquated wharves. The most westerly being the North Paving Wharf (formerly Aitkens Wharf) belonging to the municipality and the most easterly, Carney's Wharf. Commercial Street is the boundary on the south and the Harbor Commissioner's Line, that on the water side. Included within the lines mentioned are North and South Bartlett's Wharf, Grey's and Ripley's Wharves. The only building of much value on the site is a brick warehouse on Grey's Wharf, the rest being wooden storehouses. and sheds. This land area contains about six and one half acres, <sup>2</sup> "The plan drafted by Olmstead, Olmstead and Eliot was designed to make this confined space afford opportunity for the greatest possible variety of modes of recreation, thus, Copps Hill Terraces provided a resting place commanding a view of the water upon a broad terrace. On a level with the upper street. An ample promenade on the west side of the North End Beach Park adjacent to the water is provided upon a pier, the upper desk of which will be reached from the terrace by a bridge, which will span Commercial Street. A good place for children to play is provided on the beach which will be formed by the pier line. Dressing rooms will be provided for the use of bathers with floats and other conveniences for boatmen. The stone terraces and its accompanying flights of steps will be plainly but substantially constructed while the steep earth slopes at the ends and below the high wall will be planted with low shrubbery. The foot bridge spanning Commercial Street will be light steel truss. The new or restored beach will terminate against sea walled piers of solid filling from the end of one of which the long and substantial pleasure pier will run out to and along the Harbor.

Preservation Consideration (accessibility, re-use possibilities, capacity for public use and enjoyment, protection, utilities, context)

Significance (con't): Commissioner's Line. Between the beach and Commercial Street there is room for a little greensward and a screening background of shrubbery." <sup>3</sup> By 1898, the promenade and a bath house were in place. At the end of the pier, near the promenade a Bandstand was erected for open air concerts. The beach was constructed of hard gravel. A men's bathhouse was located on the westerly end of the park and a women's bathhouse housed 150 bathing rooms, and a laundry. By 1933, the park had changed usage from that of a beach to a ball field. The front portion of this park was used for baseball, but was (con't)

Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

- (1) City of Boston, Parks Department (19th Annual Report 1893-94) Drawing by Olmstead and Eliot, 1894.
- (2) Bostonian Society, Scrapebook Collection, (Vol. S 122)
- (3) Letter Submitted by Olmsted, Olmsted and Eliot, within the (City of Boston, Parks Department, Twentieth Annual Report, January, 1895) p. 76-77.
- (4) City of Boston, Planning Board Report of the Civil Works Administration, Project 3512 (March 31, 1934) p. 115.

not of sufficient size for league ball. Bleachers were placed on the westerly side of the field with a seating capacity of 2500. The promenade pier was still evident but later burnt down.<sup>4</sup> In 1951, the George Robert White Fund granted \$30,000 for the construction of a swimming pool within the park which is still in usage but in a state of disrepair.







ADDRESS Charter Street COR. \_\_\_\_\_

NAME Copp's Hill Terraces Same  
present original

MAP NO. 27N-13E SUB AREA N/W

DATE 1896-1897 (1)  
source

ARCHITECT Olmsted, Olmsted and Eliot (1)  
source

BUILDER Perkins and White (1)  
source

OWNER City of Boston same  
original present

PHOTOGRAPHS \_\_\_\_\_

19/330150/4692150 Ward 3, Parcel 2068

TYPE (residential) single double row 2-fam. 3-deck ten apt.  
(non-residential) \_\_\_\_\_ park

NO. OF STORIES (1st to cornice) \_\_\_\_\_ plus \_\_\_\_\_

ROOF \_\_\_\_\_ cupola \_\_\_\_\_ dormers \_\_\_\_\_

MATERIALS (Frame) clapboards shingles stucco asphalt asbestos alum/vinyl  
(other) brick stone concrete iron/steel/alum.

BRIEF DESCRIPTION

Rough-faced coursed stone walls mark the boundary of the park along Charter Street. Two wide sets of steps lead to the first level of the terraces. Picnic tables and benches, a round-arched open shelter with table for chess or checkers, several large trees and a large open space with concrete paving fills this area. There are large stone planters on either side of each group of steps. Two more sets of stone steps lead EXTERIOR ALTERATION minor moderate drastic The beach area has been filled in for use as playing fields.

CONDITION good fair poor LOT AREA 26,108 sq.ft.

NOTEWORTHY SITE CHARACTERISTICS The park faces Copp's Hill Burial Ground on the other side of Charter Street. Copp's Hill is the highest point in the North End; from there the land slopes down to the harbor.

SIGNIFICANCE (con't on reverse)

At the end of the nineteenth century, it was generally recognized that city dwellers needed areas of open space within their congested environment in order to maintain their health. To this end, Copp's Hill Terraces was proposed to replace a number of rotten wharves and wooden dwellings. Work was started in 1894. The plantings have not been well looked after; the original intention was to have all the areas around the paved terraces planted with shrubbery and trees to provide shade. The original

(Map)

Moved; date if known \_\_\_\_\_

Themes (check as many as applicable)

Aboriginal	_____	Conservation	_____	recreation	_____
Agricultural	_____	Education	_____	Religion	_____
Architectural	_____	Exploration/ settlement	_____	Science/ invention	_____
The Arts	_____	Industry	_____	Social/ humanitarian	_____
Commerce	_____	Military	_____	Transporation	_____
Communication	_____	Political	_____		
Community/ Development	_____				

Significance (include expansion of themes checked above)

plan called for a bridge to be built across Commerical Street on the western edge of the terraces; the bridge would be continued in a pier extending into the water and curving toward the other side. This arrangement combined with the pier extending out from the eastern side of the beach would provide a very well protected harbor for swimming and boating. Both houses and a bandstand at the end of one of the piers were also part of the design.

Description (con't)

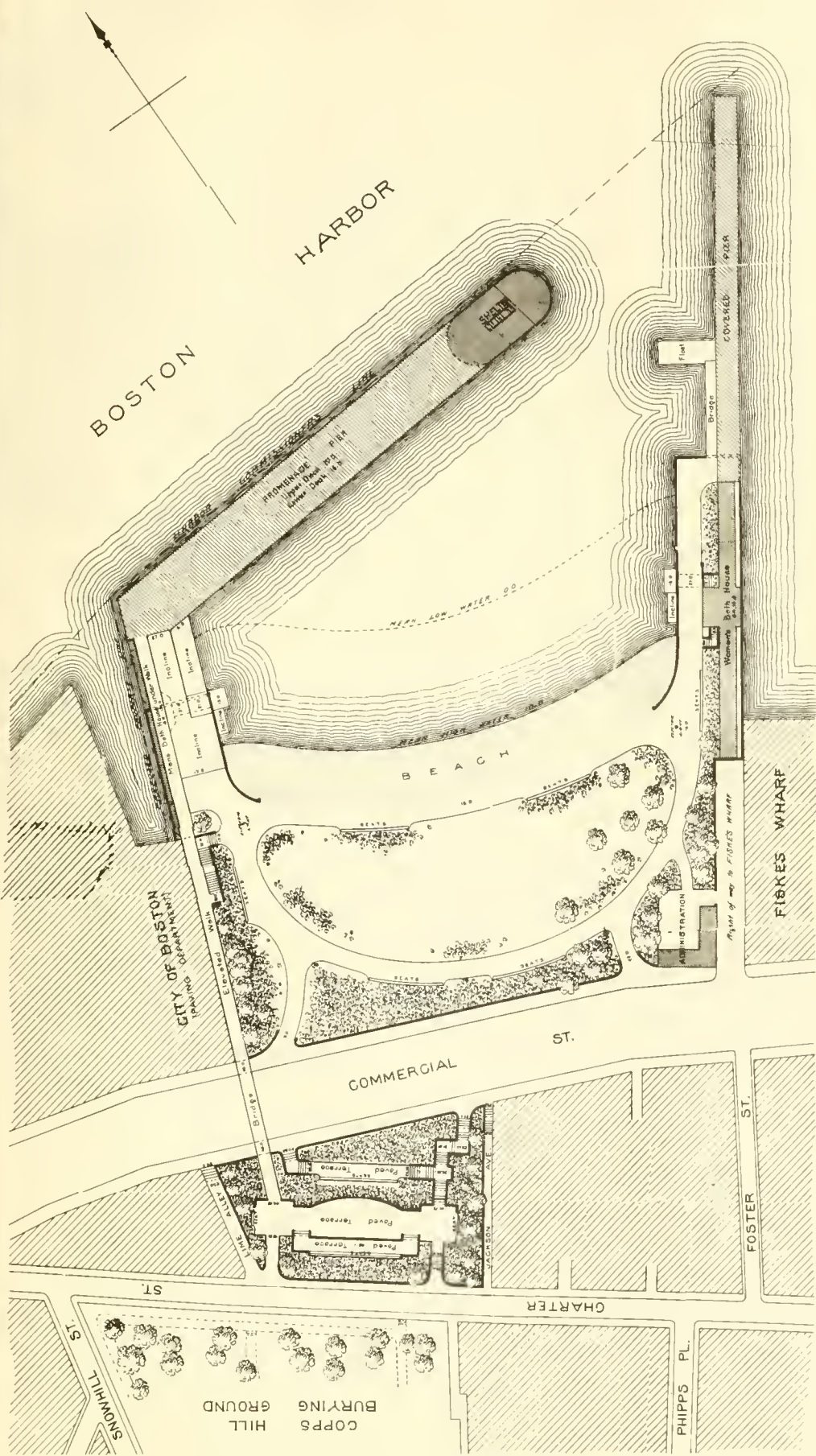
down to the second level of the terrances. This space is much smaller; there are a number of trees and benches. Iron fencing has been used to keep people out of the planted area. A final set of steps leads down to Atlantic Ave.

Across Atlantic Ave. there is a boccie court, playing fields, basket ball courts and a swimming pool. This area was originally planned as a beach park.

Preservation Consideration (accessibility, re-use possibilities, capacity for public use and enjoyment, protection, utilities, context)

Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

- (1) Twenty-Second Annual Report of the Board of Commissioners for the Year Ending January 31, 1897. (Boston: Department of Parks, 1897)
- (2) "Work Well Under Way on the New Marine Park", August 26, 1894 (Article in a Bostonian Society Scrapbook, source unknown).
- (3) Report on Civil Works Administration - Project #3512 (Boston: City Planning Board March 31, 1934).



CITY OF BOSTON — PARK DEPARTMENT  
 JOHN F. ANDRE W., CHAIRMAN, FRANCIS A. WALKER, EDWARD C. HODGES, COMMISSIONERS.

PLAN FOR  
**PUBLIC PLEASURE GROUNDS**  
 BETWEEN  
**COPPS HILL AND THE HARBOR**

CLMSTED, OLMSTED & ELIOT, LANDSCAPE ARCHITECTS  
 BOSTON, MASS. DEC. 1894

SCALE  
 0 10 20 30 40 50 60 70 80 90  
 FEET







Building Information Form Form No. \_\_\_\_\_ Area North End  
ADDRESS Between Hanover and COR. Unity Streets  
NAME Paul Revere Mall also known as "The Prado"  
present original  
MAP NO. 26N-13N SUB AREA N/W  
DATE 1933 (2)  
source  
ARCHITECT Arthur A. Shurcliff, Landscape Architect (2)  
source  
BUILDER A.G. Tomasello and Son, Inc. (2)  
source  
OWNER City of Boston - Same  
original present  
PHOTOGRAPHS \_\_\_\_\_  
19/330150-160/4692130-140 Ward 3, Parcel 2074

TYPE (residential) single double row 2-fam. 3-deck ten apt.  
(non-residential) Public Park

NO. OF STORIES (1st to cornice) \_\_\_\_\_ plus \_\_\_\_\_

ROOF \_\_\_\_\_ cupola \_\_\_\_\_ dormers \_\_\_\_\_

MATERIALS (Frame) clapboards shingles stucco asphalt asbestos alum/vinyl  
(other) brick wall stone fountain concrete iron/steel/alum. bronze  
tablets and statues

BRIEF DESCRIPTION  
The mall is 343 feet long from Hanover Street to Unity Street and extends another 182 feet from Unity Street, Salem Street, and Christ Church. The overall length then being 525 feet. The width varies from 86 feet at Hanover Street to 70 feet at the rear of the Paul Revere Statue to 140 feet through the center of the fountain, to 60 feet wide at Unity Street. Crossing Unity Street into the Christ Church property a wrath of EXTERIOR ALTERATION minor moderate drastic \_\_\_\_\_

CONDITION good fair poor \_\_\_\_\_ LOT AREA \_\_\_\_\_ sq.ft.

