

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Boston Police Station Number One/Traffic Tunnel Administration Building and the Boston Printing Department Building

Other names/site number: _____

Name of related multiple property listing: _____

(Enter "N/A" if property is not part of a multiple property listing)



2. Location

Street & number: 128, 150 North Street and 130-140 Richmond Street

City or town: Boston (North End) State: MA County: Suffolk

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local

Applicable National Register Criteria:

A B C D

<u>Brona Simon</u>	<u>January 15, 2015</u>
Signature of certifying official/Title: Brona Simon, SHPO	
Date	
State or Federal agency/bureau or Tribal Government	

In my opinion, the property <input type="checkbox"/> meets <input type="checkbox"/> does not meet the National Register criteria.	
Signature of commenting official:	Date
Title :	
State or Federal agency/bureau or Tribal Government	

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)

For Eason H. Beall

3.3.15

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public - Local
- Public - State
- Public - Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>2</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>2</u>	<u>0</u>	objects
<u>4</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register _____

6. Function or Use

Historic Functions

(Enter categories from instructions.)

GOVERNMENT/correctional facility

GOVERNMENT/government office

INDUSTRY/manufacturing facility

Current Functions

(Enter categories from instructions.)

EDUCATION/school

GOVERNMENT/government office

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7. Description

Architectural Classification

(Enter categories from instructions.)

LATE 19TH AND 20TH CENTURY REVIVALS:

Classical Revival

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Brick, Granite, Cast Stone, Copper

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Boston Police Station Number One/Traffic Tunnel Administration Building and the Boston Printing Department Building are both three-story structures located in Boston's North End neighborhood on North Street between Cross and Richmond Streets. Constructed in 1932, the elaborate Classical Revival-style Boston Police Station Number One/Traffic Tunnel Administration Building consists of a single building, constructed on two separate parcels. The building was designed to accommodate two entities in two functionally different parts of the same building, as indicated by the compound name of the building. Connected to the Boston Police Station Number One/Traffic Tunnel Administration Building via what was originally a single-story, two-bay, masonry garage (now a two-story, glazed atrium entry) is a more restrained example of the Classical Revival style, the Boston Printing Department Building, constructed in 1931. Both buildings were designed by noted Boston architect John M. Gray and feature symmetrical red-brick masonry exteriors with granite watertables and cast-stone classical detailing that visually unite them. The two buildings retain a high degree of integrity of location, design, setting, materials, workmanship, feeling, and association.

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Narrative Description

The Boston Police Station Number One/Traffic Tunnel Administration Building and the Printing Department Building are located along the southern periphery of Boston's North End. The one-half square mile North End neighborhood is considered the City's oldest residential community. The Old North Church (Christ Church) and the Paul Revere House, both National Historic Landmarks designated in 1966, are located in the North End, as are almost a dozen historic resources individually listed in the National Register of Historic Places. Two blocks to the southeast of the nominated buildings is the Fulton Street - Commercial Street Historic District (NRDIS 1973; amended in 2000) that includes 63 properties along Commercial, Fulton, Richmond, Mercantile, and Lewis streets, most of which date to the mid 19th century. The North End as a whole consists primarily of three- to five-story buildings housing a mix of commercial and residential space, largely dating from the mid 19th to the early 20th centuries.

Boston Police Station Number One/Traffic Tunnel Administration Building (BOS.5390)

The Classical Revival-style **Boston Police Station Number One/Traffic Tunnel Administration Building** is roughly bound by the grass-lined North Street Park to the south, the William H. Sumner Tunnel exit to the west, Richmond Street to the north, and the entrance to the Lieutenant William F. Callahan Jr. Tunnel to the east. The park and tunnels are not included in this nomination. The building has two distinct façades: the south-facing (Cross Street) elevation that housed the Traffic Tunnel Administration (Photo 1) and the east-facing (North Street) elevation that housed the Boston Police Station Number One (Photos 3 and 4). The building as a whole measures eight bays by eleven bays. It rests on a granite-block foundation, and features a first-story base of Flemish-bond brick and cast stone, both materials laid in a manner suggesting ashlar. The upper stories are Flemish-bond brick with cast-stone window trim, capped by a cornice of cast stone. The building is topped by a hipped roof with inset flat roof (Photo 3). A carved cast-stone and gold-domed cupola serves as the building's most prominent feature, extending from the southern end of the roof (Photos 1, 2, and 3) above the Traffic Tunnel Administration portion. The cupola rises 33 feet above the roof, and consists of a square, paneled base, a mid section with a roundel-topped, multipaned window at each face and flanked by four pairs of engaged Tuscan columns at each corner, and a surmounting dome resting on a round pedestal ornamented with a foliate swag motif. Four carved cast-stone urns surround the pedestal, and a single gilded pinecone finial surmounts the dome.

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The Traffic Tunnel Administration Building comprises the southern portion of the building and occupies a 2,238-square-foot parcel. The south (Cross Street) elevation is the primary façade of the Traffic Tunnel Administration Building portion of the building, measuring five bays wide and four bays deep. A monumental, full-height, central three-bay pavilion, one bay deep, made of cast stone, dominates the façade (Photo 2). Granite steps lead to the recessed, ground-level entrance in the pavilion's center bay; the original pair of glazed doors are topped by a fanlight and set within a rounded-arch opening. Molded coffers line the arch soffit, and a keystone at the center of the arch features a spoked wheel with wings. Flanking the door are arched window openings containing the original double-hung, 8/8, round-headed steel sash. Original copper lanterns flank the entrance and a cornerstone at the eastern corner is engraved with the year "1932." A molded cornice featuring Vitruvian wavelike scrollwork extends across the width of the pavilion between the first and second stories. The second and third stories are set back behind four double-height, cast-stone Ionic columns.

Decorative cast-iron balconies are situated between the columns. The second story features three sets of French doors topped by pairs of four-pane transoms and molded cast-stone surrounds. The center door is topped by a segmental-arched pediment supported by scrolled brackets. The two flanking bays feature molded spandrel panels between the second and third stories. The third story features three pairs of casement windows with cast-stone surrounds and sills. The denticulated pediment above the third story features an inscribed frieze panel that reads "Traffic Tunnel Administration Building." The tympanum contains the city seal at its center, surrounded by fruit and foliate designs.

Fenestration throughout the rest of the Traffic Administration building, including the bays flanking the projecting pavilion, is a mix of multipaned, double-hung sash set in openings with cast-stone surrounds—round-arched with keystones and aprons on the ground floor, surmounted by pediments or flat lintels at the second story, and displaying stepped lintels on the third story.

Along the first story of the west elevation, a pair of late 20th-century garage doors occupy the second and third bays. The second story features three double-hung, 12/12 windows with cast-stone surrounds; the center window is accentuated by a molded spandrel between the first and second stories and a molded cast-stone pediment. The third story features three double-hung, 8/8 windows framed by cast-stone surrounds.

Along the east elevation, the first story features a pair of 10/10 double-hung steel sash topped by fixed fanlights with cast-stone sills, adjacent to a pedestrian entryway also topped by a fixed steel-sash fanlight. The windows and door are set within rounded-arch brick openings with cast-

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stone keystones. The second- and third-story configuration is identical to the west elevation, though the windows feature replacement steel sash.

The interior of the Traffic Tunnel Administration portion of the building has a basement level and three upper stories that are separated from the Boston Police Station Number One portion of the building by a masonry wall with no means of interior access between the two spaces. The main entrance to the Traffic Tunnel Administration building is provided by a double door at the Cross Street (south) elevation that leads to a lobby area. The lobby retains the building's original marble floor, wainscoting, and door surrounds. The main (front) stair at the southwest corner of the lobby is the most prominent interior architectural feature. The stair extends between the first and third floors, and is composed of molded-steel risers with marble treads, a decorative iron balustrade with urn and crisscross balusters, carved wood handrails, and paneled newel posts with brass finials. The stairhall features a marble wainscot, and the outer string is accentuated by a carved rosette. A second (rear) stair is located in the northeast corner and is utilitarian, with modest ornamentation including cast-stone treads, square metal newel posts and balusters, and a wooden handrail. The rear stairhall, which is lined with glazed brick tiles, provides access from the basement to the third floor. The upper two floors consist of enclosed offices and meeting spaces defined by modern 20th-century partition walls. Interior finishes consist of carpeted and linoleum tile floors and drop acoustic-tile ceilings. Some rooms have retained the original chair rails along the outer walls, and windows featuring simple surrounds and sills.