NOTEWORTHY SITE CHARACTERISTICS \_\_\_\_\_

SIGNIFICANCE (con't on reverse)  
One of the memorial plaques set into the brick walls of the Mall states that a major portion of "the site of this mall was once the pasture of Christopher Stanley who died in 1640 leaving a parcel of land for the maintenance of the free school and thus the first benefactor of the public education in Boston. This tract of land was always maintained as an open space and was used as a playground. Webster Avenue stretched from Hanover St. to Unity St., and the houses which

(Map)

Moved; date if known \_\_\_\_\_

Themes (check as many as applicable)

Aboriginal	_____	Conservation	_____	Recreation	_____
Agricultural	_____	Education	_____	Religion	_____
Architectural	_____	Exploration/ settlement	_____	Science/ invention	_____
The Arts	_____	Industry	_____	Social/ humanitarian	_____
Commerce	_____	Military	_____	Transporation	_____
Communication	_____	Political	_____		
Community/ Development	_____				

Significance (include expansion of themes checked above)

lined (numbering approximately 16) with wire purchased by the George Robert White Fund 1933, and demolished to make way for the Prado. The W.P.A. provided some of the work force for the project. The Prado cost approximately \$275,000. The Paul Revere Mall (as it was officially renamed in 1935) serves two important functions. First it visually connects two important landmarks, Christ Church of Paul Revere fame and St. Stephen's, which was designed by Charles Bulfinch in 1804 for a Protestant Congregation, but became Roman Catholic in 1862 as the character of the neighborhood changed. The open space also serves as a gathering place for local residents of all ages. It is one of the few places in the North End where one can get relief from the highly concentrated and intense environment. Robert Savage Chase wrote an editorial on the occasion of the dedication of the Prado; it summarizes the significance of this space: (See attachment entitled Paul Revere Mall, Significance (con't)).

Preservation Consideration (accessibility, re-use possibilities, capacity for public use and enjoyment, protection, utilities, context)

Both St. Stephen's Church and Christ Church are listed on the National Register of Historic Places; it seems appropriate that the link between these two structures should also be listed.

Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

- (1) City of Boston Assessor's Records.
- (2) Minutes of the George Robert White Fund.
- (3) Bostonian Society Scrapbook Collection (one article was from the Boston Evening Transcript, June 30, 1934).
- (4) Boston: The Official Bicentennial Guidebook (E.P Dutton and Co., 1975)
- (5) Schofield, William G. Freedom by the Sea: The Boston Freedom Trial (Chicago: Rand, McNally and Co., 1974)
- (6) Forbes, Allan and Ralph M. Eastman, Some Statues of Boston (Boston: State Street Trust Co., 1946)
- (7) Shurcliff, Arthur A., "The Boston Prado". Landscape Architecture, Vol. XXV, July 1935, pp. 117-182.

Description (con't)

Paul Revere Mall

44 feet is expressed with a eight foot wide gate and sidewalk for entry and up a five foot wide and four and a half foot high series of steps which brings one to a passage measuring eight feet wide bounded on one side by the wall of the Old North Museum (formerly an Italian Espiscopal Church) and on the other side by the tall walls of Christ Church.

The visual boundaries on the North and South ends of the Prado are provided by Christ Church and St. Stephen's Church. The East and West boundaries of the space were principally determined by existing two-three and four- story buildings. A nine foot five inch brick wall actually contains the space. A continuous concrete bench provides seating along both sides of the wall.

The most dominant features of the Prado are the many large shade trees, the fountain, the statue of Paul Revere and the bronze commemorative plaques set in the brick walls. The trees seem to help define the space and establish scale as well as providing shade for the North Enders of every age who frequent the Mall. The fountain is made of granite, and it is 30 feet in diameter. It has been enclosed by a wrought iron fence to protect it against vandalism. The equestrian statue of Paul Revere was designed by Cyrus E. Dallin. It was added to the Mall in 1940, even though it was actually modeled in 1885. The memorial plaques were also dedicated in 1940. The 13 tablets were designed by Robert Savage Chase, an artist and long time resident of the North End. The central plaque contains a reproduction of Bonner's Map from 1722. The others contain inscriptions concerning men and important events which are linked to the North End. The subjects of the plaques are as follows: (1) Memorial to the men of the North End who gave their lives in the Civil War; (2) Reminder of the Salutation Tavern, called by Webster "The headquarters of the Revolution", (3) St. Stephen's Church designed by Bulfinch; (4) John Winthrop, Nicholas Upsall, Cotton Mather, John Hull, all residents of the North End; (5) Sir William Phips, Joseph Warren, John Manly, Edmund Hartt, the latter the builder of the Constitution, all of the North End, (6) Paul Revere and William Davies, messengers of the early Revolution; (7) John Tileston, famous teacher, and a group of soldiers who brought the United States into being; (8) Samuel Tucker, Increase Mather, Edward Everett and Christian Gullager, the last an artist who painted Washington; (9) John Greenwood, Ann Pollard, Charlotte Saunders, Cushman, the last a great actress; (10) Christ Church, oldest house of worship in Boston; (11) Benjamin Franklin; (12) Memorial to the men of the North End who died in World War I.

Bibliography (con't)

(8) Chase, Robert Savage, Editorial to the Boston Herald American, Jan. 20, 1940.

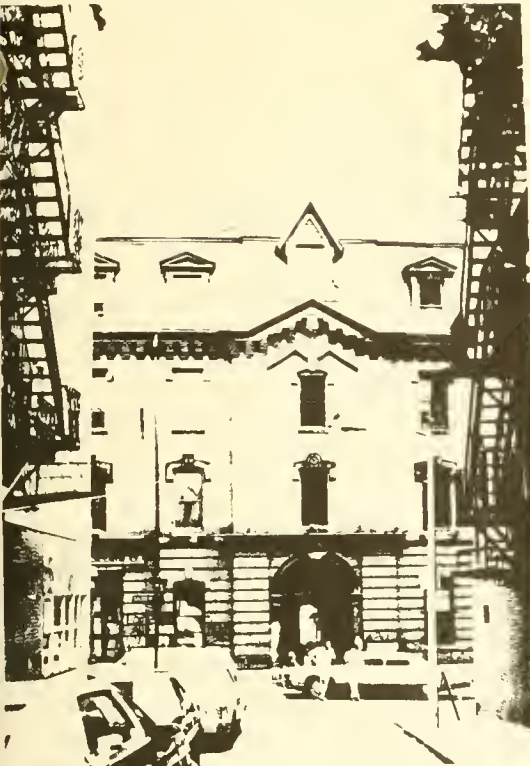


1/20/40 NE Editorial to the Editor of the Herald  
by Robert Savage Chasr.  
53 Snow Hill Street

"Today, through the beneficent bequest of George Robert White and through the wisdom and consideration of the trustees of that bequest, Boston can take pride in the establishment of a monument to the past of utility and beauty, such as no other city in the country can boast; more historical, if less architectural even than Williamsburg.

In the creation of the Paul Revere Mall, which primarily did away with one of the most sordid and congested areas of the city, turning it into a resting and breathing space, the White fund trustees also established perhaps the most historic vista in America. At the west end of the mall is Christ Church, the oldest church building in Boston, in the center is a well designed fountain; on the north is the Eliot School, successor of the early 1700's; on the east is St. Stephen's Church, on the site of New North Church of 1711. These churches stand for Boston's past and present in an eloquence beyond any words.





ADDRESS 39 No. Bennet St. COR. Salem St. and Tileston St.

NAME No. Bennet St. Industrial School same  
present original

MAP NO. 26N-13E & 27N-13E SUB AREA N/W

DATE 1874 appears on building  
source

ARCHITECT \_\_\_\_\_  
source

BUILDER \_\_\_\_\_  
source

OWNER Boston Seaman's Friend Society No. Bennet St. Industr  
original present ial  
School

PHOTOGRAPHS \_\_\_\_\_  
19/330150/4692140 Ward 3, Parcel 2292

TYPE (residential) single double row 2-fam. 3-deck ten apt.  
(non-residential) industrial school

NO. OF STORIES (1st to cornice) 4 plus

ROOF mansard cupola dormers

MATERIALS (Frame) clapboards shingles stucco asphalt asbestos alum/vinyl  
(other) brick stone foundation and concrete iron/steel/alum.  
trim

BRIEF DESCRIPTION

North Bennet Street Industrial School (NBSIS) consists of a group of four structures which make up most of the block bordered by Salem, No. Bennet, Tileston and Wiggin Streets. The principal building on the corner of No. Bennet and Salem Sts.; six bays face on Salem St. and nine bays face on No. Bennet St. The Salem St. facade was designed with slightly more elaborate ornamentation. The first floor is treated with raised brick horizontal bands.

EXTERIOR ALTERATION minor moderate drastic new 1/1 double hung metal sash through  
all four buildings  
CONDITION good fair poor LOT AREA 7,420 total sq.ft.

NOTEWORTHY SITE CHARACTERISTICS There is a small playground behind the house at 37 No. Bennet St. and the small building on Tileston St.

SIGNIFICANCE (con't on reverse)  
The No. Bennet Street Industrial School (NBSIS) was built on the site of the Salem Street Church. This church was organized in 1827, and the building was consecrated on January 1, 1828. Edward Beecher preached in this church for many years. An almanac from 1873 lists the Salem and Mariner's Church at Salem and No. Bennet Sts. In 1874 the building at the corner of Salem and No. Bennet St. was built.

(Map)

Moved; date if known \_\_\_\_\_

Themes (check as many as applicable)

Aboriginal	_____	Conservation	_____	Recreation	_____
Agricultural	_____	Education	<u>XX</u>	Religion	_____
Architectural	_____	Exploration/ settlement	_____	Science/ invention	_____
The Arts	_____	Industry	_____	Social/ humanitarian	<u>XX</u>
Commerce	_____	Military	_____	Transporation	_____
Communication	_____	Political	_____		
Community/ Development	_____				

Significance (include expansion of themes checked above)

In 1879 Mrs. L.E. Caswell rented space in the Seaman's Friend Society building for use as a serving room for poor women. Soon an organization called the North End Industrial Home was leasing the entire building, and a number of other activities (printing shop, library, cooking school, kitchen garden, and others) had been added to the sewing room. Pauline Agassiz Shaw became involved with the Home when she was asked to establish a day nursery, as she already had in Roxbury and Cambridge. Mrs. Shaw and others bought the building at No. 39 No. Bennet St. in 1884 and name of the establishment was changed to the North Bennet Street Industrial School. The school was incorporated the next year and the property was conveyed to it.

Courses in cooking, sewing, woodworking and other vocational skills were taught at the school. Later most of these courses became absorbed into the public school curriculum. Evening classes for older people and classes in citizenship were also offered. The field of manual training received a great boost when Mrs. Shaw established the Sloyd Training School under Mr. Gustaf Larrson. The basis for this Swedish system of training was that all the objects made should be useful, and not just provide an exercise. As the system evolved, no particular objects were required to be made, but rather a set of minimum requirements had to be met. This system was found to be very successful. NBSIS took manual training one step further and established a vocational guidance and placement department in 1907. A settlement department was also organized in 1902. Boys' and girls' clubs, performances

Preservation Consideration (accessibility, re-use possibilities, capacity for public use and enjoyment, protection, utilities, context)

National Register Individual Listing

Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

1. City of Boston Assessor's Records.
2. City of Boston Building Department Documents.
3. Murphy, Brenda, "Pauline Agassiz Shaw: 1841-1917," (A press release in the NBSIS Collection of the Shlesinger Library, Radcliffe College)
4. "Pauline Agassiz Shaw", (A reprint from the Boston Post, February 6, 1941 by a printing class in the NBSIS).
5. Annual Report of the Superintendent (School Document No. 7), (Boston Public Schools, Sept. 1929.)



Description (cont'd)

No. Bennet St. Industrial School

The entrance is marked by a slight projection. A round stone arch rises above the doorway and the windows on either side are topped with brick segmental arches with central stone voissoirs.

A stone belt course separates the first and second floors. The second floors windows have stone sills and decorative carved stone window heads with floral and scroll designs. The third floor windows have simpler stone window heads. Heavy brick corbelling separates the third and fourth floors. The fourth floor windows are set into the mansard roof. Permented window hoods are used here, except over the entrance bay where there is a gabled hood (the gable is filled with a cut-out scroll design). The mansard roof is covered with composition shingles.

Nine bays of the building face on No. Bennet St. The decorative treatment on this facade is basically the same as that found on Salem St. The doorway is given less prominence; the brick banding marked off with simple stone capitals act as pilasters on either side of the opening. A dentilled stone cornice tops off this entrance.

Just to the east of this facade there is a simple Federal style structure (37 No. Bennet St). This buildings is 3 bays wide and 3 stories plus a dormer tall. The doorway has been recessed. All the windows have stone sills and flared stone lintels; the size of the windows decreases as you go upward.

On Tileston St. there is another small brick building which is part of the NBSIS complex. It is three stories in height and each floor contains three pairs of windows. One of the two doorways on the first floor has been bricked up; the other has a new metal door.

The fourth and final structure in the group occupies the corner of Tileston and Salem Sts. (5 bays on Tileston and 2 bays on Salem St.) This simple four story building is also constructed of brick. It has a storefront in the first floor.

Significance (cont'd)

and outings were provided. A summer day camp and caddy camp were started to get the North End's children out into the countryside.

At the end of the nineteenth century, NBSIS provided a service that was very much needed in the North End. Today this North End landmark is still very well-regarded for its excellence in vocational training programs.

Pauline Agassiz Shaw was born in 1841 in Neuchatel, Switzerland. Her mother was an artist and her father, Louis Agassiz, was a well-known natural scientist. At the age of 7 she moved to Cambridge with her brother and sister where her father was teaching geology and zoology at Harvard.

Pauline Agassiz Shaw was considered to be quite beautiful. At the age of nineteen she married Quincy Adams Shaw, a wealthy merchant. After she had her own children she became interested in establishing kindergartens. From 1877 until 1888 Mrs. Shaw supervised a number of kindergartens a part of the public school system.

Next Mrs. Shaw became involved with day nurseries. As the discussion above indicates, this was the vehicle by which she became associated with the NBSIS. Mrs. Shaw's connection with the school continued throughout her life until her death in 1917.



6. Boston Tercentenary Committee, Subcommittee on Memorial History Comp. Fifty Years of Boston, Boston, 1930.
7. Swartzman, Jennie, "The North Bennet Street Industrial School", Saturday Evening Girl News, April 8, 1916, pp. 3 & 4.
8. Saturday Evening Girl News, "The Coming of the Settlement," Feb. 12, 1916. pp. 6-7
9. Emerson, Edward C., "Is Shopwork in the Schools of Boston Worthwhile?", Our Boston, April 1927. pp.15-17.
10. Todisco, Paula., Boston's First Neighborhood: The North End, Boston, 1974
11. Introductory Statement prepared by Schlesinger Library (Radcliffe College) for the NBSIS Collection.
12. Bostonian Society Scrapbook Collection: "Ancient Boston", January 27, 1883 (Book E, p. 61).  
Herald, c. 1886 (Book D, p. 20).





ADDRESS 332 Hanover Street COR. North Bennet Street  
North End Community

NAME Health Center First Universalist Church  
present original

MAP NO. 26N-13E SUB AREA N/W

DATE 1838 source \_\_\_\_\_

ARCHITECT \_\_\_\_\_ source \_\_\_\_\_

BUILDER \_\_\_\_\_ source \_\_\_\_\_

OWNER Unitarian Universalist Society City of Boston, Trustee <sup>6</sup>  
original present

PHOTOGRAPHS \_\_\_\_\_  
19/330160/4692130 Ward 3, Parcel 2313

TYPE (residential) single double row 2-fam. 3-deck ten apt.  
(non-residential) \_\_\_\_\_

NO. OF STORIES (1st to cornice) 3 plus \_\_\_\_\_

ROOF gabled cupola dormers

MATERIALS (Frame) clapboards shingles stucco asphalt asbestos alum/vinyl  
(other) brick stone concrete iron/steel/alum.

BRIEF DESCRIPTION

This is a brick building with stone trim. With a gable roof of composition. There are three bays across the front with new sash. There are heavy stone moldings around the windows, brick pilasters of the corners and a wide plain brick cornice.

EXTERIOR ALTERATION minor moderate drastic

CONDITION good fair poor LOT AREA 5150 sq.ft.

NOTEWORTHY SITE CHARACTERISTICS \_\_\_\_\_

SIGNIFICANCE (con't on reverse)

The brick edifice at 332 Hanover Street has a long and interesting history. In 1785, the Unitarian Universalists purchased a meeting house at the corner of Middle and Bennet Streets, now known as Hanover and North Bennet Streets. This wooden two story structure was the first home (1793-1838) of the John Murray's, first Universalist Society.<sup>1</sup> This building erected in 1741, had been occupied since that time as an independent congregation, known as the Church of Christ, under the leadership of

(Photo)

(Map)

Moved; date if known \_\_\_\_\_

Themes (check as many as applicable)

Aboriginal _____	Conservation _____	Recreation _____
Agricultural _____	Education _____	Religion _____
Architectural _____	Exploration/ _____	Science/ _____
The Arts _____	settlement _____	invention _____
Commerce _____	Industry _____	Social/ _____
Communication _____	Military _____	humanitarian _____
Community/ _____	Political _____	Transporation _____
Development _____		

Significance (include expansion of themes checked above)

Rev. Samuel Mather. Prior to the purchase of this building, the Rev. Mr. Murray had been preaching occasionally in Boston since 1774 in the manufactory house, located opposite the site where the Park Street Church now stands, in the residence of his friend Mr. Peck, and at Fanueil Hall. So successful was his ministry in Boston, and with the opportunity of reaching greater numbers, the Rev. Mr. Murray accepted the invitation of the First Universalist Society in Boston and became the settle pastor of the Society in 1793.<sup>2</sup> In mid-October, 1809, he suffered a paralytic stroke that left him an invalid for his remaining six years. His last preaching in the Hanover Street Church was done as he was seated in the pulpit, being unable to stand. On the 3rd of September, 1815, John Murray, the venerable founder of organized Univeralism in American died in Boston, a few short weeks of his seventy-fifth birthday.<sup>3</sup>

The meeting house was repaired and remodeled in 1824 and 1828, and in 1838 a brick edifice was erected on the same site, which was dedicated on January 1, 1839. During these periods of alteration and rebuilding, it is probable that the First Universalist Society worshipped in the meeting house of the Second Universalist Society on School Street; in any event, such invitations were extended. It is apparent from the records that a store or stores at 332-338 Hanover Street were connected with this building. It appears that a room in the basement was leased by the City of Boston from 1855 to 1860 for use as a primary school. Population changes in the North End in 1860 made it

Preservation Consideration (accessibility, re-use possibilities, capacity for public use and enjoyment, protection, utilities, context)

Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

1. Miller, Russel E., The Larger Hope: The First Century of the Universalist Church in American 1770-1870. (Unitarian Universalist Association, Boston, MA 1979) p. 28.
2. Works Progrss Administration, Inventory of Universalist Archives in Massachusetts Historic Records Survey (Sponsored by Frederick W. Cooke, Secretary of the Commonwealth and the Division of Community Service Program, Boston, MA 1942)p. 166.
3. Miller, Russel E. op.cit. p. 29
4. Works Progress Administration, op.cit. p. 167
5. City of Boston, Building Department records.
6. City of Boston, Assessor's Office Records.
7. Hanover Street photo file at SPNEA.

difficult for the Unitarian Universalist Church to survive and its minister, Mr. Sebastain Streeter went without pay. In 1964, the church was sold to the Boston Baptist Society. The Rev. Mr. Silloway preached a farewell sermon reviewing the history of the church on May 29, 1864, and the following day the assets of the society were divided among the proprietors. A portrait of the Rev. Mr. Murray and the pulpit which he had occupied were given to the Universalist Historical Society at Tufts College.<sup>4</sup>

During the early 20th century the North Bennet Street side of the Boston Baptist Bethel was subdivided into apartments. It was utilized primarily as a sailor's mission and rest home. During the 1960's, the facility was known as the Bethel Christian center before it was converted into the North End Community Health Center in 1974. At that time, the trustees of the George Robert White Fund voted to purchase the land and building at 332 Hanover Street for use as a community health center in the North End of Boston. The architectural firm of Charles F. Jacobs, were the<sup>5</sup> principals listed in the recycling of this church/mission to a health center<sup>5</sup>.







ADDRESS 11 North Square COR. \_\_\_\_\_

NAME same Mariner's House  
present original

MAP NO. 26N-13E SUB AREA N/W

DATE 1838 Plaque Boston Port and Seaman's Aid Society

source

ARCHITECT \_\_\_\_\_

source

BUILDER Boston Port and Seaman's Aid Society

source

OWNER \_\_\_\_\_

original

present

PHOTOGRAPHS \_\_\_\_\_

19/330170/4692100 Ward 3, Parcel 3262

TYPE (residential) single double row 2-fam. 3-deck ten apt.  
(non-residential) other: Seaman's Boarding House

NO. OF STORIES (1st to cornice) 4 plus \_\_\_\_\_

ROOF gabled cupola dormers

MATERIALS (Frame) clapboards shingles stucco asphalt asbestos alum/vinyl  
(other) brick & wood stone granite concrete iron/steel/alum.

BRIEF DESCRIPTION: This simple federal brick symmetrical structure of four stories plus a dormered gable roofline contains stone post and lintel type configurations in the first floor. The first level contains large wooden framed window sills and lintels of small glass panes above and wooden panels below. A recessed double doorway with fanlight is surrounded with granite stone. From the second to the fourth floors symmetrical window placement gradually decrease in size. These contain stone sills and lintels. Four dormers are (con't)  
EXTERIOR ALTERATION minor moderate drastic \_\_\_\_\_

CONDITION good fair poor \_\_\_\_\_ LOT AREA 6000 sq.ft.

NOTEWORTHY SITE CHARACTERISTICS \_\_\_\_\_

SIGNIFICANCE (con't on reverse)

The Boston Port Society was incorporated in 1829 by members of the Methodist Church who would no longer tolerate the iniquitous conditions that had surrounded the seamen in Boston, robbing them and degrading them until they were held in utmost contempt, hardly like human beings. They (the Port Society) started a clothing store and contemplated the opening of a store for groceries and fuel in order that the seaman might buy at fair prices.

(Map)

Moved; date if known \_\_\_\_\_

Themes (check as many as applicable)

Aboriginal	_____	Conservation	_____	Recreation	_____
Agricultural	_____	Education	_____	Religion	_____
Architectural	_____	Exploration/ settlement	_____	Science/ invention	_____
The Arts	_____	Industry	_____	Social/ humanitarian	_____
Commerce	_____	Military	_____	Transporation	_____
Communication	_____	Political	_____		
Community/ Development	_____				

Significance (include expansion of themes checked above)

They started sewing rooms for women at 'just wages' and opened a school for needlework which forced the city of Boston to introduce it in the public schools. They started a Sabbath School for children and adults and opened a Nautical School to give seaman training in seamanship and they opened a bank to receive and save the earnings of the sailors. This bank remaining in existence to this date as the Suffolk Savings Bank is located at 1 Tremont Street. "But the present boarding house system must be swept away like an uncle thing before much real permanent improvement can be accomplished," said the Methodist women and they lent their aid to Father Taylor's ambitious project of establishing a hotel for seaman. The Mariner's House opening in May, 1837, was the result, and with this they combated the boarding house evils in the community. The bethel outlived it's usefulness with the passing of Father Taylor in 1868, but the Mariner's House remains to minister in its special way to the new type of seaman. It is a haven and home to them with its reading room, smoking room, dining room, and bedrooms to accomodate about fifty people. When the Mariner's House was built in 1847 by the Boston Port Society as a home for seafar men, North Square was still in the heart of the city's maritime quarter. In 1833, the society had erected a new sailor's bethel on the opposite side of the square, where for 38 years, the Reverend Edward J. Taylor, familiarly known to thousands of humble seamen as 'Father Taylor', dispensed solace and inspiration in every corner of the globe visited

Preservation Consideration (accessibility, re-use possibilities, capacity for public use and enjoyment, protection, utilities, context)

Boston Landmarks Commission Nomination  
Federal Register Nomination

Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

1. "North Square Seaman's Rendevous for One Hundred Years" by Bernard Peterson, Boston Evening Transcript, February 27, 1929.
2. Final report of the Boston National Historic Sites Commission to the Congress of the United States, June 16, 1960. P. 239-40
3. City of Boston, Building Department.
4. City of Boston, Assessor's Office.
5. King's Handbook of Boston, 1878.
6. Boston, The Official Bicentennial Guidebook, (New York) EP Dutton and Company, 1975) p. 137-38.

Description (Cont'd)

Mariner's House

placed in a gabled roof. A magnificent cupola centers this well maintained building. And two chimneys flank its party walls. A flag pole and anchor project from the facade.

Significance (cont'd)

by ships and sailors. Walt Whitman, who saw the quaint ship-cabin looking church: in 1859 and listened to Father Taylor, regarded him, as the one essentially perfect orator' he had ever heard. The Mariner's House still ministers to comfort and needs of seamen, but 'Father Taylor's Bethel' disappeared long ago. Its site is now occupied by Sacred Heart Church.<sup>2</sup>

Building Department records indicate that in 1972, Edward Sears Read and Associates , architects were hired to upgrade the facade of the building. Double hung wood sash were replaced and repaired on the fourth and fifth floors. Patching and repairing of plaster walls and ceilings on the fourth and fifth floors also occurred and electrical fixtures were repaired. In 1977, existing fire escape balconies and stairs at the rear of the building were rebolted, and rebuilt. In 1979, reroofing occurred with strip shingles on the front facade for a cost of \$2,800.





ADDRESS 12 North Sq. COR. Sun Court

NAME Sacred Heart Church Father Taylor's Bethel  
present original

MAP NO. 26N-13E SUB AREA N/W

DATE 1833  
source

ARCHITECT unknown  
source

BUILDER unknown  
source

OWNER The Boston Port and Roman Catholic Archdiocese  
Seamen's Aid Society of Boston  
original present

PHOTOGRAPHS \_\_\_\_\_  
19/330165/4692155 Ward 3, Parcel 3255

TYPE (residential) single double row 2-fam. 3-deck ten apt.  
(non-residential) Church

NO. OF STORIES (1st to cornice) two plus three story central tower

ROOF flat cupola central tower dormers

MATERIALS (Frame) clapboards shingles stucco asphalt asbestos alum/vinyl  
(other) brick stone granite concrete iron/steel/alum.

BRIEF DESCRIPTION

This early brick and stone church consists of a central two-bay, three-story lower with a single bay on either side. A granite post and beam system extends across the first floor (originally, it seems that this area contained shops to sell goods made by the Seaman's Aide Society). Two double doors are set into the first floor openings in central tower.