The majority of the building comprises the Boston Police Station Number One, which occupies a separate, 9,450-square-foot parcel. The station's primary (east) elevation faces west along North Street and is set back from the rear of the sidewalk, behind an early 20th-century iron fence (a contributing feature). It projects slightly beyond the Traffic Tunnel Administration portion of the building. Less prominent than the Cross Street-facing elevation, the North Street elevation nevertheless displays similar elements. Measuring seven bays wide, the North Street (east) elevation of the police station features a stepped façade that is accentuated by a three-bay-wide pavilion whose applied, cast-stone pilasters support an enclosed pediment (Photo 3, Figures 2 and 3). The first story of the pavilion is clad with cast stone, and a cast-stone beltcourse further distinguishes it from the upper stories. Access is provided at the center bay, which features a recessed, rounded-arch opening. The entrance currently contains ca. 1990 aluminum-frame double doors that are topped by a fanlight. A pair of 10/10, double-hung, steel sash windows topped by fanlights flank the entry (Figure 3). Both windows feature cast-iron metal grilles that are set within rounded cast-stone openings with keystones and cast-stone sills. Along the pavilion's second and third stories, pilasters separate the central four bays. The window directly above the main entry contains a 12/12, double-hung sash, framed by cast-stone surrounds; a

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balconet with cast-stone urns projects from the base of the window, which is topped by a projecting stone pediment supported by scrolled brackets. On the third story, 8/8 double-hung sash are set within cast-stone, keystone surrounds. The engraved cast-stone frieze reads "Police Station Number One," and above, the denticulated pediment features an oculus window framed by a fruit and floral festoon.

Fenestration along the police station portion of the building's west elevation is similar to that of the traffic administration portion, being comprised of 8/8 and 12/12 double-hung steel sash. Brick lintels have cast-stone keystones and the sills are cast stone.

The interior of the building features a basement level and three upper-story levels, all of which have been modified since the building's construction, with the exception of the stairways and main circulation spaces. The main entrance to the building is accessed at the North Street (east) elevation, and opens to a marble-clad vestibule with small stair. The area within the main entrance features original marble paneling along the walls and floor that follows the entry stair from the street level to the first floor of the building (Photo 10). The vestibule leads to the main stair landing and interior corridor. The main steel stair with stone treads extends from the basement to the roof, and features a simple metal railing with newel posts. In addition, a rear steel stair with stone treads at the northwest corner of the building extends from the basement to the third floor, and also features simple metal newel posts and metal railings. Both stairs are original to the building and are utilitarian, featuring few decorative embellishments, with the exception of the fireproof, glazed brick tiles that line the staircase walls. One passenger elevator, located near the northeast corner, services all levels of the building from the basement to the third floor.

Rooms are utilitarian in nature, with little or no ornamental baseboard or window trim. Some rooms feature glazed clay-tile walls. The interior steel doors all feature molded metal surrounds; some openings retain the original metal panel doors. Concrete floors survive throughout the building. Fireproof, glazed-brick tiles line the outer and inner walls of the stairwells and corridors that have rounded corners at classroom intersections.

Garage/Atrium

Original to the construction of the Boston Police Station Number One building is a connected, two-bay former garage that has been altered to become an atrium-style entry. Located on the north elevation and fronting on North Street, the garage connects the Boston Police Station Number One to the adjacent Boston Printing Department Building to the north (Photo 5). The

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brick two-bay, one-story, flat-roof garage structure originally featured a pair of arched, overhead wood-panel garage doors, each with a band of three horizontal windows. As part of the recently completed rehabilitation project, a two-story glass connector was constructed above the garage enclosing the north exterior walls of the police station and the south exterior wall of the printing building, linking the two while retaining thirteen of the original fifteen police station windows and eleven of the original fourteen printing department windows inside the connector. Also, while retaining the basic form of the garage, as part of the project the overhead garage doors were removed and the openings infilled with glazing in the first bay and a pair of aluminum-frame, glass doors in the second bay. The brickwork above each opening features soldier-course segmental arches in sunburst patterns. Positioned above the doors and at the center of each arch are bronze light fixtures, and a cast-stone keystone between the two doors reads "Semper Fidelis." A brick parapet rises above the cast-stone cornice and features three pairs of raised, cast-stone panels.

The interior of the former garage features a poured-concrete floor, yellow-brick walls, and a coffered ceiling.

Boston Printing Department Building (BOS.5392)

The Boston Printing Department Building occupies a 17,825-square-foot parcel at the southwest corner of North and Richmond Streets, and is set back from the rear of both sidewalks behind an early 20th-century iron fence (contributing object). The building is a three-story, steel-and-concrete frame, red-brick, U-shaped building. Designed in the Classical Revival style, the building measures eleven bays wide and fourteen bays deep with its principal façades on Richmond and North Streets (Photos 5 and 6). The building rises from a concrete foundation, features brick and cast-stone detailing with regularly spaced fenestration, and is topped by a flat roof.

Along the east (primary) elevation, the basement level is pierced by twelve basement lights faced with metal grates. The main entrance is located in the southernmost bay and accessed via four concrete steps. The entrance contains a pair of paneled metal doors topped with a fanlight, surrounded with cast-stone trim, and finished with a rounded brick arch. A granite watertable separates the raised basement level from the upper three stories. Fenestration along the upper three stories consists of 8/8 sash with cast-stone sills. Windows on the second and third stories are separated by brick pilasters with cast-stone bases and capitals. The second-story windows are topped by a brick soldier course. The end bays are slightly projecting and feature decorative window surrounds at the second and third stories. Pedimented hoods top the second-story

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windows with balconets supported by scrolled brackets and finished with carved cast-stone urns flanking the balustrades (Photo 7). The third-story window openings feature molded cast-stone surrounds. A denticulated stone architrave rests upon the capitals above the third story, inscribed at the center with "City of Boston Printing Department." The parapet features cast-stone panels with molded festoons at each end bay.

Detailing found along the North Street façade, including the granite watertable, brick pilasters, brick and cast-stone entablature, and raised end bays, continues around to the Richmond Street side elevation. However, detailing is somewhat simpler, as Richmond Street served as the service side of the building. For example, the second-story end bays do not contain balconets, unlike the North Street façade. A metal loading dock is located at the fourth bay, flanked by a pair of elongated 1/1 fixed sash. A concrete loading dock with pedestrian entrance and metal stairway is located in the ninth bay. The westernmost bay contains a vehicular entry providing access to a driveway that extends beneath the building along the west elevation to an interior paved courtyard. The driveway is paved and walls are of brick, finished with a concrete waffle ceiling.

The exterior walls lining the inner courtyard are clad in yellow brick with a clearly defined concrete base. In 1958, the third-story walls along each elevation were replaced and repointed. Fenestration along the inner courtyard elevations consists of awning windows along the first floor and 8/8 sash along the upper floors, all defined by cast-stone sills and soldier-course lintels.

The interior of the U-shaped building consists of a full basement and three upper-story levels that feature symmetrical, open floor plans and fenestration patterns, with floors that consist of granolithic concrete and linoleum. Evenly spaced, square, concrete-filled columns located down the center bay of the eastern sector of the building, as well as in pairs down the center of the north wing and in a single arrangement in the center of the south wing, support the exposed concrete waffle ceilings throughout the basement and floors one through three. A central corridor extends down the center bay of the building at the first floor, leading to the north and south wings. The second floor features an open plan, with the exception of four office partitions located in the south wing, not original to the building. The third floor opens to a central hall that leads to the open plan of the north wing and a series of enclosed offices in the south wing.

The main concrete stair at the south wall extends from the basement to the roof. It is topped with bluestone treads and is flanked by a metal balcony with newel posts and a metal railing (Photo 11). The rear concrete stair in the northwest corner of the building extends from the basement to the third floor, and also features bluestone treads, a metal balcony with newel posts, and metal

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railing. Both stairs are original to the building and are utilitarian, with few decorative features. In addition, there is a passenger elevator located adjacent to the main stair at the southeast corner that services the basement level and floors one through three. A freight elevator occupies the southeast corner of the north wing and services the basement level and floors one through three.

Certified Rehabilitation

Between 2011 and 2013 the Boston Police Station Number One and Boston Printing Department Building underwent a substantial rehabilitation, which repurposed the buildings as an educational facility for the North Bennet Street School. The Traffic Tunnel Administration Building, currently owned by the Massachusetts Department of Transportation, was not part of the rehabilitation project and continues to retain its original steel sash. The North Bennet Street School, formerly located five blocks northwest along North Bennet Street, has occupied the former Police Station and Printing buildings since the fall of 2013. The school's new location and increased total square footage have allowed its eight full-time programs to be reunited under one roof for the first time in decades.

As part of the rehabilitation project, the red-brick masonry exteriors of both buildings were repaired, repointed, and cleaned. The deteriorated steel sash and glass-block windows were replaced with new insulated aluminum sash that closely replicate the profiles and glazing areas of the original windows. The two-bay garage connecting the two buildings was renovated to serve as the primary entrance. The garage door opening in the first bay was infilled with fixed glazing and a pair of new aluminum-frame, glazed doors were installed in the second bay opening. The first-floor interior of the former garage contains the school's main entrance lobby and reception area. A glass connector linking the two buildings rises above the garage connecting the upper floors of the two buildings. The glass connector is set back from the parapet of the garage and preserves the buildings' architectural character.

Rehabilitation work on the interior of the two buildings included the removal of non-original partitions and suspended ceiling tiles, and the restoration of the original waffle ceilings. While minor modifications were made to the interior layouts to create new classroom and administrative spaces for the new educational use, the original circulation patterns throughout the buildings were maintained, including the original stairs and the distinctive glazed tiles lining the corridors.

State and federal historic preservation tax credits were utilized for the rehabilitation project; as such, all work was consistent with the Secretary of the Interior's Standards for Rehabilitation and

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was reviewed and approved by the Massachusetts Historical Commission and National Park Service.

Archaeological Statement

While no ancient Native American sites are currently known at the Tunnel/Police Station/Printing Building, sites may have been present. The property is located near the former 1630 eastern shoreline of Boston facing Boston Harbor. One Native American site exists within one-half mile of the property. The undated North Washington Street site (19-SU-11) is located in the historic Blackstone Block southwest of the site. The footprint of the extant structure covers most of the property, though the Printing portion of the building, a u-shaped structure, encloses an open space. The property was the former location of dozens of brick and wooden structures located in 19th-century maps. Given the above information, a low potential exists for locating ancient Native American resources on the property.

There is a low potential for locating historic archaeological resources on the Tunnel/Police Building property. While numerous historic structure were formally located on the property in the 17th through early 20th centuries, the construction of the tunnel contemporaneously to the construction of both the Tunnel/Police and the Printing buildings likely disturbed or destroyed any historic features preserved within the small, u-shaped courtyard interior of the Printing building.

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Data Sheet

Resource Name	MHC #	Address	Date	Type/Status
Police Station No. 1/Traffic Tunnel Administration Bldg.	BOS.5390	128 North Street 150 North Street	1932	B/C
Fence		128 North Street 150 North Street	ca. 1932	O/C
Printing Department Building	BOS.5392	130-140 Richmond St.	1931	B/C
Fence		130-140 Richmond St.	ca. 1931	O/C

Totals Two contributing buildings, two contributing objects.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

ARCHITECTURE

INDUSTRY

POLITICS/GOVERNMENT

Period of Significance

1931 – 1964

Significant Dates

1931, 1932

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

N/A

Architect/Builder

John M. Gray Co., architect

Thomas O'Connor Co., builders

Archdeacon & Sullivan, builders

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Boston Police Station Number One/Traffic Tunnel Administration Building and Boston Printing Department Building, located prominently at the southern entrance to Boston's North End neighborhood, are excellent examples of early 20th-century civic architecture (Photo 1). Collectively, the buildings meet criterion A for their association with Boston's municipal development throughout the 20th century, and criterion C as excellent examples of early 20th-century Classical Revival-style municipal architecture. Designed by the John M. Gray Company, both buildings retain integrity of location, design, setting, materials, feeling, association, and workmanship, and are significant at the local level. The period of significance begins with the construction of the Boston Printing Department Building in 1931 and extends to 1964, the standard 50-year cutoff period established by the National Register program.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

ARCHITECTURE: The well-preserved, red-brick Boston Police Station Number One/Traffic Tunnel Administration Building and Boston Printing Department Building, located together along the southern edge of the North End, are considered to be among the finest examples of the Classical Revival style in the neighborhood. Their symmetry, height, classical details, and fenestration pattern epitomize the style, while respecting the well-established architectural character of the North End neighborhood. Designed by a locally prominent architectural firm, the John M. Gray Co., these two masonry buildings are well-preserved examples of early 20th-century Classical Revival-style municipal architecture in the city of Boston.

INDUSTRY: The Boston Printing Department was established in 1897, and was the first municipal printing division in the country. After two relocations due to escalating rents during the first quarter of the 20th century, Mayor James Michael Curley proposed to build a permanent home for the printing department in 1925, at which point it was estimated that the plant had saved the city close to \$250,000 by managing its own expenditures and maintaining all printing in-house. The necessary funds for construction of the building were not made available until 1930, at which point a vacant plot of land on Richmond Street was sold to the city by the Transit Department. The plant remained at this location as the City of Boston's municipal printing plant from 1931 until it was closed by the city in 2010.

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POLITICS/GOVERNMENT: The Boston Police Station Number One/Traffic Tunnel Administration Building and Boston Printing Department Building were approved for construction and built between 1931 and 1933, as part of a building campaign initiated by Mayor James M. Curley in the early to mid 1920s. Deemed the “colonial group” by the *Daily Boston Globe* in March of 1931,¹ the municipal buildings operated as such throughout much of the 20th century. The Traffic Tunnel Administration maintained its offices at its Cross Street location until 1949, when the transit department was transferred to the Metropolitan Transit Authority (MTA). Today, the Tunnel Administration portion of the building is owned and operated by the Massachusetts Department of Transportation (MassDOT). The Printing Department remained at its Richmond Street location from 1931 until it was closed by the City in 2010. The Police Station Number One remained at this location until July 1968, at which point it was relocated downtown to 40 New Sudbury Street and the North End building became incorporated into the Boston Police Academy’s training program. Following the move, the building served as the Boston Police Academy and later headquarters for the Boston Police Patrolman’s Association. A renovation in 1996 created needed municipal office space in the building, before it was sold in 2012.

Historic Overview

The North End is Boston’s oldest residential community and includes approximately 70 acres of housing development, with an additional 30 acres of wharves, mercantile buildings, parks, and playgrounds. The waters of the Charles River Basin and Boston Harbor surround the north, east, and west limits of the neighborhood, and the North End Park (included within the larger Rose Kennedy Greenway) extends along the southern perimeter. First settled by British colonists in the early 17th century, the area developed quickly with a series of interconnecting roadways, tide mills, and a growing residential population. Dating from the 1660s, Hanover Street today remains the major north-south corridor of the neighborhood and has continued to be the center of its retail activity. Salem, North, Prince, and Charter Streets were developed concurrent to Hanover and continue to serve the North End as important thoroughfares. During much of the 18th century, the North End developed into a dense urban district that focused on the mercantile and shipping industries. After the Revolutionary War, however, the neighborhood fell into decline. Waves of Irish, Italian, and Jewish immigrants from Eastern Europe settled in succession in the North End, turning the area into an overcrowded neighborhood. Street blocks throughout the area, including those lining North and Richmond Streets, contained compact lots

¹ “Group of Municipal Buildings Planned to Beautify Boston End of New Tunnel,” *Daily Boston Globe*, March 27, 1931.

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of wooden residential buildings to accommodate the rapidly growing population, and the adjacent harbor was lined with shipyards and wharves.

The North and Richmond Street blocks remained dense and occupied throughout the 19th century, having avoided the Great Fire of 1872 that decimated much of downtown Boston and was stopped just one-half mile south of the neighborhood. During the last quarter of the 19th century, rapid immigration transformed the North End. The neighborhood's Irish population peaked in 1880, though the succeeding years introduced waves of Italian immigrants to the area as a result of famine in southern Italy associated with its unification. By 1895, Italians comprised 27 percent of the North End's population, the Irish made up 23 percent, and eastern European Jews made up 21 percent. The wooden residential buildings that historically lined North Street between Cross and Richmond Streets were razed and replaced with three- to six-story, red-brick, mixed-use buildings. These commercial and residential buildings remained on North Street until 1928, when 45 parcels of land containing 33 buildings were acquired through eminent domain by the City of Boston for construction of the Sumner Tunnel under Boston Harbor. Constructed by the City of Boston, the tunnel provided a less congested, direct automobile link between downtown and East Boston and afforded much quicker access to the Boston Municipal Airport (built in 1923 and renamed Logan International Airport in 1947), which had previously only been accessible through a subway tunnel and by ferry. The prominently positioned Boston Police Station Number One/Traffic Tunnel Administration Building and the Boston Printing Department Building were constructed by builders Archdeacon and Sullivan and the Thomas O'Connor Company, on the vacated land located east of and on top of the Tunnel.

Construction of Sumner Tunnel began on March 23, 1931 and was completed on June 30, 1934, costing close to \$15,000,000 to construct.² Designed by engineer L. B. Howe, the equipment and ancillary structures originally associated with the tunnel included traffic signal lights, a telephone system, fire hose, extinguishers and signals, a pumping system, devices for checking toll collections, two four-story ventilation buildings, tollbooths (six at each entrance), and police booths. The Edison Electric Illuminating Company provided the electricity needed to operate the tunnel.

John M. Gray, Architect (1887-1977)

According to a 1931 *Boston Globe* article, architect "J. M. Gray... adopted for the design of the exterior, the colonial architecture of Old Boston, with walls of red brick and stone." A native of Salem, Massachusetts, John M. Gray attended the Carnegie Institute of Technology in Pittsburgh

² "Traffic Tunnel to Open Today," *Boston Daily Globe*, June 30, 1934.