EXTERIOR ALTERATION minor moderate drastic windows on first floor filled in.

CONDITION good fair poor doors put in first floor of central pavillion  
LOT AREA 6139 sq.ft.

NOTEWORTHY SITE CHARACTERISTICS The Church faces on North Square, which is a small open  
triangular space closed off from traffic by heavy chains.

SIGNIFICANCE (con't on reverse)

This church was built by the Boston Port and Seamen's Aid Society to provide Boston's many sailors with a house of worship. Edward Thompson Taylor was born in Richmond, Virginia in 1793. He went to sea at the age of seven. After a religious experience at the Park Street Church in 1811, Taylor decided to become a preacher. Taylor's plans were temporarily postponed by the War of 1812. In 1814, Taylor settled in Saugus and made his living by peddling tin and iron ware and farming, and he

(Map)

Moved; date if known \_\_\_\_\_

Themes (check as many as applicable)

Aboriginal	_____	Conservation	_____	recreation	_____
Agricultural	_____	Education	_____	Religion	_____
Architectural	_____	Exploration/ settlement	_____	Science/ invention	_____
The Arts	_____	Industry	_____	Social/ humanitarian	_____
Commerce	_____	Military	_____	Transporation	_____
Communication	_____	Political	_____		
Community/ Development	_____				

Significance (include expansion of themes checked above)

begun preaching. Taylor spent a short time at Newmarket Seminary, a Methodist Institution in 1817. For about the next ten years, Taylor was assigned to several different circuits. In 1828, Taylor moved to Boston, and in that same year, the Port Society of Boston was organized by a company of members of the Methodist-Episcopal Church. At the first annual meeting of the Society it was decided that the first work to be done was the establishment of a Seamen's Bethel. In 1830, and 1831, Taylor went on an extended tour of the Southern States to raise money for this project. He returned to Boston with \$21,000. In 1833, the Bethel was completed at a cost of \$24,000. Father Taylor soon became well-known for his spirited sermons which were often filled with colorful expressions taken from his sea experiences. Such famous personages as Jenny Lind, Walt Whitman and Charles Dickens went to the Bethel to hear Father Taylor speak. In addition to the Bethel, a Seamen's Aid Society was founded (this organization was incorporated with the Boston Port Society in 1867). The main function of this institution was to provide for the relief of seamen and their families. A store was established by this group to sell clothing and other articles used by sailors; the clothing was made by seamen's wives and daughters. Sewing classes for seamen's daughters and a boarding house were also established. Father Taylor died in 1871 after a long life devoted to Boston's sailors. The seamen's plight was certainly improved by the work done by Father Taylor and the Boston Port and Seamen's Aid Society.

As the shipping trade declined and the immigrant population increased, a new use was (con'  
Preservation Consideration (accessibility, re-use possibilities, capacity  
for public use and enjoyment, protection, utilities, context)

The age of this structure and its historical associations make it a valuable resource, and it should be given the protection and recognition it deserves in the form of a National Register Individual listing and designation as a Boston City Landmark.

Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

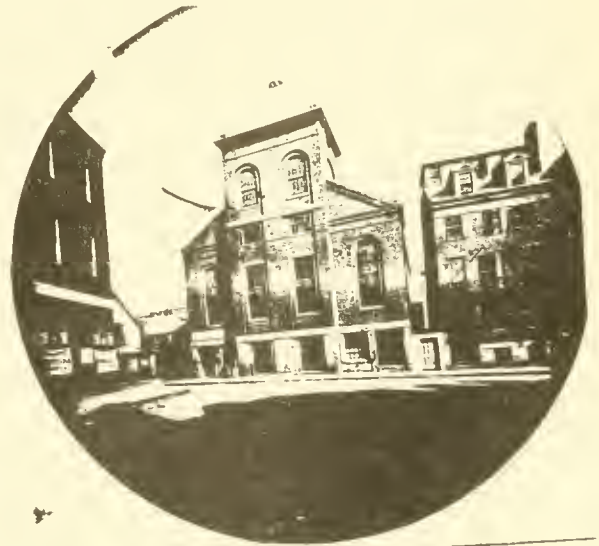
- (1) City of Boston Building Department Documents
- (2) City of Boston Assessor's Records
- (3) Gleason's Pictorial Drawing - Toom Companion, September 17, 1853. (from SPNEA "Places and Streets" file)
- (4) Life of Father Taylor: The Sailor Preacher (Boston: The Boston Port and Seamen's Aid Society, 1904).

found for Father Taylor's Bethel. The Society of St. Mark was organized in 1884, by a group of Italians who wanted to worship in their own church. To this end, they purchased the Bethel for \$28,000. The Society's actions did not receive the approval of Archbishop Williams. Rev. Francesco Zaboglio arrived in Boston in 1888 at the invitation of the Society of St. Mark and arranged to have the Bethel deeded to the Archbishop. On May 25, 1890, the Church was dedicated to the Sacred Heart by Archbishop Williams. The congregation has grown to about 4,000 members. The Society of St. Mark is still very active today.

Description (con't)

On the second floor there are four tall, narrow round-arched windows. In the middle of the central tower there is a statue of the Sacred Heart; a stone plaque below the statue bears the inscription "Sacred Heart Italian Church."

Above the side bays a brick pointed arch parapet-like arrangement has been added; a fleur-de-lis design is found in the peak of each pointed arch. Elaborate carved stone brackets make the transition between the side bays and the tower. The third floor of the tower contains a pair of smaller round arched windows. A semi-circular parapet with carved stone moldings has been placed on top of the tower to give it added height. A cross has been placed at the top of this semi-circle. The ornamentation was added to this church in the early twentieth century when it was bought by the Roman Catholic Archdiocese.









ADDRESS 287-295 Hanover St. COR. \_\_\_\_\_

NAME Boston Seaman's Friend Society  
present original

MAP NO. 26N-13E SUB AREAN/W \_\_\_\_\_

DATE c. 1892 Minutes of the Boston Seaman's Friend  
source Society

ARCHITECT \_\_\_\_\_  
source

BUILDER \_\_\_\_\_  
source

OWNER Methodist Church (see attachments)  
original present

PHOTOGRAPHS \_\_\_\_\_  
19/330135/4691120 Ward 3, Parcel 3277

TYPE (residential) single double row 2-fam. 3-deck ten apt.  
(non-residential) commercial

NO. OF STORIES (1st to cornice) three plus tower

ROOF Mansard cupola dormers

MATERIALS (Frame) clapboards shingles stucco asphalt asbestos alum/vinyl  
(other) brick stone granite concrete iron/steel/alum.  
sandstone

BRIEF DESCRIPTION: This large structure is an example of the High Victorian Gothic style. A tower on the south end of the building is the dominant feature. The upper floors are reached through a doorway in the first floor of the tower. A stone post and beam arrangement extends across the first floor delineating the bays. In the first floor of the tower the beam is topped by a sandstone pediment. The third floor tower window opens onto a tiny balcony which is enclosed with an (con't)

EXTERIOR ALTERATION minor moderate drastic new brick and sash on the first floor

CONDITION good fair poor LOT AREA 2315 sq.ft.

NOTEWORTHY SITE CHARACTERISTICS \_\_\_\_\_

SIGNIFICANCE (con't on reverse)

This building is on the site of the New Brick or "Cockerel" church, which was organized by a group of dissatisfied parishoners from New North Church (now St. Stephen's). The New Brick Church united the Old North (in North Square) in 1775, and became known as the Second Church. Ralph Waldo Emerson was one of the famous personalities who reached from the pulpit of this church. The building was demolished in 1844. The First Methodist

(Map)

Moved; date if known \_\_\_\_\_

Themes (check as many as applicable)

Aboriginal _____	Conservation _____	Recreation _____
Agricultural _____	Education _____	Religion _____
Architectural _____	Exploration/ _____	Science/ _____
The Arts _____	settlement _____	invention _____
Commerce _____	Industry _____	Social/ _____
Communication _____	Military _____	humanitarian _____
Community/ _____	Political _____	Transporation _____
Development _____		

Significance (include expansion of themes checked above)

Episcopal Church took over the site and constructed a known stone building. This structure was damaged by a storm and street widening; the Methodist Church built the present structure. The Boston Seaman's Friend Society purchased the building in 1892, soon after it was completed. The purpose of this society was to bring the gospel of Christ to men of the sea, and to provide a place where Merchant Seamen, Naval and Coast Guard personnel of all nations, races and creeds, may lodge or congregate in this wholesome Christian environment. The Boston Seaman's Friend Society is a place where every effort is made to extend genuine American hospitality and to project the belief of the people of our country that through understanding and respect for one another; men of all nations can live in peace.

The first floor was occupied by four shops. The second floor contained the the Chapel and anterooms for the Society. The history of the Society recounts that John L. Sullivan fought in one of the halls and that a Jewish synagogue used space in the building at one time.<sup>5</sup>

The Boston Seaman's Friend Society provided a variety of services to visiting mariners. Literary, musical and dramatic entertainment were provided as well as religious services and bible classes. One of the Society's pamphlets states: "The record shows that more than forty thousand seamen visit the rooms annually, getting home letters and writing in reply, receiving comfort bags and packages of good reading matter, leaving money for deposit in the savings bank, having food (con't) Preservation Consideration (accessibility, re-use possibilities, capacity for public use and enjoyment, protection, utilities, context)

Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

- (1) City of Boston Assessor's Records.
- (2) City of Boston Building Department Documents.
- (3) "Boston Seaman's Friend Society" (pamphlet no. 22, in the collection of the Congregational Church library).
- (4) Minutes of the Board of Directors of the Boston Seaman's Friend Society (Congregational Church library).
- (5) A Home Away from Home (Boston: Boston Seaman's Friend Society, Inc.)
- (6) "A Ministry to Men of The Sea", by the Congregational Churches of New England, Pamphlet published in 1964.

shelter and clothing if in distress, and helpful counsels and spiritual uplift at all times." <sup>3</sup>

The Seaman's House interior included a reception room and Chapel, a dining room a library with over 3,600 volumes including foreign language magazines and newspapers, and lodging for fifty-two men. In addition, a recreation room provided two pingpong tables, two pool tables and a television, storage space for seamen's gear and a safe depository was provided along with work rooms for assembling and distributing clothes, books and magazines, and office for executive and clerical staff.

In 1964, 42,000 men came to the Seaman's House. Four thousand six hundred attended the regular Sunday evening services and other special religious services. Nine thousand seven hundred thirty seven were registered for lodging and 8,800 meals were served, not including the several hundred at Thanksgiving and Christmas.

The Boston Seaman's Friend Society sold the Hanover Street property in 1970 and moved to Park Square. In 1972, a variance was sought by the owner to allow the building to be used as apartments rather than a boarding house. Presently a restaurant and a branch of the Shawmut Bank occupy the first floor, and there are condominiums in the upper stories.

Description (con't from front of page 1)

ornamental metal grille. The tower roof bells out slightly and is topped by ornamental cresting and an elaborate weather vane.

A fret-like brick detail separates the first and second floors. The lancet like windows have stone sills, and the pointed arch is filled with a trefoil design. New sash has been put into these openings. Brick corbelling separates the second and third floor. The tall narrow round-arched third floor windows are set into the roof. A wooden jirkin headed hood extends over the windows.



9 Lewis Street

Lewis, Fulton and

ADDRESS 247 North Street COR. North Streets

Maritime Society of Our Lady

NAME of Help Sciacca present same original

MAP NO. 26N-13E SUB AREA N/W

DATE 1947 1  
source

ARCHITECT \_\_\_\_\_  
source

BUILDER \_\_\_\_\_  
source

OWNER Maritime Society of Our Lady  
of Help Sciacca 2  
original present

PHOTOGRAPHS \_\_\_\_\_

19/330175/4692125 Ward 3, Parcel 3468

TYPE (residential) single double row 2-fam. 3-deck ten apt.  
(non-residential) Religious Society/club

NO. OF STORIES (1st to cornice) 1 plus

ROOF flat cupola dormers

MATERIALS (Frame) clapboards shingles stucco asphalt asbestos alum/vinyl  
(other) brick stone concrete iron/steel/alum.

BRIEF DESCRIPTION

One story brick club house, double wooden central doorway recessed. Seven steps led to the landing covered by metal overhang. Two small basement windows and two larger windows with grates are located on either side of entryway.

EXTERIOR ALTERATION minor moderate drastic

CONDITION good fair poor LOT AREA 2500 sq.ft.