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and the Massachusetts Institute of Technology before continuing his education at the famed École des Beaux-Arts in 1911. Upon Gray's return to Boston, he won the competition to design the Salem Court House and Police Station (SAL.2482). The project received wide acclaim and likely aided Gray in establishing his own firm, the John M. Gray Co., in 1912. In addition to the firm's specialization in municipal buildings that included the rear addition to the extant Overseers of Public Welfare Building (1931; BOS.1783, 35 and 43-45 Hawkins Street, Boston) and the "L" Street Bath House (1932; BOS.6851, 1663-1685 William J. Day Boulevard, South Boston), the company designed educational facilities that included the East Boston High School (1925; BOS.230, NRDIS, 86 White Street, East Boston), the Thomas Kenney School (1926; BOS.6662, 20 Oakton Avenue, Dorchester), and the William Ellery Channing School (1926; 35 Sunnyside Street, Hyde Park). Ecclesiastical projects included the extant St. Anne Roman Catholic Church (1920; BOS.15282, 90 West Milton Street, Hyde Park) and the extant Beaux Arts-style St. Thomas the Apostle Church (1932; PEA.M, 1 Margin Street, Peabody). Gray later became president of the Massachusetts State Association of Architects, and a member of the Massachusetts Board of Registration of Architects as well as a fellow in the American Institute of Architects. John's two sons, John M. Gray Jr. (Jack) and Francis J. Gray (Frank), joined the firm in 1938 and 1940 respectively, later followed by Frank's son Dennis in 1974. Dennis Gray continues to manage the firm today under the name Gray Architects Inc. in Salem, Massachusetts.

Gray and his contemporaries were masters in the vocabulary of the Classical Revival style, as demonstrated by the Boston Police Station Number One/Traffic Tunnel Administration Building and the Boston Printing Department Building. Each building features a symmetrical façade, decorative exterior door surrounds, aligned fenestration, beltcourses, wide friezebands, and molded cornices. Classical details were incorporated into the highly visible primary façades of the Traffic Tunnel Administration Building along Cross Street (south elevation) and the Boston Police Station Number One along North Street (east elevation). These include the Traffic Tunnel Administration Building's commanding cast-stone pavilion with four double-height, cast-stone Ionic columns, the gilded cupola, and the cast stone-clad central pavilion on the Boston Police Station Number One with its Ionic pilasters and pedimented second-story window surrounds. The Boston Printing Department Building is more austere, as its location and function were less prominent.

The Classical Revival style became dominant in the United States during the late 19th and early 20th centuries. Inspiration came in part from the symmetrical Beaux Arts-style buildings at the Colombian World Exposition in 1893, and was applied primarily to municipal and academic buildings, though it was used in domestic architecture as well. Growing out of the Italian

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Renaissance and emphasizing geometrical proportions, the style was characterized by such classical elements as columns and pilasters, bold, full-height central pavilions, window and door surrounds elaborated with arches, pediments or keystones, and small-paned windows aligned horizontally and vertically in symmetrical rows. Brick and cast stone were common building materials. The Boston Police Station Number One/Traffic Tunnel Administration Building and Boston Printing Department Building are both well-detailed, Classical Revival-style buildings, and among the best examples of the style in civic buildings in the city of Boston.

Boston Printing Department Building

The City's Printing Department was established in March of 1897 by a City Council-appointed printing committee, making Boston the first municipality in the United States to operate its own printing division. According to contemporary newspaper reports, the committee believed the city would save between 15 and 25% of their printing expenditure with the adoption of the plant, and would aid in reducing the hours required for those in the printing industry. George Coolidge was appointed by the Mayor and approved by the "Committee on Printing" as the Superintendent of Printing, with an office in City Hall. Coolidge contracted with Rockwell and Churchill as the City Printers, located at 39 Arch Street, from 1871 until the city's own Printing Department was established, at a new location, in 1897.

Originally housed in the Keany Square Building located at 251 Causeway Street, the plant for the city's printing department relocated to 286 Congress Street due to increasing rent. In 1925 Mayor Curley proposed to build a permanent home for the printing department, as each move cost the city upwards of \$15,000 and typically resulted in damage to the plant's equipment. As of 1925 it was estimated that because the city no longer subcontracted all of its printing needs, the municipal plant saved the city \$250,000. Mayor Curley's administration committed the city to build the new plant by diverting \$75,000 received from the proceeds of auctioning the former Police Station Number Two at the head of Pi Alley, between Washington and Tremont Streets in downtown Boston. Mayor Curley left office in 1926 but returned again in 1930, at which point the City Council passed an order for construction of the building, and the necessary funds were raised. In 1931 a parcel along Richmond Street became available and was sold to the City by the Transit Department. The permit to build the printing plant was approved and issued on July 27, 1931. The building opened in 1932

In 1953, the printing department was abolished by Section 13 of Chapter 8 of the ordinances, and operations were taken over by the newly created Administrative Services Department. In June of 2010, budget constraints prompted the city to begin outsourcing all of its printing production

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needs, thus ending in-house production and the city's otherwise uninterrupted occupancy of the Boston Printing Department Building.

Boston Police Station Number One/Traffic Tunnel Administration Building

The prominent Boston Police Station Number One/Traffic Tunnel Administration Building was designed by the John M. Gray Co. and built by the Thomas O'Connor Company for \$159,700. Construction began after the plans were approved in late December 1931 and commenced in 1932. Both sides of the building opened in 1933. Designed essentially as a "sort of duplex building,"³ the two sides of the structure served both the transit department and the police station out of convenience, as the tunnel required about 40 police officers on duty every 24 hours.⁴

The primary elevation of the Traffic Tunnel Administration Building faces south along Cross Street (Figure 2). It was designed to accommodate a teller's office on the first floor with a garage for emergency vehicles, and administration offices on the second floor. The primary façade of the Boston Police Station Number One faces east along North Street (Photo 3), and is connected to the adjacent Boston Printing Department Building to the north via a former two-bay, single-story garage, now renovated into a main entry (Photo 5, Figure 2). Originally the first floor of the police station contained general office space, lobby, signal room, captain's office, offices for special officers and sergeants, guardroom, cell room, and booking area. The attached two-bay garage allowed police patrol cars the ability to drive directly inside the building and transport detainees to the booking room and holding cells (no longer extant) within the police station. The second floor contained five bedrooms, the captain's sleeping room and bath, a locker room, recreation room, study room, showers, and toilets. The third floor contained a large dormitory, a gymnasium, nine bedrooms, toilet room, shower room, linen room, and storage space. The basement featured a steel-lined revolver range with moving targets, armory, drying room, storage units, janitor's closet, and toilet room.⁵

In 1964 a major consolidation of all Boston police stations commenced, and within four years the Boston Police Station Number One was relocated to a new building. Located on Sudbury Street in the Government Center area, the new \$1.5 million, five-story, red-brick building was the biggest district station in Boston and considered one of the largest in the nation. In this capacity, the new station consolidated the department's in-town districts, combining old District 1 by the

³ "Conference Speeds up City Building Project," *Daily Boston Globe*, May 31, 1931.

⁴ "Conference Speeds Up City Building Project."

⁵ "Mayor Awards Contracts for the Tunnel Administration Building, Police Station 1," *Daily Boston Globe*, March 2, 1932.

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Charles River, Arlington Street, Herald Street and the Harbor, as well as Boston's Traffic Division. As the first new police station in 35 years, the Government Center Police Building was the first among many in a major capital improvements program to bring all police facilities up to modern standards.

The vacant North Street station soon found a viable re-use. In 1969 the Boston Police Academy chose the location to house the department's expanded training program. Internal alterations to the building included removal of cell blocks on the first floor to accommodate a new lecture hall and modifications of the second-floor space to make way for a library and exercise room along the north wall. In addition, numerous interior partition walls were erected throughout the building to create small, private office areas, and dropped ceilings were installed. The expanded training program sought to stress service to the community rather than law enforcement. New recruits enrolled in a sixteen-week program broken up into six-week segments that alternated between classroom work and on-the-job training. Emphasis was placed on alternatives to arrest, conflict management, the origins and history of law enforcement, the function and tactics of patrol, and ethics. In addition, 32 weeks of Spanish and a course on human behavior became Academy requirements. Concurrently, the Boston Police Department began offering scholarships to Boston State College (merged with the University of Massachusetts Boston in 1982) after a study revealed that fewer than 25 percent of the force received a college education. The program remained in the Boston Police Station Number One building until 1996, at which point the building housed municipal offices until its sale to the North Bennet Street School in 2012. In addition to the police occupancy at 150 North Street, the City of Boston's Public Archaeology Laboratory moved its operations to the building's basement in 1985. The lab remained at this location until 2010, when it moved to West Roxbury.

Both the Boston Police Station Number One/Traffic Tunnel Administration Building and Boston Printing Department Building were found eligible for the National Register of Historic Places in April 1990 by the Massachusetts Historical Commission in their review of the Central Artery/Third Harbor Tunnel Project. The recently completed rehabilitation of the two buildings has preserved and enhanced a pair of early 20th-century municipal buildings located in the City of Boston's North End neighborhood. The rehabilitation has also allowed the North Bennet Street School to reunite its eight full-time programs under one roof for the first time in decades. The Traffic Tunnel Administration Building continues to be owned and used today by MassDOT for administrative offices.

The North Bennet Street School is a private vocational educational facility that was established in 1879 by a voluntary organization known as the Associated Charities. First known as the

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North End Industrial Home, and located at 39 North Bennet Street for its first hundred-plus years, it served as a settlement house for recent immigrants to Boston's North End. Driven by a philanthropic philosophy of "elevation by contact,"⁶ the Associated Charities volunteers sought to improve the circumstances of the poor through visitation and by way of example. The volunteers taught sewing and laundry classes to those they deemed the "worthy poor,"⁷ which included widows, single women, and women supporting their husbands. After its formal incorporation in 1885, the North Bennet Street Industrial School began to offer both job-skill training classes and traditional crafts to men and unmarried women. As the population in the North End evolved through the mid to late 20th century, with middle-income professionals replacing immigrant populations, the North Bennet Street School became a center for training in the fine crafts and dropped "Industrial" from its name. Today, the school's programs include bookbinding, cabinet and furniture making, carpentry, preservation carpentry, jewelry making and repair, locksmithing and security technology, basic and advanced piano technology, and violin making and repair. The North Bennet Street School moved into the rehabilitated police and printing buildings in 2013. The school's new location allows it to expand its continuing education program, provide meeting space for students and the community, and enhance its operations as a vibrant educational and cultural organization in the city of Boston.

⁶ R.A. Woods, *The Neighborhood in Nation Building*, 7.

⁷ Sarah Henry and Mary A. Williams, *North Bennet Street School: a Short History 1885 – 1985*, 10.

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Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Boston Police Station Number One/Traffic
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Primary location of additional data:

State Historic Preservation Office

Other State agency

Federal agency

Local government

University

Other

Name of repository: _____

Historic Resources Survey Number (if assigned): BOS. 5390, 5392

HPCA # 28,223, 28,215

10. Geographical Data

Acreage of Property 1.0 acre

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

1. Latitude: 42.362754 Longitude: -71.054707

2. Latitude: Longitude:

3. Latitude: Longitude:

4. Latitude: Longitude:

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

Boston Police Station Number One/Traffic
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- | | | |
|--------------|-----------------|-------------------|
| 1. Zone: 19N | Easting: 330800 | Northing: 4692098 |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Verbal Boundary Description (Describe the boundaries of the property.)

The Boston Police Station Number One/Traffic Tunnel Administration Building and the Boston Printing Department Building are located on parcels 0303306000, 0303307000, and 0303305000, respectively. Only the portion of parcel 030337000 that includes the footprint of the Traffic Tunnel Administration Building is included in the nominated boundaries and not the remainder of the parcel, which contains the adjacent North Street Park, created in the late 20th century as part of the Central Artery/Tunnel project. Parcels 0303306000 and 0303305000, which include the Boston Police Station Number One and Boston Printing Department Building, are included in their entirety. The resource boundaries are outlined on the accompanying Existing Conditions Survey map (Figure 1).

Boundary Justification (Explain why the boundaries were selected.)

The proposed boundaries include the land historically associated with the Boston Police Station Number One/Traffic Tunnel Administration Building and the Boston Printing Department Building. The adjacent North Street Park is not included due to its late 20th century date and association with the Central Artery/Tunnel reconstruction project.

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11. Form Prepared By

name/title: Doug Kelleher, Principal and Alisa Augenstein, Planner. with Betsy Friedberg,
NR Director

organization: Massachusetts Historical Commission

street & number: 220 Morrissey Boulevard

city or town: Boston state: MA zip code: 02125

e-mail: betsy.friedberg@sec.state.ma.us

telephone: (617) 727-8470

date: December 2014

Additional Documentation

Submit the following items with the completed form:

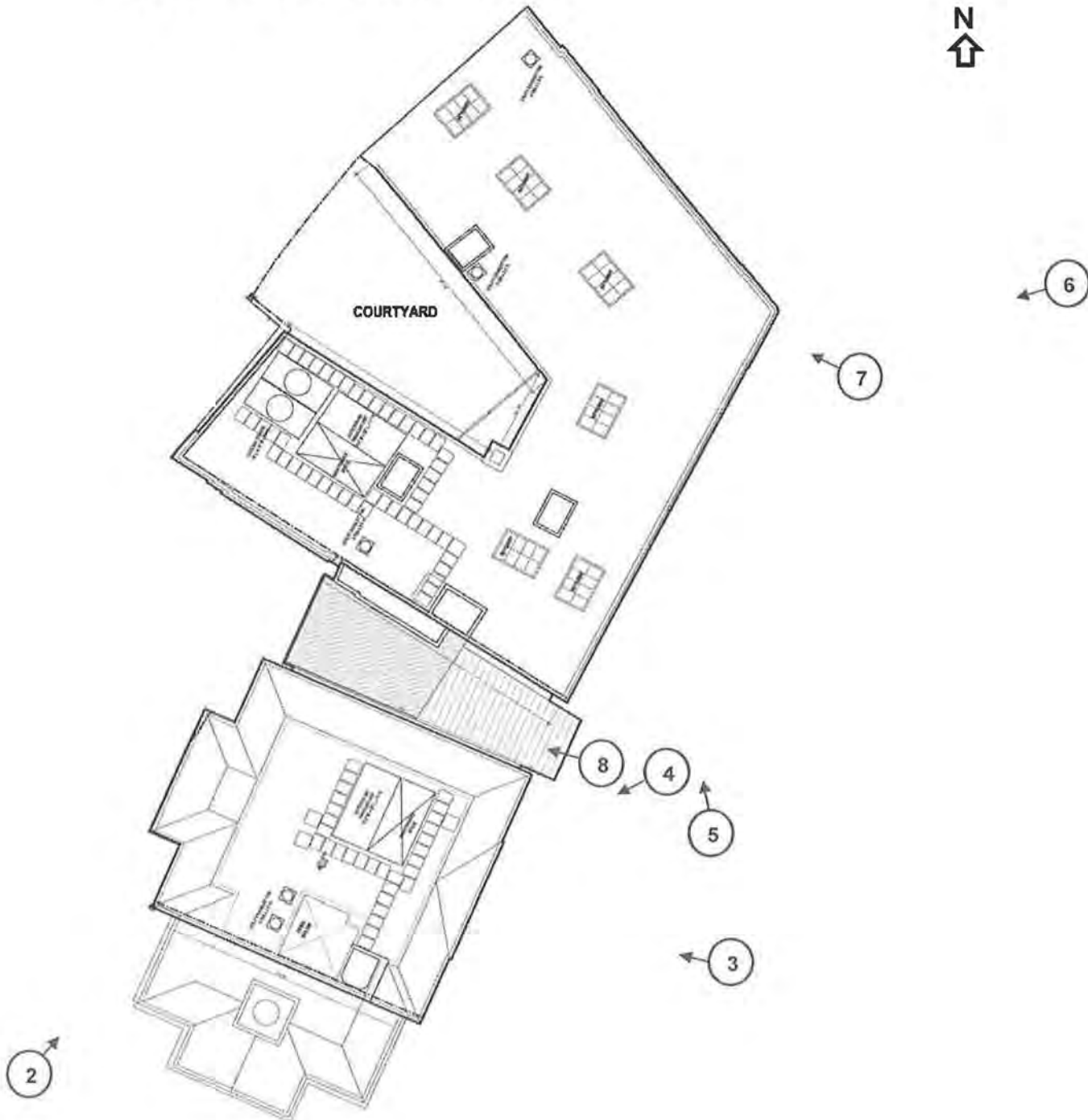
- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