NOTEWORTHY SITE CHARACTERISTICS \_\_\_\_\_

SIGNIFICANCE (con't on reverse)

Contrary to popular belief, the feastas have nothing to do with the church. Rather they are sponsored by private clubs which abound in the North End. Most of the clubs are social but have selected a patron saint that becomes a theme for the feastas. Proceeds are used to pay for the celebration and to support charities. The Fisherman's Feast of the Madonna Del Soccorso is a

(Map)



Moved; date if known \_\_\_\_\_

Themes (check as many as applicable)

Aboriginal	_____	Conservation	_____	Recreation	_____
Agricultural	_____	Education	<u>X</u>	Religion	_____
Architectural	_____	Exploration/ settlement	_____	Science/ invention	_____
The Arts	_____	Industry	_____	Social/ humanitarian	_____
Commerce	_____	Military	_____	Transporation	_____
Communication	_____	Political	_____		
Community/ Development	_____				

Significance (include expansion of themes checked above)

three-day way of saying thanks hallelillah to Our Lady of Perpetual Help. The feast is one of seven festivals celebrated every July and August in the North End. The feast has occurred annually since at least 1920. Three or four of the society's 57 members came over from Italy themselves, and are three generations away from Italy. But most are sons of native Italians, half are fishermen, and they keep the feast as a way of tying a fisherman's life in Boston to the old fishing live in Sicily. "It's a tradition from the old times. Our fathers came from the old country and they had a statue three, and they took it to this country." Said Vincent Cantanzaro, a society member.

The event mirrors a celebration in Sicily which is more than 100 years old. The traditional carrying of a statue of the Blessed Mother weighing an estimated 1,000 pounds is accomplished by 10 men who hoist a sedan chair holding the Madonna upon their shoulders. According to the legend, fishermen in Sciacca, Sicily, found the original Madonna Del Soccorso (Mother of Health) by the sea. The statue carried by North Enders is a replica of the original which required more than 10 men to carry. The highlight of the parade is when a young girl, costumed as an angel in white and blue is lowered from a fire escape to say prayers at the foot of the statue of the Madonna, thanking her for protection of fishermen during the year. The fishermen's Feast was originally held at T-wharf. Every year, T-wharf's north and south docks were flag bedecked with the fishing boats all in port. Each one seemed to vie with the others.

Preservation Consideration (accessibility, re-use possibilities, capacity for public use and enjoyment, protection, utilities, context)

Building is located within the Fulton-Commercial Nation Register District.

Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

1. City of Boston, Building Department.
2. City of Boston Assessor's Office.
3. Southworth, Michael and Susan. Boston 200 Discovery Network: North End Survey, (Boston Bicentennial Commission, 1976).
4. Robb, Christina. "Andiamo Alla Festa," Boston Globe Calendar, (August 17, 1978)P.9.
5. Bishop, Pam. "Fisherman's Feast" Herald Traveler, August 18, 1973.
6. Hank, William Z., T-Wharf, Notes and Sketches Collected During a Quarter Century Of Living on Boston's Waterfront, (Boston, Alden-Hank, 1952).

to be the most gaily decorated. Sciacca, from which the feast originates is on the southern coast of Italy. Guide books compare the beauty of the setting with the Bay of Naples. It is mountainous country and Mount Colagero dominates the town. The ancient Greeks and Romands called the place Thermae Selinuntinae and Daedalus wrote of the famous hot sulphur springs and baths. It is said that the tyrant of ancient Syracuse was born there some seven centuries B.C. In the middle ages, San Coleagero rediscovered the efficacy of the baths and the mountain was later named for that saint. San Colagero is called "the man of the mountain." The hot sulphur springs are in the valleys and atop the 1300 foot mountain is a monastary with rooms built over the fissures in the rocks from which the health-giving hot sulphur vapours rise. The festivities in Boston are under the sponsorship of the Maritime Society of Our Lady of Help Sciacca. Nowadays, the center of the feast is at Fleet and Noarth Streets. Electric lights and festuned arches are placed over the streets. At night, the celebration is especially festive with much singing and dancing around the 9 Lewis Street site.





ADDRESS 17 Greenough Lane COR. \_\_\_\_\_

NAME \_\_\_\_\_  
present original

MAP NO. 26N-13E SUB AREA N/W

DATE 1852-1859 7  
source

(Photo)

ARCHITECT \_\_\_\_\_  
source

BUILDER \_\_\_\_\_  
source

OWNER James P. Whitney Mary Dutton, et.al.  
original present

PHOTOGRAPHS \_\_\_\_\_  
19/330155/4692155 Ward 3, Parcel 2070

TYPE (residential) single double row 2-fam. 3-deck ten apt.  
(non-residential) \_\_\_\_\_

NO. OF STORIES (1st to cornice) 3 plus \_\_\_\_\_

ROOF \_\_\_\_\_ cupola \_\_\_\_\_ dormers \_\_\_\_\_

MATERIALS (Frame) clapboards shingles stucco asphalt asbestos alum/vinyl  
(other) brick stone concrete iron/steel/alum.

BRIEF DESCRIPTION: This is a simple clapboard building with asphalt shingles. It is three stories, hidden in an alleyway and in very poor condition at present. It has a first floor entrance on the extreme west of the building. With three bays, 6/6 wooden framed sash and lintels on the second and third levels. A large fire escape extends from the front facade as a second means of egress.

EXTERIOR ALTERATION minor moderate drastic \_\_\_\_\_

CONDITION good fair poor LOT AREA 1840 sq.ft.

NOTEWORTHY SITE CHARACTERISTICS \_\_\_\_\_

SIGNIFICANCE (con't on reverse)

This wooden framed structure is one of approximately fifteen that remain in the North End dating from the early 18th century to the mid 19th century. This particular dwelling is in poor condition at present but clearly has significant history as a structure close to the water's edge. It seems that originally Greenough Lane served as a passageway for the buildings on Lynn Street (now Commercial St.) A deed from Henry Robinson

(Map)

Moved; date if known \_\_\_\_\_

Themes (check as many as applicable)

Aboriginal	_____	Conservation	_____	recreation	_____
Agricultural	_____	Education	_____	Religion	_____
Architectural	_____	Exploration/	_____	Science/	_____
The Arts	_____	settlement	_____	invention	_____
Commerce	_____	Industry	_____	Social/	_____
Communication	_____	Military	_____	humanitarian	_____
Community/	_____	Political	_____	Transporation	_____
Development	_____				

Significance (include expansion of themes checked above)

to Samuel Winslow dated April 10, 1832 mentions a certain lot of land "but no buildings," Winslow paid Robinson \$726. Three brick buildings on Lynn Street are mentioned in this deed. Next the land passed from Thomas Richardson (executor of the last will and testament of Samuel Winslow) to James P. Whitney, a merchant on September 30, 1852. Whitney sold the property then described as "a lot of land with the buildings thereon" for \$4,800 to John O'Donnell on October 14, 1859. The significant change in price seems to indicate that the house was built between 1852 and 1859.

An atlas indicates that John O'Donnell was still the owner in 1874. Other atlases list Sara Donahue as the owner in 1888 and C. Angelo in 1908.

Preservation Consideration (accessibility, re-use possibilities, capacity for public use and enjoyment, protection, utilities, context)

Bibliography and/or references (such as local histories, deeds, assessor's records, early maps, etc.)

- (1) G. T. Hales, Map of Boston, 1814.
- (2) City of Boston Street Directories, (Bostonian Society).
- (3) G.M. Hopkins Atlas of the County of Suffolk, Mass., 1874.
- (4) G.W. Bromley and Company Atlas of Boston 1888 and 1908.
- (5) City of Boston, Building Department
- (6) City of Boston, Assessor's Office.
- (7) Suffolk County Registry of Deeds.

## Appendix 2: Inventory of Development Activity

The following pages reproduce project information sheets concerning development proposals for each of fifty-three sites on, or related to, the waterfront between the Charlestown Bridge and Fish Pier. Location, ownership, area and zoning are given for each property, if known. The "contacts" mentioned may or may not be the sources of the information in the "Land Use/Proposals" section. Information was also derived from reports and public officials. The order of the sheets follows the contiguous shoreline sequence.

- A MDC Park
- B. Food and Drug Administration
- C MDC Skating Rink
- D North End Park
- E Coast Guard
- F Sausage Factory
- G Battery Wharf
- H Fireboat Dock
- I Lincoln's Wharf
- J Union Wharf
- K Sargent's Wharf
- L Lewis Wharf
- M Commercial Wharf
- N Waterfront Park
- O Parcel D-10
- P Long Wharf Hotel
- Q Custom House/Chart House
- R Long Wharf
- S New England Telephone
- T New England Aquarium
- U Parking Garage
- V Harbor Towers
- W Rowe's and Foster's Wharves

X Wilcox Warehouse  
Y Appraisers Stores  
Z Hook Lobster  
AA Parking Lot  
BB Sheraton Building  
CC Boston Edison substation  
DD Russia Wharf  
EE South Station  
FF Federal Reserve Bank  
GG Stone & Webster  
HH U.S. Post Office  
II Northeast Corridor Railroad tracks  
JJ Southeast Expressway escarpment  
KK End of Fort Point Channel  
LL Dorchester Branch railroad tracks  
MM DPW yard  
NN Gillette  
OO Town and City Properties  
PP Warehouse  
QQ Warehouse  
RR Museum Wharf  
SS Farrell's Dock and Terminal Company  
TT Neptune Lobster  
UU Penn Central railyard  
VV Piers 1-4  
WW Commonwealth Pier  
XX Fish Pier  
YY Northern Avenue Bridge

ZZ Seaport Access road

AB Boston Tea Party Ship



## BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## DEVELOPMENT PROPOSALS

Site: Corner of Commercial Street and  
Charlestown Bridge

Owner: Metropolitan District Commission  
(Parks)

Site Area (Ft<sup>2</sup>): 72,352

Zoning: M2

Contact: Jim Falck  
MDC  
20 Somerset Street, 6th Fl.  
Boston, MA  
(727-7090)

## Use/Proposals:

Formerly vacant space, this parcel is currently being turned into a park. Prince Street, which used to lead down from Commercial Street to the water, will be absorbed. The park will stretch from the Charlestown Bridge, along behind the U.S. Food and Drug Administration building and the Steriti Rink, to join the City of Boston's North End Park, running continuously into it. Thus, the public will have access to the water's edge from the Charlestown Bridge to the Coast Guard Support Center.

The layout of the park will be much simpler than the adjoining city one, and the pier will be reconstructed. Tennis courts have been included because of local pressure, though, in such a small park, this leaves little space for other activities. MDC would prefer that the tennis courts not be included.

Development timetable: Summer 1981 completion date.

BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

DEVELOPMENT PROPOSALS

Site: 585 Commercial Street

Owner: U.S. Food and Drug Admin-  
istration - renters

Site Area (Ft<sup>2</sup>):

Contact: Mr. Carbon  
FDA District Director  
(223-5066)

Zoning: M2

Beverly James  
GSA  
(223-2707)

Use/Proposals:

Constructed about 18 years ago, this small office building has three floors, one of which is underground and used for parking. In addition, there is parking space alongside the building. The General Services Administration forseees a long term need for the building which it rents at present for the FDA. It would, therefore, like to purchase the building. The MDC would also like to buy it.



## BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## DEVELOPMENT PROPOSALS

Site: 529-543 Commercial Street  
Steriti Skating Rink

Owner: Metropolitan District Commission  
(MDC)

Site Area (Ft<sup>2</sup>): 91,890

Contact: Charlie Shurcliff, Jim Falck  
MDC  
20 Somerset Street, 6th Fl.  
Boston, MA  
(727-7090)

Zoning: M2

## Use/Proposals:

The rink is a low structure, built with transparent material (plexiglass?) to give an unobstructed view from Commercial Street of the skaters and water beyond. Built in 1974, the rink seems to be well used and successful. The MDC is happy with it except on three counts:

1. Plans to use the rink area for tennis in the summer have never materialized, while North End residents demanded and were promised tennis courts in the all too small adjacent park now under construction.
2. The transparent walls, built of a material which was supposed to be vandal-proof, are frequently smashed.
3. While the skating can be seen from the outside, the visual access to the water is negligible because of:
  - a. the angle of vision from the street to the water;
  - b. the less than transparent 'glass.'

Suggested option: Use for tennis in the summer and simultaneously remove the courts from the park now under construction to leave more waterfront parkland open for other recreational activities.

BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

DEVELOPMENT PROPOSALS

Site: North End Park  
Commercial Street

Owner: City of Boston

Site Area (Ft<sup>2</sup>): 241,737

Contact: Frank Clark  
(725-3330)

Zoning: M2

Use/Proposals:

The park is mostly unshaded open grass, the majority of which is taken up by two baseball parks which are well-used. A paddling pool and swimming and diving pools are filled and operate for 12-14 weeks of the year. Otherwise, the latter two remain locked off behind chainlink fences, dormant and depriving public access to the waterfront along which they lie. There is an attractive kiddies' climbing/sand pit and the Italian game of bocci is played there. Designed with Copp's Hill Park as a continuous park across Commercial Street by Olmstead, the present uses are more functional than the original ones.

Proposal: There has been talk of a marina next to the park. If this is still a current proposal, it will not be implemented within the next year.

## BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## DEVELOPMENT PROPOSALS

Site: 427-463 Commercial Street  
Coast Guard Support Center

Owner: U.S. Coast Guard

Site Area (Ft<sup>2</sup>):

Contact: Captain A. Solvang  
Commander R. Deveraux

Zoning: M2

Use/Proposals:

The Support Center is a series of ex-warehouses which are being continuously upgraded. Between the warehouses and the three piers is a wide, concrete parking space and roadway for cranes, etc. Only Pier 1 is in sufficiently good condition to allow heavy duty cranes to use it.