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EXTERIOR KEY TO PHOTOGRAPHS

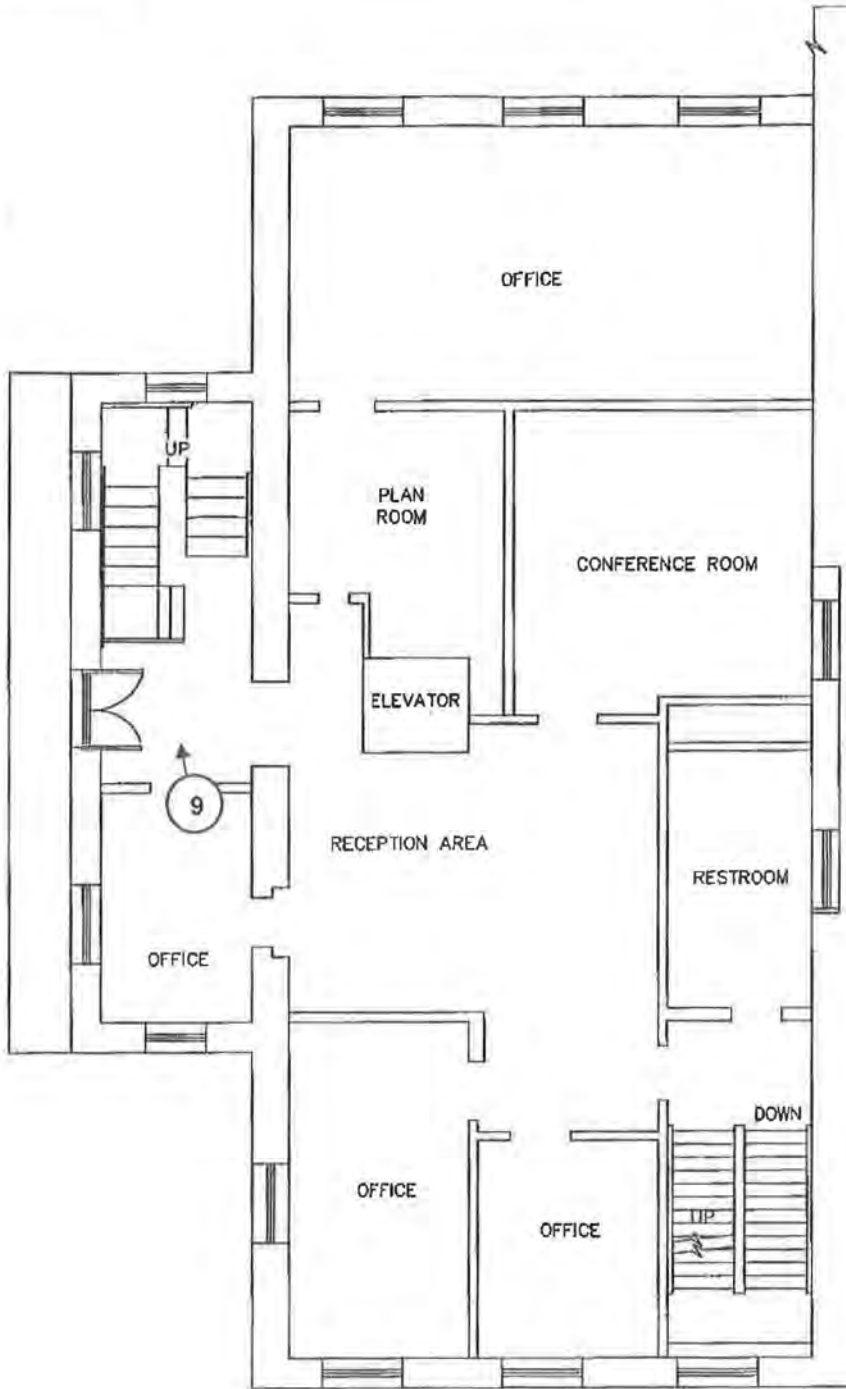


Boston Police Station Number One/Traffic
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Boston Printing Department Building

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**INTERIOR KEY TO PHOTOGRAPH OF TRAFFIC TUNNEL ADMINISTRATION
BUILDING**

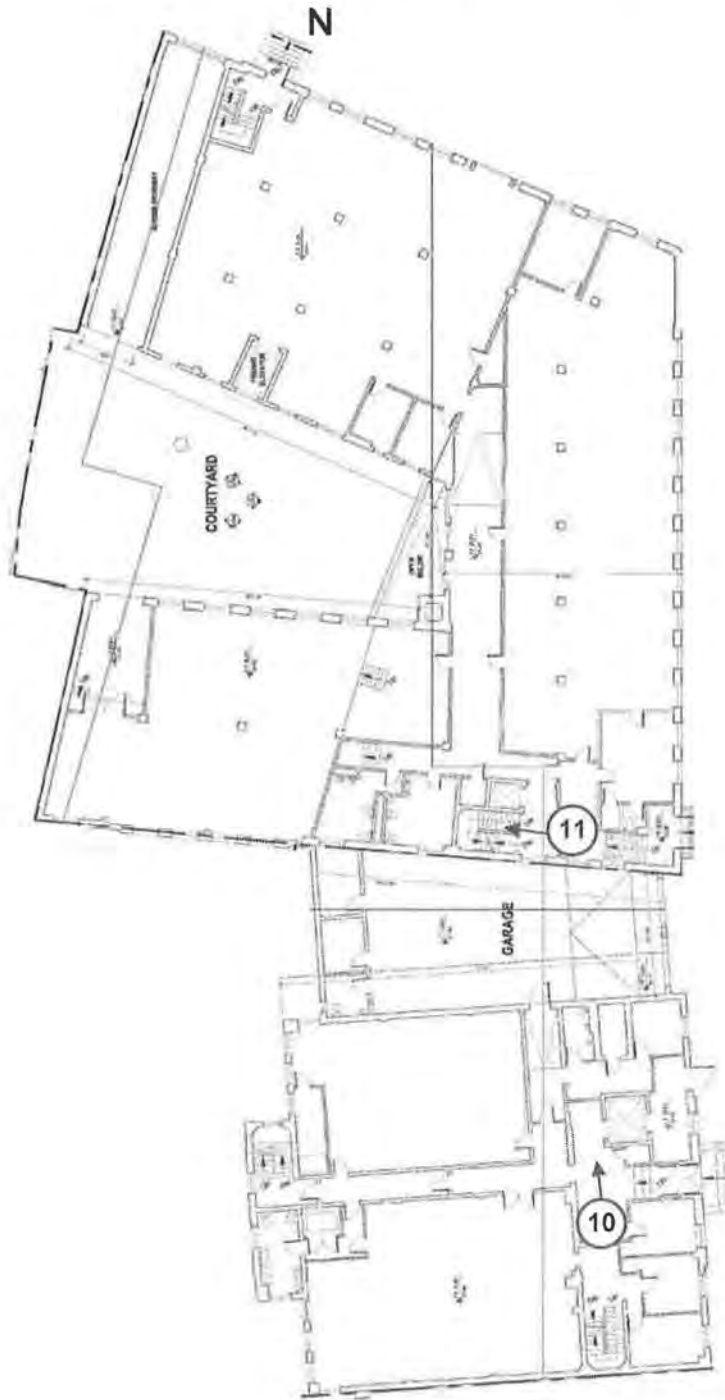


Boston Police Station Number One/Traffic
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**INTERIOR PHOTOGRAPH KEY OF BOSTON POLICE STATION NUMBER ONE
AND BOSTON PRINTING DEPARTMENT BUILDING, FIRST FLOOR**

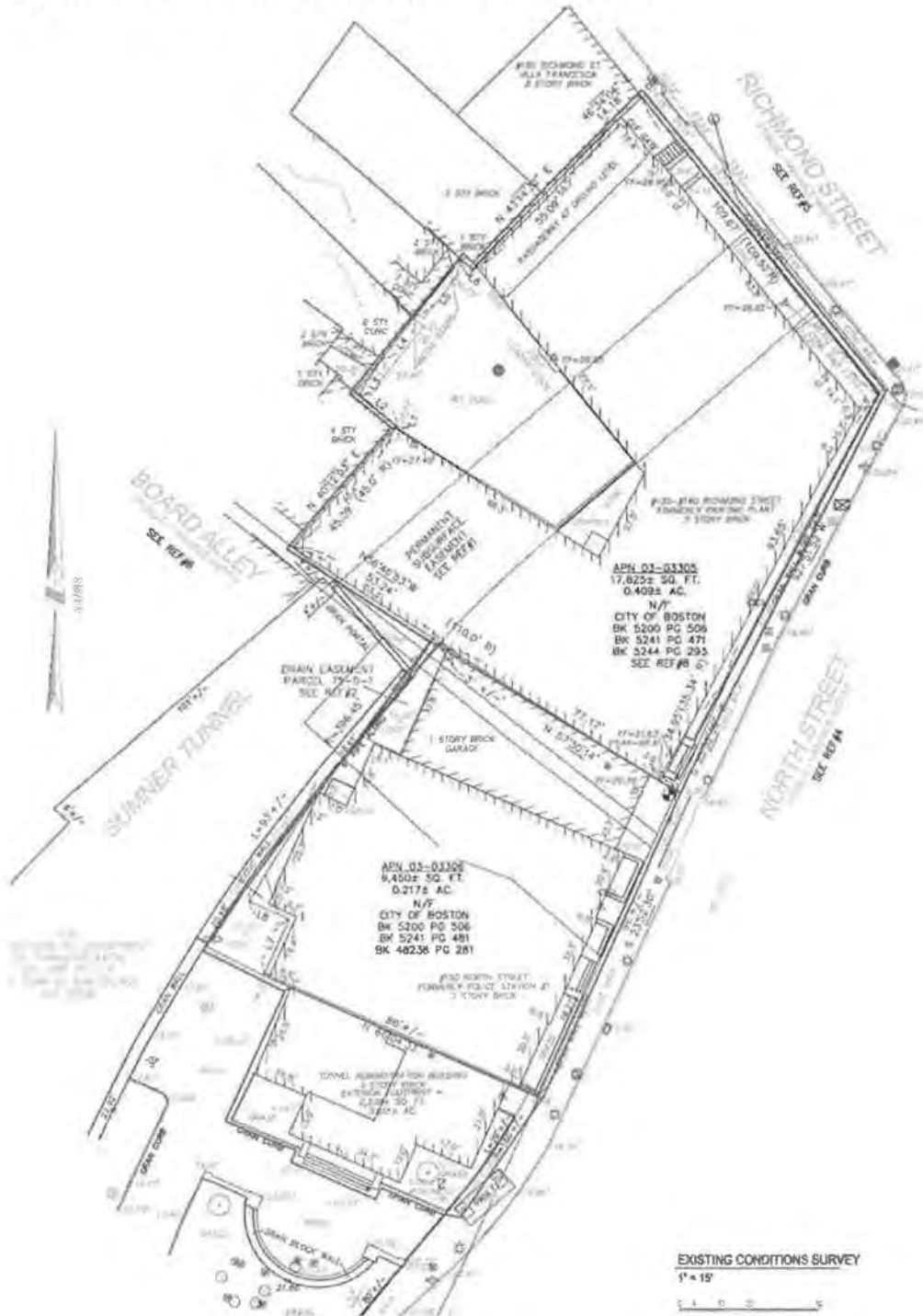


Boston Police Station Number One/Traffic
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Figure 1: EXISTING CONDITIONS SURVEY MAP



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Figure 2: 1932 View during construction of the primary (south) elevation of the Traffic Tunnel Administration Building, with views of the east elevations of the Boston Police Station Number One and Boston Printing Department Buildings (source: UMASS Boston Archives and Special Collections).

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967-647
Police Station #1 on North Street

Figure 3: 1964 View of the primary entryway to the Boston Police Station Number One building along North Street (source: Bostonian Society).

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Tunnel Administration Building and the
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Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Boston Police Station Number One/Traffic Tunnel
Administration Building and
Boston Printing Department Building

City or Vicinity: Boston

County: Suffolk

State: MA

Photographer: Doug Kelleher, Principal, Epsilon Associates, Inc.

Date Photographed: June and October 2012

Location of Original Digital Files: Epsilon Associates, Inc., 3 Clock Tower Place,
Suite 250, Maynard, MA 01754

Description of Photograph(s) and number, include description of view indicating direction of camera:

Photo #1 (MA_SuffolkCounty_TunnelAdminBld-PoliceSta_PrintBld_0001)
East and south elevations, camera facing northwest.

Photo #2 (MA_SuffolkCounty_TunnelAdminBld-PoliceSta_PrintBld_0002)
West and south elevations, camera facing northeast.

Photo #3 (MA_SuffolkCounty_TunnelAdminBld-PoliceSta_PrintBld_0003)
East elevation, Tunnel Administration Building and Police Station Number One, camera facing west.

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Photo #4 (MA_SuffolkCounty_TunnelAdminBld-PoliceSta_PrintBld_0004)
East and north elevations, Police Station Number One, camera facing southwest.

Photo #5 (MA_SuffolkCounty_TunnelAdminBld-PoliceSta_PrintBld_0005)
East and south elevations, Boston Printing Department Building, camera facing northwest.

Photo #6 (MA_SuffolkCounty_TunnelAdminBld-PoliceSta_PrintBld_0006)
East and north elevations, Boston Printing Department Building, camera facing southwest.

Photo #7 (MA_SuffolkCounty_TunnelAdminBld-PoliceSta_PrintBld_0007)
East elevation, Boston Printing Department Building, window surround detail.

Photo #8 (MA_SuffolkCounty_TunnelAdminBld-PoliceSta_PrintBld_0008)
East elevation, Garage, detail of "Semper Fidelis"-inscribed keystone.

Photo #9 (MA_SuffolkCounty_TunnelAdminBld-PoliceSta_PrintBld_0009)
Tunnel Administration Building, detail of main stair, camera facing west.

Photo #10 (MA_SuffolkCounty_TunnelAdminBld-PoliceSta_PrintBld_0010)
Police Station Number One, detail of marble wainscoting that lines vestibule.

Photo #11 (MA_SuffolkCounty_TunnelAdminBld-PoliceSta_PrintBld_0011)
Printing Department Building, stair detail.

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

BOSTON POLICE STATION NO. ONE AND
 BOSTON PRINTING DEPARTMENT BUILDING

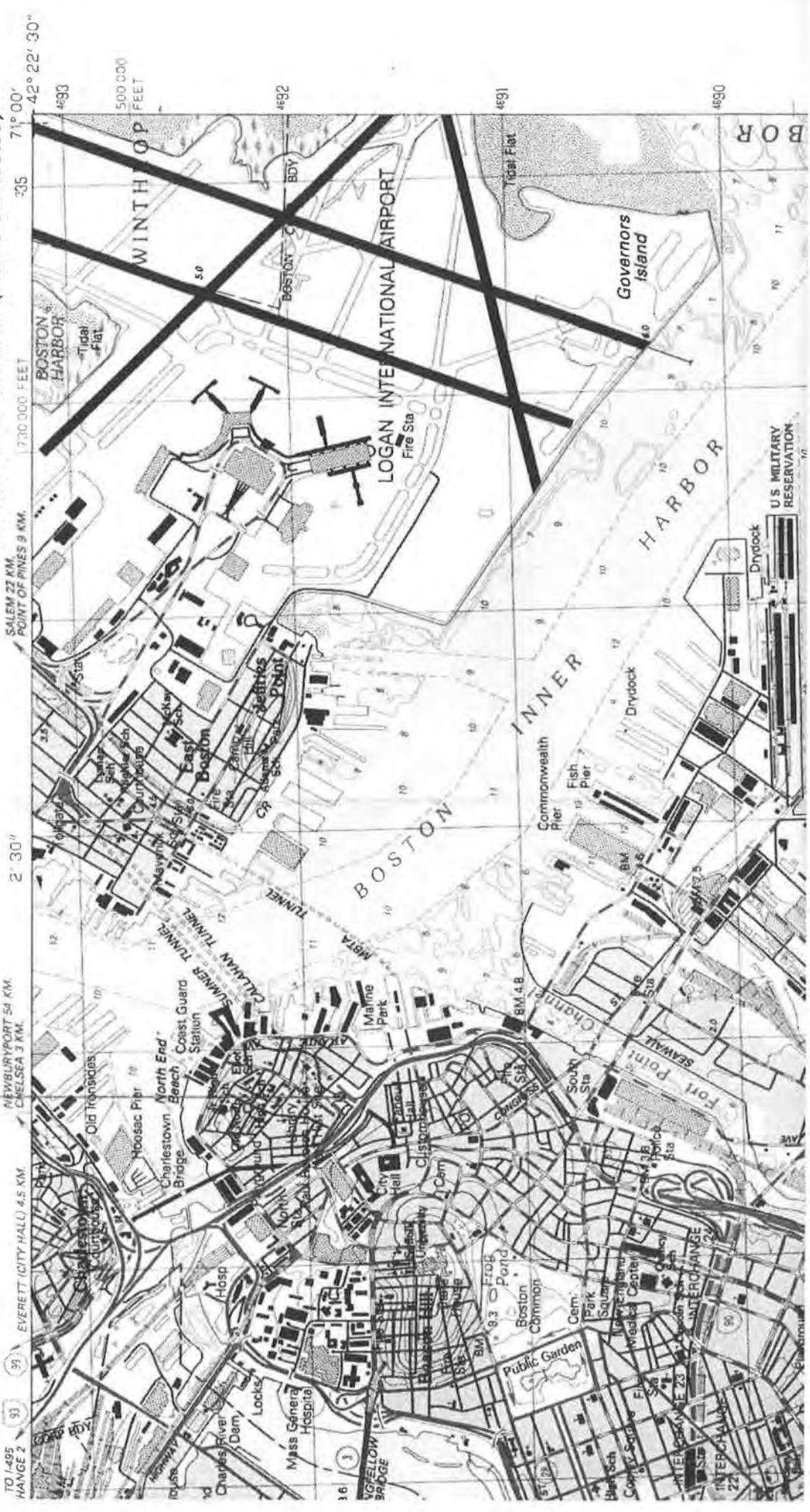
150-174 NORTH STREET AND 130-140 RICHMOND STREET, BOSTON, MASS