The buildings, all of brick, house public relations offices, such as the Safety Office, workshops and stores, a communications center, quarters and an administrative office. Some of the quarters are substandard. The workshops need work to bring their safety standards up to scratch. New quarters are now being built within the existing structures. Although parking occupies most of the open space, it is often not used when the Coast Guard frigates are at sea.

Coast Guard vessels dock alongside, as does the Boston Light replacement. The MDC Harbor Police Boat has repairs done there. There is no facility for water-side public access.

Hanover Street projects across Commercial Street between the Support Center and the defunct sausage factory. There is a visual access easement to the water from Hanover Street, but no physical access easement. It would probably be possible to open part of the center to the public on weekends unless safety or security issues prevailed against this.

Proposal: The Coast Guard has a \$15-20 million plan for a five-phase modernization over a period of years. A major part of this will be the relocation of the present workshops within a new building on the site of the adjacent, empty factory which they have an option to purchase (see Development Proposal F).

BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

DEVELOPMENT PROPOSALS

Site: 409 Commercial Street  
Sausage Factory

Owner: Boston Sausage, Inc.  
6 Food Mart Road  
South Boston, MA  
(269-5600)

Site Area (Ft<sup>2</sup>):

Contact: Commander Deveraux  
(Coast Guard)

Zoning: M2

Mark Harmon  
(Boston Sausage)

Use/Proposals:

Two warehouses stand on this site where the U.S.S. Constitution was built. They are empty and the Coast Guard has an option to buy them. This 3-year option to-purchase expires in October 1980. At present, it seems that the Coast Guard option has been exercised. The Coast Guard plans to demolish the two warehouses and build a much lower series of workshops on the present foundations. Hilgenhurst Associates did the initial planning study for the site. The workshops are a major part of a \$15-20M renovation package for the support center.

The Coast Guard made it clear that if not allowed to pull down the sausage factory it probably would not want to exercise its option to buy the property, suggesting that the present structure does not lend itself to the workshops needed.

## BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## DEVELOPMENT PROPOSALS

Site: 377-395 Commercial Street  
Battery Wharf

Owner: Faro Brothers

Site Area (Ft<sup>2</sup>): 199,366

Contact: James Faro  
523-4588

Zoning: M2

## Use/Proposals:

Low warehouses line the edge of this wharf around a central unloading space from which there is no visual access to the water. Bay State Lobster, run by the Faro family, takes up a large part of the space. There are also wholesale/retail fruit and meat businesses, a "Dunkin Donuts" and a Chinese groceries warehouse. In addition, lobster fishermen rent space for their gear.

Some yachts are moored between Battery Wharf and Coast Guard pier No. 1. This is a private rather than commercial arrangement.

A "Sunny Corners" convenience food store will shortly move in.

## BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## DEVELOPMENT PROPOSALS

Site: Fireboat Dock  
Battery Street

Owner: City of Boston  
Fire Department

Site Area (Ft<sup>2</sup>):

Contact: Fire Commissioner  
(442-8000)  
(Also Chief Rotch)

Zoning: M2

Use/Proposals:

From the end of Battery Street extends a small wharf and a pier at which tie up Boston Harbor's fireboats. The Fire Department has invested money recently in the present facility to support the "Firefighter" and the "St Florian."

Proposals: None. Investment in the pier and its facilities have recently taken place and therefore the Fire Department intends to remain there.

BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

DEVELOPMENT PROPOSALS

Site: 357-369 Commercial Street  
Lincoln's Wharf

Owner: MBTA

Site Area (Ft<sup>2</sup>): 52,539

Contact: John Sayers  
(BRA)  
(722-4300)

Zoning: M2

Use/Proposals:

This site features a brick building which used to be a MBTA power plant. Its chimney stacks have been recently removed. Behind this, out on the pier stands an old coal bin, 40 ft. high and built of wood. The pier itself is unsafe, as is the coal bin.

Proposal: Legislation has been enacted which allows the MBTA to sell the property to the San Marco Lay Society to enable them to construct moderately-priced condominiums within the present shell, subject to BRA approval. Whatever happens, a sliver of land running between the brick building and Battery Street will be the site of a small MBTA generator.

BOSTON DOWNTOWN WATERFRONT PROJECT  
Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

DEVELOPMENT PROPOSALS

Site: 343 Commercial Street  
Union Wharf

Owner: Union Wharf Condominium

Contact:

Site Area (Ft<sup>2</sup>): 233,969

Zoning: M2

Use/Proposals:

An imposing granite warehouse recently transformed into condominiums and a very recent 3-floor office building occupy the space next to Commercial Street. Down on the wharf itself are two additional blocks of contemporary row housing, one on each side. All housing is market rate. Residents' yachts are tied up along the south side of the wharf. An application for inclusion on the National Register has been filed for the granite block.

Proposals: Possible marina enlargement (some finger piers) on south side, but probably just for Union Wharf residents.



## BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## DEVELOPMENT PROPOSALS

Site: 269-293 Commercial Street  
Sargent's Wharf

Owner: BRA

Site Area (Ft<sup>2</sup>): 47,782

Contact: John Sayers  
(722-4300)

Zoning: M2

Use/Proposals:

Parking. Yachts moor off the tip of the wharf. This area is scheduled to be developed and the BRA has tentatively designated the North End Businessman's Association as the developer. They seem to be having problems with the architectural acceptability of their plans by the neighborhood and with financing. Their plans are for housing with some shops and offices. Housing by Graham Gund is a recent proposal, but, as yet, has no official standing.

BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

DEVELOPMENT PROPOSALS

Site: 10 Atlantic Avenue  
Lewis Wharf

Owner: Lewis Wharf Condominium Trust  
129 Lewis Wharf, Boston  
(723-9554)

Contact: Boston Waterfront Development  
Corp., 50 Eastern Avenue  
(523-3994)

Site Area (Ft<sup>2</sup>): 420,560

Carl Koch (523-7611)  
Joe Christiani (723-9554)

Zoning: M2

Use/Proposals:

Two blocks, one brick, one granite, dominate this site. The more substantial block is a warehouse now converted into condominiums and offices. The smaller, "The Pilot House," includes a restaurant, "The Winery," on the first floor and basement, and offices in the rest of the building. The blocks are separated by a parking lot and a garden area. Beyond these, on the bifurcated pier at the end of the wharf are three sheds, one of which houses offices, mainly of nautical concerns. The other two are used for parking and storage.

Private pleasure boats are moored alongside in a small marina which operates on a 10-year lease which will terminate in 1986.

Boston Waterfront Development Corporation owns everything except approximately 90 condominiums on the 3rd, 4th, 5th and 6th floors. The parking is, at present, the most profitable part of the wharf.

Proposals: Further development of the wharf is constrained by the "Quirico Decision" which explains that the ownership of wharves and piers built out beyond the primitive extreme low water mark is not in fee simple and that the terms of the revocable license issued for its initial development still hold today and constrain the uses to which such "land" may be put.

## BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## DEVELOPMENT PROPOSALS

Site: 78-84 Atlantic Avenue  
Commercial wharf

Owner: Gesner Conrad Trusts  
86 Commercial Wharf  
(742-6613)

Contact: Bud Moscow

Site Area (Ft<sup>2</sup>): 251,800

Zoning: M2

Use/Proposals:

About 100 condominiums above shops and offices in a granite warehouse are a major part of this site. They are flanked on either side by restaurants, "Joseph's Aquarium" and "The Wharf."

On both the north and south sides is a marina, upgraded before the Quirico Decision brought a halt to further development.

There are sheds on the bifurcated end of the wharf.

Proposals: None. But before the Quirico Decision, some "Corten"-finished two-storey office space for marine use had been proposed.

## BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## DEVELOPMENT PROPOSALS

Site: Waterfront Park  
Atlantic Avenue

Owner: BRA

Contact: John Sayers

Site Area (Ft<sup>2</sup>):

Zoning: M2

Use/Proposals:

The culmination of a "Walk to the Sea" through Quincy Market from City Hall, the park delineates the boundary of the Great Cove - the original bay where Boston maritime trade began. A blanched, wooden rose-trellis colonnade skirts the grass at the water's edge. Further back are a kiddies' climbing/sand plt and a passive/sitting area.

The park includes a strip of development parcels designated in BRA Waterfront Urban Renewal Plans, currently undeveloped.

## BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## DEVELOPMENT PROPOSALS

Site: Parcel D-10

Owner: BRA

Site Area (Ft<sup>2</sup>):Contact: John Dobie  
(722-4300)

Zoning: M2

Use/Proposals:

This is a roughly triangular parking lot bounded by the Quincy Market, the main artery and State Street.

Proposals: The BRA is in the process of drawing up guidelines for prospective developers. Constraints on development are likely to be:

- o Visual access toward the sea down South Market Street must be retained.
- o Maximum height of southern half to be 200 ft. (according to the Urban Renewal Plan) or perhaps only 125 ft.
- o Maximum height of northern section to be 60 ft.
- o The central artery should be screened.
- o The exterior should be masonry and the style low-key.

## BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## DEVELOPMENT PROPOSALS

Site: 172-180 Atlantic Avenue

Owner: Boston Properties

Contact: Bob Swett

Site Area (Ft<sup>2</sup>):

Zoning: M2

Use/Proposals:

On a choice site at the Atlantic Avenue end of Long Wharf, Boston Properties is currently constructing a luxury hotel. The finished product will be shaped rather like a Mayan Temple and will have a passageway for public access from East India Row to Waterfront Park. Along this ground level passageway there will be retail space.

There will be a pathway around the northern side of the building for public access from the park to the wharf proper.

BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

DEVELOPMENT PROPOSALS

Site: 200-206 Atlantic Avenue

Owner: Wilder-Manley  
66 Long Wharf  
(726-1500)

Contact: Paul Grant

Site Area (Ft<sup>2</sup>):

Zoning: M2

Use/Proposals:

This property consists of two rehabbed warehouse buildings, the Custom House and the Chart House. The Custom House mainly houses officers, but also apartments and shops. The Chart House is a restaurant. The property line extends no more than one foot out from the edges of the buildings. Parking for residents and shopkeepers is on BRA property through a leasing arrangement.

## BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## DEVELOPMENT PROPOSALS

Site: 206-214 Atlantic Avenue

Owner: BRA

Contact: Marc Older

Site Area (Ft<sup>2</sup>):

Zoning: M2

Use/Proposals:

With the exception of the Custom House and Chart House (see development proposal Q), the BRA owns the open space that comprises Long Wharf. This historic wharf is in a poor state of repair and the BRA will soon be announcing plans for its renovation. It serves as a focal point for harbor maritime traffic and must be the site of an MBTA Blue Line ventilation shaft.

Proposal: The BRA has hired Sasaki Associates to do site-planning for the rest of the wharf. The salient design features of their plans are:

1. Strip the wharf back to the outer of two granite walls and expose these walls (or at least part of the inner), thus removing the problem of dangerous, peripheral, ex-warehouse floors.
2. Deny automobile access to the wharf past the hotel, with the exception of emergency vehicles and possibly patrons of the businesses in the Custom House for short loading periods.
3. Incorporate a needed MBTA Blue Line ventilation shaft into a gazebo at the end of the wharf as part of a breakwater for a historic vessel to be moored there.
4. Widen the strip of land between the New England Telephone building and the water.
5. A public landing may be built on the northern side for 3-hour visits.
6. Ticket booths, toilets and waiting facilities for ferries are to be centralized under shelter on the widened N.E. Telephone strip.

On the north side, there are docking facilities for three ferry/cruise services and ticket booths for two, berthing space for the Boston pilots. On the south side, yachts and other pleasure craft are moored.



## BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## DEVELOPMENT PROPOSALS

Site: 245 State Street

Owner: New England Telephone

Site Area (Ft<sup>2</sup>):

Contact: Mr. Oakley (P.R.)  
(743-4846)  
Bob Gurney (Real Estate)

Zoning: B10

Use/Proposals:

This ex-warehouse became an administrative building and housed a computer before being gutted at present as part of an upgrading of the office space. The entire building will be used for New England Telephone administration.

It is possible that any part of the building (e.g., ground floor) could be used for some other purpose (e.g., public use of some kind), but nothing proposed to date makes economic sense to New England Telephone. By late August, the contract for the interior work will probably be finalized and, after that, it will be much more difficult to change the proposed use. Any proposal would have to go to and be approved by the president of the company. Occupancy is scheduled for late 1981.

## BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## DEVELOPMENT PROPOSALS

Site: 248 Atlantic Avenue  
Central wharf

Owner: New England Aquarium Corp.

Contact: John Prescott  
(742-8830)

Site Area (Ft<sup>2</sup>): 345,086

Zoning: B8

## Use/Proposals:

The Aquarium is a concrete 1960's building alongside which is moored the barge "Discovery" which is an extension of the Aquarium proper to the south. On the northern side of the wharf docks the "Edgerton," the Aquarium's research boat, and the Hovermarine commuter vessel from Hingham docks alongside also, on a temporary basis.

On the eastern side is a lawn and there is public pedestrian access around this and the building. On the western side, where parking used to be, there is a plaza centered on an attractive waterfall/fountain.

Between June 1978 and June 1979 the Aquarium received about 1 million visitors.

Proposals: None at present. The grass at the back may eventually be built upon.

## BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## DEVELOPMENT PROPOSALS

Site: Parking Garage  
East India Row

Owner: Wilder-Manley  
66 Long Wharf  
(726-1500)

Contact: Paul Grant

Site Area (Ft<sup>2</sup>):

Zoning: B10

Use/Proposals:

This is a modern concrete parking garage with a restaurant and stores on the ground level.

BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

DEVELOPMENT PROPOSALS

Site: India Wharf  
Harbour Towers

Owner: Wilder-Manley  
66 Long Wharf  
(726-1500)

Contact: Mr. Grant

Site Area (Ft<sup>2</sup>): 216,911

Zoning: B8U

Use/Proposals:

Two 40-storey apartment blocks stand on a site originally intended for three such structures. The public are denied access on security grounds.

Proposals: There are no plans for a third tower. The prospect of adding space on which the third one would have stood to the Rows and Fosters Wharf site does not appeal to Wilder-Manley. Nor does access from this site to East India Row through Harbour Towers. Both proposals would enhance any general plan for public access.

BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

DEVELOPMENT PROPOSALS

Site: 324-386 Atlantic Avenue  
Rowes and Fosters Wharves

Owner: BRA  
Designated developer's manager  
is Urban Consultants

Contact:

Site Area (Ft<sup>2</sup>): 60,011

Zoning: M2

Use/Proposals:

Parking and Mass Bay Lines ferry terminal are the current uses of these wharves which are in poor condition. Almost half of Fosters and about one-fifth of Rowes are fenced off from public use because of the unsafe, deteriorated conditions.

Proposals: Jack Kenny of Urban Consultants is planning an apartment complex for the site. He is also applying for a \$4 million UDAG for a commuter ferry terminus. This would be small, consisting of a garage, waiting room, ticketing facilities, storage and the pier itself. Mass Bay Lines may operate it.

Kenny is open to support for a marina, though, after space has been taken for the ferries, it would be crowded and/or small.

There would be pedestrian access to the site in accordance with the Sasaki plan. A walkway would run along the water. This would soon leave the water unless access can be secured through Harbor Towers by some means.

Sasaki Associates have been hired for the site planning and an architect has almost been hired. A schematic site plan is due from Sasaki by September 1980.

BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

DEVELOPMENT PROPOSALS

Site: 390-400 Atlantic Avenue  
A.P. Wilcox Warehouse

Owner: Trustees of Arthur P. Wilcox  
44 Bromfield Street  
(542-3164)

Site Area (Ft<sup>2</sup>): 24,180

Contact: John Spurr, Sandy Beal  
Attorney for optionee:  
Carl Sapers  
Hill & Barlow  
225 Franklin St.  
(423-6200)

Zoning: M2

Use/Proposals:

This warehouse houses a variety of different activities and is generally in good condition. The ground floor contains a chandlers and a restaurant; the second, foam rubber storage, and the third to sixth floors, printers. The shed behind the building, on the water's edge, is used by lobstermen and is in a poorer state of repair.

Proposals: The present owners have sold an option to sell the warehouse which would then probably be renovated into an office building. The future of the building will be known by September 1980.

## BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## DEVELOPMENT PROPOSALS

Site: 402-408 Atlantic Avenue

Owner: U.S. General Services Administration

Site Area (Ft<sup>2</sup>): 21,994

Contact: Beverly James  
GSA Operational Planning Staff  
728 Post Office Building  
(223-2707)

Zoning: M2

## Use/Proposals:

GSA is converting much of this warehouse into office space for federal agencies, including the Coast Guard. It is in good condition. Construction cost is \$5 million.

## BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## DEVELOPMENT PROPOSALS

Site: 436-440 Atlantic Avenue

Owner: Alfred Hook  
15 Northern Avenue  
(423-5508)

Contact: Jimmy Lynch

Site Area (Ft<sup>2</sup>): 19,049

Zoning: M4

Use/Proposals:

This is a retail and wholesale lobster business. The lobsters are delivered by truck rather than boat.

Proposals: The present partnership will remain intact, at least in the short term. In the long term, the business may change hands, but its nature will remain the same.



## BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## DEVELOPMENT PROPOSALS

Site: 452 Atlantic Avenue

Owner: Johnstown Properties-  
Consolidated Capitol Properties  
Corporation  
470 Atlantic Avenue  
(482-4646)

Contact: Richard Swartz

Site Area (Ft<sup>2</sup>):

Zoning: M4

Use/Proposals:

This parcel lies between Hook Lobster and Harbor Plaza, is currently used for Harbor Plaza parking and is almost all required for the new Northern Avenue Bridge, according to the 1980 Supplementary Plan (by BRA and Massport).

## BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## DEVELOPMENT PROPOSALS

Site: 466-474 Atlantic Avenue  
(ex-Sheraton Building)  
Harbor Plaza

Owner: Johnstown Properties -  
Consolidated Capitol Properties  
Corporation  
470 Atlantic Avenue  
(482-4646)

Contact: Richard Swartz

Site Area (Ft<sup>2</sup>): 58,724

Zoning: M4

## Use/Proposals:

The entire renamed building is currently being revamped on both interior and exterior. It will provide Grade 1 office space on completion.

The reinforced concrete pillars which support the building over the water are eroded and expose rusting steel.

## BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## DEVELOPMENT PROPOSALS

Site: 484-516 Atlantic Avenue

Owner: Boston Edison  
800 Boylston Street

Site Area (Ft<sup>2</sup>): 95,320

Contact: Jack Cox  
(424-2000)

Zoning: M4

Use/Proposals:

The site houses an electrical substation and underground cables leading to and from it. In addition, there is a city-owned pumping station which has pipes leading to and from it. Parking occupies the remainder of the space.

Proposals: The pumping station is surplus and will be removed along with concomittant pipes. This will remove the need for DC electricity and, therefore, for the rectifier and connecting cable.

The substation will remain. However, as long as sufficient space is left for maintenance and replacement of parts, there is no reason why development cannot proceed around the transformer. Similarly, the access to the cables must be retained, but building can take place nearby.

Edison would prefer to sell the whole lot and retain easements which allow for upkeep as described above. To this end, there is a plan for areas where Boston Edison would want to keep 20 ft. and 40 ft. air rights and other areas in the middle of the transformer area where pillars could be placed to support a building overhead.

Development right up to the Harbor Plaza facade, recently revamped, would probably upset its owners and the BRA. It has been suggested that the strip of land on this site adjacent to Harbor Plaza would compliment its south-westerly aspect, enabling the construction of a pleasant walkway down the side of the building and to the water.

## BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## DEVELOPMENT PROPOSALS

Site: 300 Congress Street  
Russia Wharf

Owner: Russia Wharf Corporation  
286 Congress Street

Contact: John Priestly

Site Area (Ft<sup>2</sup>): 84,157

Zoning: M4

## Use/Proposals:

The wharf consists of three brick warehouses next to each other on Summer Street, one of which faces the Fort Point Channel. There is open space between this one and the water which is used for parking. A small marina is operated beside the wharf.

The wharf is currently being rehabilitated into a "center for designers, professional offices and retail furnishings." Two glass atriums, each containing two bridges at the first floor level and two at the second, are to be built to connect the buildings. Stores will face inwards toward a core created by these linkages, though some will also have street access.

A water taxi terminal instead of, or as well as, the present marina would be a better waterfront use. It should be designed with a landside linkage to the proposed South Station Transportation Center.

## BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## DEVELOPMENT PROPOSALS

Site: Federal Reserve Building

Owner: U.S. Federal Reserve

Site Area (Ft<sup>2</sup>):

Contact: Mr. O'Connell  
(Property Management)  
(973-3000)

Zoning: B10

Use/Proposals:

This is a tall, aluminum-shelled office block.

Proposals: There have been plans made for a 40-storey office block on the Fort Point Channel side of the present structure. However, officially, the only current plans are for some landscaping on the Dewey Square side.

## BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## DEVELOPMENT PROPOSALS

Site: South Station

Owner: MBTA

Site Area (Ft<sup>2</sup>):

Contact: Jim Scanlan  
South Station Project Office  
(722-3360)

Zoning: B10

## Use/Proposals:

The Headhouse Building on the corner of Dewey Square has recently been sand-blasted. The interior contains MBTA offices on 5 floors.

Proposals: In 1982, the interior will be renovated to create space for retail concession stores on the 1st and 2nd floors, with offices on floors 3-5.

The tracks will also be renovated and the platforms raised to the level of the carriage doors. They will be moved and replaced as required by construction above. Overhead, a transportation center will be erected. On the first level above the rails will be ticket booths for buses and short-term parking for 90-100 cars. On the second, which will be joined by a ramp to an entrance/exit of the Massachusetts Turnpike, will be termini for both local commuter and also long distance buses. There will be long-term parking on the floor above this.

The BRA has proposed two more layers of parking above this, capped by a final section with offices, a hotel and/or a conference center, but this is far from definite.

Development timetable: March 1981 - new track begins.  
1982 - Headhouse Building interior revamp begins.

## BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## DEVELOPMENT PROPOSALS

Site: 245 Summer Street

Owner: Stone and Webster Engineering  
Corporation  
245 Summer Street  
(973-5111)

Contact: Bill Saunders

Site Area (Ft<sup>2</sup>):

Zoning: B10

Use/Proposals:

This is a six year-old office block owned and occupied by Stone & Webster, with the exception of part of the ground floor let to the First National Bank of Boston.

Stone & Webster co-own with the Post Office the segment of Dorchester Avenue which runs past their building.

## BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## DEVELOPMENT PROPOSALS

Site: The South Postal Annex, part of  
Dorchester Avenue and the Dorchester  
Avenue Bridge

Owner: U.S. Postal Service

Site Area (Ft<sup>2</sup>):

Contact: Al Shippee  
(223-5816)

Zoning: B10

Use/Proposals:

In the early 1930's the Post Office bought land and built their first building - the one nearer Summer Street. In the mid 1960's they bought land and built the second, larger building. Later they paid the City of Boston \$3 million for the section of Dorchester Avenue from Summer Street up to and excluding the Dorchester Avenue Bridge. In May 1980 they purchased the bridge from the Commonwealth to complete the security of their property and the mail which they handle. There is no public access along Dorchester Avenue on this property.



BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

DEVELOPMENT PROPOSALS

Site: Railroad tracks from South Station  
on western side of the Fort Point Channel  
and the Old Colony Railroad Bridge.

Owner: MBTA

Site Area (Ft<sup>2</sup>):

Contact: Bill Buckley  
Project Manager  
South Station Project  
(722-3360)

Zoning: B10

Use/Proposals:

The tracks from South Station split with the "Dorchester Branch" continuing south in a straight line over the Old Colony Railroad Bridge toward Providence. The bridge has tracks six feet higher than those on either side.

The Northeast Corridor (or "Shore Line") curves around to the west, the edge of the channel being tangential to the track and then disappears into a tunnel under the Massachusetts Turnpike. There are two walls at the edge of the channel, about 10 feet apart. Repair is needed here as there is a two foot bulge in the outer wall.

Proposal:

Neither the rerouting of the Turnpike exit nor the track improvement for the Northeast Corridor (\$2 billion federal funding) will require the rerouting of the "Shore Line" tracks.

The new platforms proposed for South Station will be too close together for freight cars. South Station is not a freight station and the only reason that freight trains make use of it is to change from the "Shore Line" to the "Dorchester Branch." To make this procedure easier and to obviate building the platforms too far apart for passenger boarding comfort, it has been proposed that a new bridge be built across the Fort Point Channel, just downstream from the Broadway Bridge. This would be part of a new segment of track which would join these two railroad lines together with a smooth arc and avoid the necessity of delays in South Station. The new segment of track proposed is called the "Conrail Y."

The Northeast Corridor line will be electrified. To this end, electrical equipment will be installed on the trackside. With this and the "Conrail Y" there will be very little unused space left.

In the distant future it is hoped to lower the level of the track of the Old Colony Bridge, using the present structure with modifications. As yet, there is no sign of where money would come from for this grade elimination.

## BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## DEVELOPMENT PROPOSALS

Site: Escarpment of the Southeast  
Expressway down to the Fort Point Channel  
between Broadway and West 4th Street

Owner: Massachusetts Turnpike Authority  
Prudential Center  
(536-1400)

Contact: Jack Francis

Site Area (Ft<sup>2</sup>):

Zoning: M2

Use/Proposals:

This is a strip of unused sloping land.

Proposals: This site would be problematic to develop because of its topography, even if it were desirable to do so. Perhaps a small section of it might be needed for the proposed MDC sewage treatment plant.

## BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## DEVELOPMENT PROPOSALS

Site: Fort Point Channel  
(from West 4th Street to Broadway)

Owner: Commonwealth of Massachusetts

Site Area (Ft<sup>2</sup>):

Contact: John Elwood, MDC  
(727-8880)  
Libby Blank  
Boston Water & Sewer Commission  
(426-6046)

Zoning: M2

Use/Proposals:

This is the tail end of the channel which used to open out into the South Bay, since filled. It was declared "non-navigable" by Act of Congress, which means that the Army Corps of Engineers have no interest in it either from a dredging point of view or from the angle of fill regulations. The Massachusetts Wetlands Act gives the Boston Conservation Commission responsibility for regulating fill, Section 404, independent of its navigability. The flow of water into the end of the channel from Dorchester and Roxbury is very polluted.

Proposals: The Metropolitan District Commission (MDC) wants to fill most, if not all, of this section of the channel to create a site for a combined sewage overflow treatment facility to which a collector will run the length of the channel. They must assume ownership of the land, obtain a fill permit and gain permission for the collector to be placed in the channel.

## BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## DEVELOPMENT PROPOSALS

Site: Yard on southeast side of Fort Point  
Channel between West 4th Street and  
Boardway

Owner: City of Boston Department of  
Public Works

Contact:

Site Area (Ft<sup>2</sup>):

Zoning: M2

Use/Proposals:

Storage yard for construction materials.

## BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## DEVELOPMENT PROPOSALS

Site: "Dorchester Branch"  
railroad tracks and "Cabot Yards"

Owner: MBTA

Site Area (Ft<sup>2</sup>):

Contact: Bill Buckley  
South Station Project Mgr.  
MBTA  
(722-3360)

Zoning: M2

Use/Proposals:

The "Dorchester Branch" is the tracks which continue straight out of South Station and across the Old Colony Railroad Bridge. This right of way continues on the south side of the channel toward Providence. It will remain unchanged.

The "Cabot Yards" are used for storage of building and maintenance materials. The site may be used for an MBTA moneyroom in the near future.

## BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## DEVELOPMENT PROPOSALS

Site: Gillette Park

Owner: Gillette Company

Contact:

Site Area (Ft<sup>2</sup>):

Zoning: M2

Use/Proposals:

The company owns a large manufacturing area. Its waterfront land use is parking.

## BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## DEVELOPMENT PROPOSALS

Site: Many structures, in the Fort  
Point Channel area

Owner: Town & City Properties  
(formerly Boston Wharf Co.)  
259 Summer Street

Contact: Harold Waxman

Site Area (Ft<sup>2</sup>): 3,800,000

Zoning: M4/M2

## Use/Proposals:

The Boston Wharf Company properties number 78 - all brick warehouses with a diversity of functions. There are printers, welders, office workers, light manufacturers, artists and residents, as well as those who use the warehouses as such. There is some empty space as well.

Proposals: The area will gradually become more residential and office oriented, though it is envisaged that many of the present uses will continue. The artists who live there are seen as an asset to the area to be preserved. All housing which is created will need variances and can thus be controlled by the BRA. It is likely to be market-rate housing, which might threaten new, young artists who want to move into the area. As yet, the office space cannot command the prices on the other side of the channel and the area needs to become better known before the likes of insurance companies are going to jump the water to such offices.

The other warehouse owners in the area will tend to find market demand responding to the Boston Wharf Company's trends.

BOSTON DOWNTOWN WATERFRONT PROJECT  
Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

#### DEVELOPMENT PROPOSALS

Site: 254 Summer Street  
Kevin's Wharf

Owner: J. F. McGlame, Jr.  
(426-8165)

Contact:

Site Area (Ft<sup>2</sup>): 6,683

Zoning: M4

Use/Proposals:

This property is a brick warehouse with Kevin's Wharf Restaurant on the ground floor and office space above. One floor is vacant.



## BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## DEVELOPMENT PROPOSALS

Site: 88 Sleeper Street

Owner: Farrell's Dock & Terminal Co.  
(871-1700)

Contact: Frank Farrell

Site Area (Ft<sup>2</sup>): 31,788

Zoning: M4

## Use/Proposals:

This site lies between Museum Wharf and Neptune Lobster. All but a 3 ft. strip which gives access to the water has been let to the company which owns the "Victoria Station" bar and restaurant. This restaurant is the only building and the rest of the space is used for parking. The dock space is used for berthing the tugs and cranes of the McKie Lighterage which is owned by the same company as the property itself.

Proposals: If the current Northern Avenue Bridge replacement plan goes through, the Lighterage will have to be relocated. Mr. Farrell opposes a fixed span bridge.

BOSTON DOWNTOWN WATERFRONT PROJECT  
Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

#### DEVELOPMENT PROPOSALS

Site: 68 Sleeper Street  
Neptune Lobster

Owner: John Daigle  
(426-0961)

Contact: Jim Deady

Site Area (Ft<sup>2</sup>): 6,175

Zoning: W2

#### Use/Proposals:

This wholesale and retail lobster business sits on a small parcel right next to the present Northern Avenue Bridge. Behind it is a barge used for storage and up to which the lobster boats which deliver there for nine months of the year tie. Some lobster boats dock there.

Proposals: Neptune were not enthusiastic about the most recent report on the proposed Northern Avenue Bridge. They feel that they will be cut off by it, although there will be no necessity to move their premises.

## BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## DEVELOPMENT PROPOSALS

Site: Penn. Central Rail Yards

Owner: Penn. Central Railroad  
Option to buy: Broderick  
Properties

Site Area (Ft<sup>2</sup>): 1,055,804

Contact: Austin Heath  
Broderick Properties  
54 Lewis Wharf  
227-3710

Zoning: W2/I2

## Use/Proposals:

24 acres of vacant land which were railroad marshalling yards are used a little for parking.

Proposals: There is no doubt that this land will be developed, but there is, of yet, no decision as to whether a hotel, offices or high technology industry will be favored. If the new Northern Avenue cuts through the site, there will be less to purchase and excellent accessibility for what remains. If it never happens, then there is a larger area for development. The developer is not particularly concerned about whether it does or does not happen. Similarly, anything profitable done to the Athanas property can only enhance the area.

## BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## DEVELOPMENT PROPOSALS

Site: Piers 1-4, Northern Avenue

Owner: Anthony Athanas  
"Anthony's Pier 4" restaurant

Contact:

Site Area (Ft<sup>2</sup>): 1,210,993

Zoning: W2

Use/Proposals:

With the exception of Pier 4, which houses well-known "Anthony's Pier 4" restaurant, this property is mostly vacant land. Pier 1 features two cold storage buildings and parking.

Proposals: Mr. Athanas has established the number of dwellings which can be built on the site, minus Pier 4. He intends to obtain a zoning variance, which would permit lucrative development, for which he is currently waiting and then sell the land, while retaining his restaurant business.

## BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## DEVELOPMENT PROPOSALS

Site: 305 Congress Street

Owner: Raymonda Carye  
Developer: Drucker Company  
50 Federal Street  
(357-5700)

Contact: Ronald Druker

Site Area (Ft<sup>2</sup>): 16,324

Zoning: M4

## Use/Proposals:

This is a prominent low, white, wooden building which faces Museum Wharf across Congress Street. It used to be a vegetable warehouse and is now rundown.

Proposals: The property was recently purchased by Carye under an agreement with Drucker who are not revealing their intentions.

## BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## DEVELOPMENT PROPOSALS

Site: Sleeper Street  
Museum Wharf

Owner: Wharf Museum, Inc.  
Museum of Transportation  
Children's Museum  
(426-6500)

Site Area (Ft<sup>2</sup>): 65,509

Contact: Lolly Gibson (Childrens )  
Duncan Smith (Transportation)

Zoning: M4

## Use/Proposals:

The Museum of Transportation, the Children's Museum, a restaurant and a "McDonald's" are all contained in a converted warehouse. In front of this is open space next to the water on which stands the Hood "milk bottle." The "Calliope," a tourist cruise vessel which connects the wharf with the Aquarium and the U.S.S. Constitution, docks at the wharf.

The wharf is a Commercial Area Revitalization District (CARD), which gives incentives for commercial investment there.

Proposals: The Transportation Museum wants other historic vessels to dock alongside the wharf.

## BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## DEVELOPMENT PROPOSALS

Site: Commonwealth Pier  
Northern Avenue

Owner: Massport  
(482-2930)

Site Area (Ft<sup>2</sup>): 479,160

Contact: (See "Seaport Access System:  
South Boston, Massachusetts,  
June 1980.")

Zoning: W2

## Use/Proposals:

This low warehouse juts out from Northern Avenue. Most of the space is empty. Only the infrequent Provincetown ferry stops there. Upstairs on the second floor is exhibition space. There is parking space for 760 cars.

Proposals: There are plans to make part of the ground floor into a trade mart to service New England's electronics business. Perhaps parking space for another 760 cars could be allocated.

## BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## DEVELOPMENT PROPOSALS

Site: Fish Pier  
Northern Avenue

Owner: Massport  
(482-2930)

Site Area (Ft<sup>2</sup>): 890,000

Contact: (See "Seaport Access System:  
South Boston, Massachusetts,  
June 1980.")

Zoning: W2

Use/Proposals:

Fish Pier is in the process of being rehabilitated. The two buildings which run the length of the pier on each side are being converted so that fish processing is on the first floor; fish merchants' offices are on the second floor and other office space is on the third floor. The offices for the pier are in the third building at the end of the pier.

The pier is often active with many boats tied alongside and landside it boasts the well-known "No Name" restaurant on the eastern side.

Proposals: The fish processing capacity of the pier will be increased.



## BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## DEVELOPMENT PROPOSALS

Site: Northern Avenue Bridge (over  
Fort Point Channel)

Owner: City of Boston

Site Area (Ft<sup>2</sup>):

Contact: Joe Kelly  
City of Boston Department  
of Public Works  
(725-4947)

Zoning: M2/M4/W2

## Use/Proposals:

The bridge is the northernmost link between Downtown and South Boston. It is a pivoted lift-swing bridge, the central section of which rotates through 90° about an "island" in the center of the channel to allow traffic to pass on the deeper, southeastern side of the channel. It is built of steel and concrete and powered by compressed air.

When open, the steel members suffer strain due to its own cantilevered weight. It is the stress in the open position which has brought about its fragile condition. It also takes too much traffic, especially heavy trucks which are officially banned from using it.

Proposals: The poor condition of the present bridge has prompted the City of Boston and Massport to propose a new bridge slightly upstream from the present one, crossing between Hook Lobster and Harbor Plaza on the left bank and Neptune Lobster and Victoria Station on the right bank. This would carry traffic between the central arterial highway and the industry to come to South Boston's new industrial estate.

There are few objections to an open-span replacement which would lift, retract or swivel to allow maritime traffic through. However, this requires that the bridge be manned, an expensive proposition which the City of Boston does not want.

The closed-span bridge proposed by the City and Massport is not acceptable to the Army Corps of Engineers whose advice on matters of navigability is very important to the Coast Guard who are one permit-issuing body for such bridge construction.

If the whole of the Fort Point Channel is declared "non-navigable" by Congress from (and including) the Northern Avenue Bridge to its end, then the Corps would have no basis upon which to object, as it would have no jurisdiction over such waters. There seems that there may be an attempt to get it declared "non-navigable."

BOSTON DOWNTOWN WATERFRONT PROJECT  
Boston Educational Marine Exchange

Northern Avenue Bridge (over Ft. Point Channel)  
Page 2

The bridge is eligible for inclusion on the National Register, but, as yet, no one has gone through the process of actually doing this, as far as our research can determine.

## BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## DEVELOPMENT PROPOSALS

Site: Seaport Access Road

Owner:

Site Area (Ft<sup>2</sup>):

Contact: Chris Norton  
BRA  
(722-4300)

Zoning:

Use/Proposals:

At present South Boston has a poor traffic circulation situation. Its traffic enters and leaves on a limited number of roads, some of which cross bridges with weight restrictions. These bridges have been deteriorating. The neighborhood has a higher than average (for Boston) proportion of trucks amongst this traffic. There are heavy trucks on residential streets and current truck routes are circuitous. The future trend will be toward the use of now vacant land for residential, office, industrial and warehousing in the northern section of South Boston and a new containerport will open. The problem will only worsen unless a new system of access is implemented, especially for trucks.

Proposals: The June 1980 "Seaport Access System" by the BRA and Massport looks at 5 proposals to solve the problem, 3 of which would involve a connecting road being built along the back of Boston Wharf Company properties through the western edge of what was Penn Central's land. This would link Northern Avenue to West First Street. Community and State support are needed if any one of these options is to be implemented.

Development timetable: With funding forthcoming from Mass. DPW and FHA:

1. Preparation of EIS 1981
2. Preparation of engineering & construction documents 1982
3. Construction begins 1983/1984

## BOSTON DOWNTOWN WATERFRONT PROJECT

Boston Educational Marine Exchange

Felicia Clark, Project Director  
Lane/Frenchman, Inc., Urban Design Consultant

## DEVELOPMENT PROPOSALS

Site: Tea Party Ship  
Congress Street Bridge

Owner: Unknown

Site Area (Ft<sup>2</sup>):

Contact: Barbara Attanese  
79 Milk Street, MA 02109  
(338-1974)

Zoning: M4

Use/Proposals:

A reconstruction of the "Beaver" is moored alongside a recycled World War II ammunition barge. The barge has exhibits relating to the "Boston Tea Party," which took place on the original "Beaver" not far from the present location at the middle of the Congress Street Bridge. It receives about 150,000 visitors a year.

Proposals: They foresee no significant expansion, but they have not yet reached visitor-saturation which will probably come soon.

The Tea Party Ship will not be able to sail under the new Northern Avenue Bridge.

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