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 ZONE: 19N
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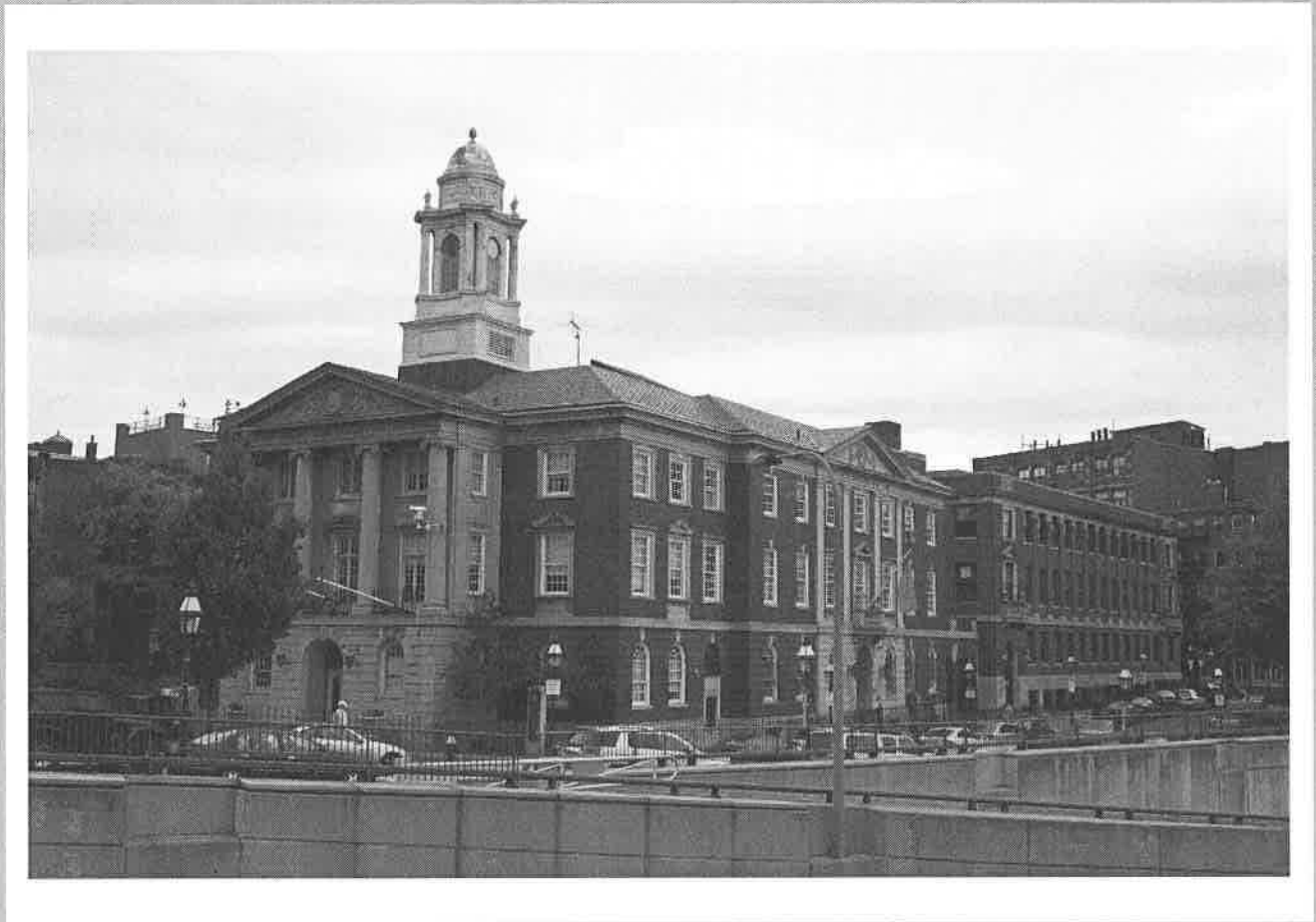
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 EASTING: 330786
 EASTING: 330804

NORTHING: 4692136
 NORTHING: 4692135
 NORTHING: 4692077
 NORTHING: 4962065

7.5 X 15 MINUTE SERIES (TOPOGRAPHIC)



Boston Police Station No. One / Traffic Tunnel Administration
Building and the Boston Printing Department Building,
Boston (Suffolk Co.), MA



1. East and south elevations, camera facing northwest.

Boston Police Station No. One / Traffic Tunnel Administration
Building and the Boston Printing Department Building,
Boston (Suffolk Co.), MA



2. West and south elevations, camera facing northeast.

Boston Police Station No. One / Traffic Tunnel Administration
Building and the Boston Printing Department Building,
Boston (Suffolk Co.), MA



3. East elevation, Tunnel Administration Building and Police Station Number One,
camera facing west.

Boston Police Station No. One / Traffic Tunnel Administration
Building and the Boston Printing Department Building,
Boston (Suffolk Co.), MA



4. East and north elevations, Police Station Number One, camera facing southwest.

Boston Police Station No. One / Traffic Tunnel Administration
Building and the Boston Printing Department Building,
Boston (Suffolk Co.), MA



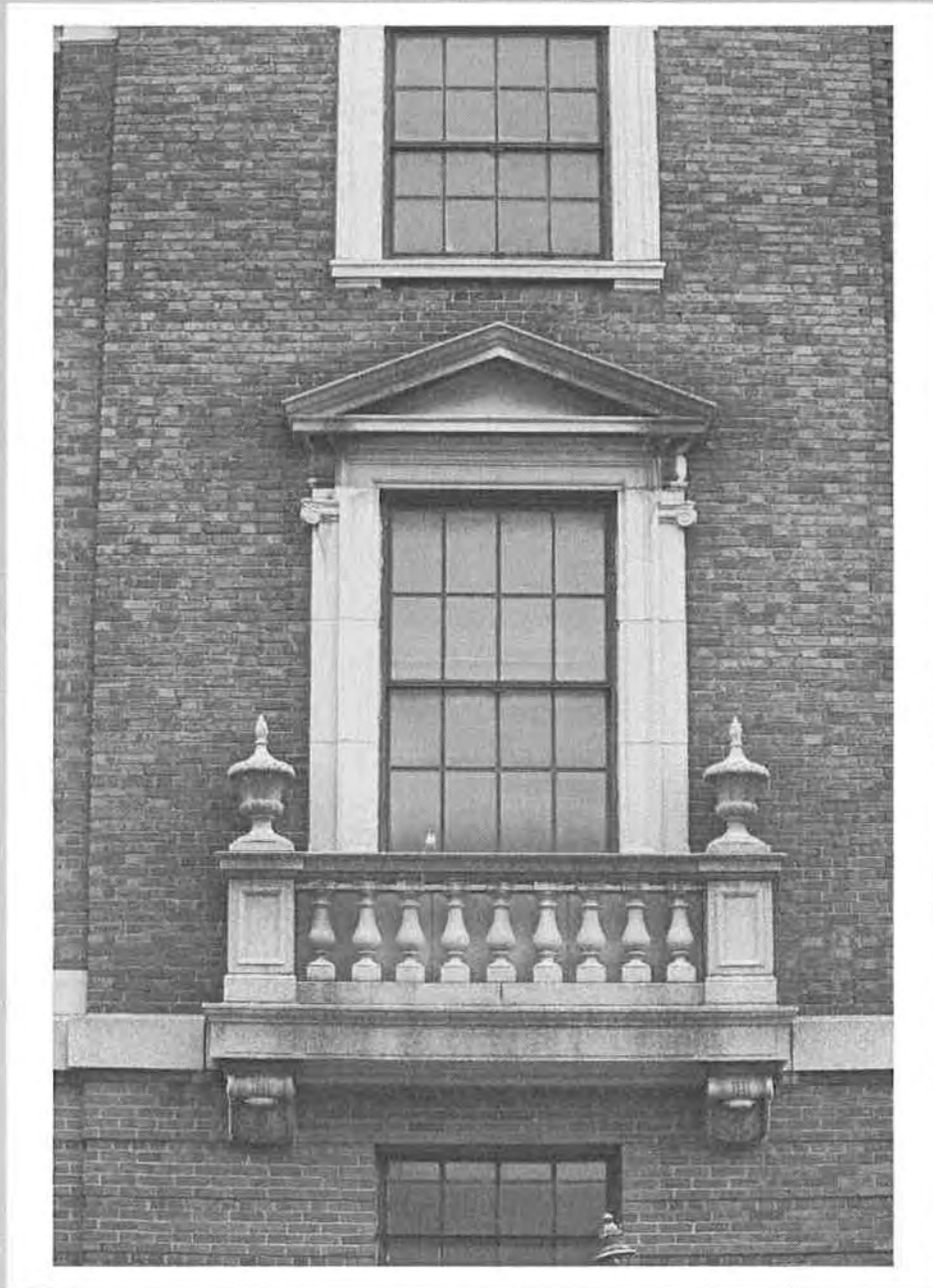
5. East and south elevations, Boston Printing Department Building, camera facing northwest.

Boston Police Station No. One / Traffic Tunnel Administration
Building and the Boston Printing Department Building,
Boston (Suffolk Co.), MA



6. East and north elevations, Boston Printing Department Building, camera facing southwest.

Boston Police Station No. One / Traffic Tunnel Administration
Building and the Boston Printing Department Building,
Boston (Suffolk Co.), MA



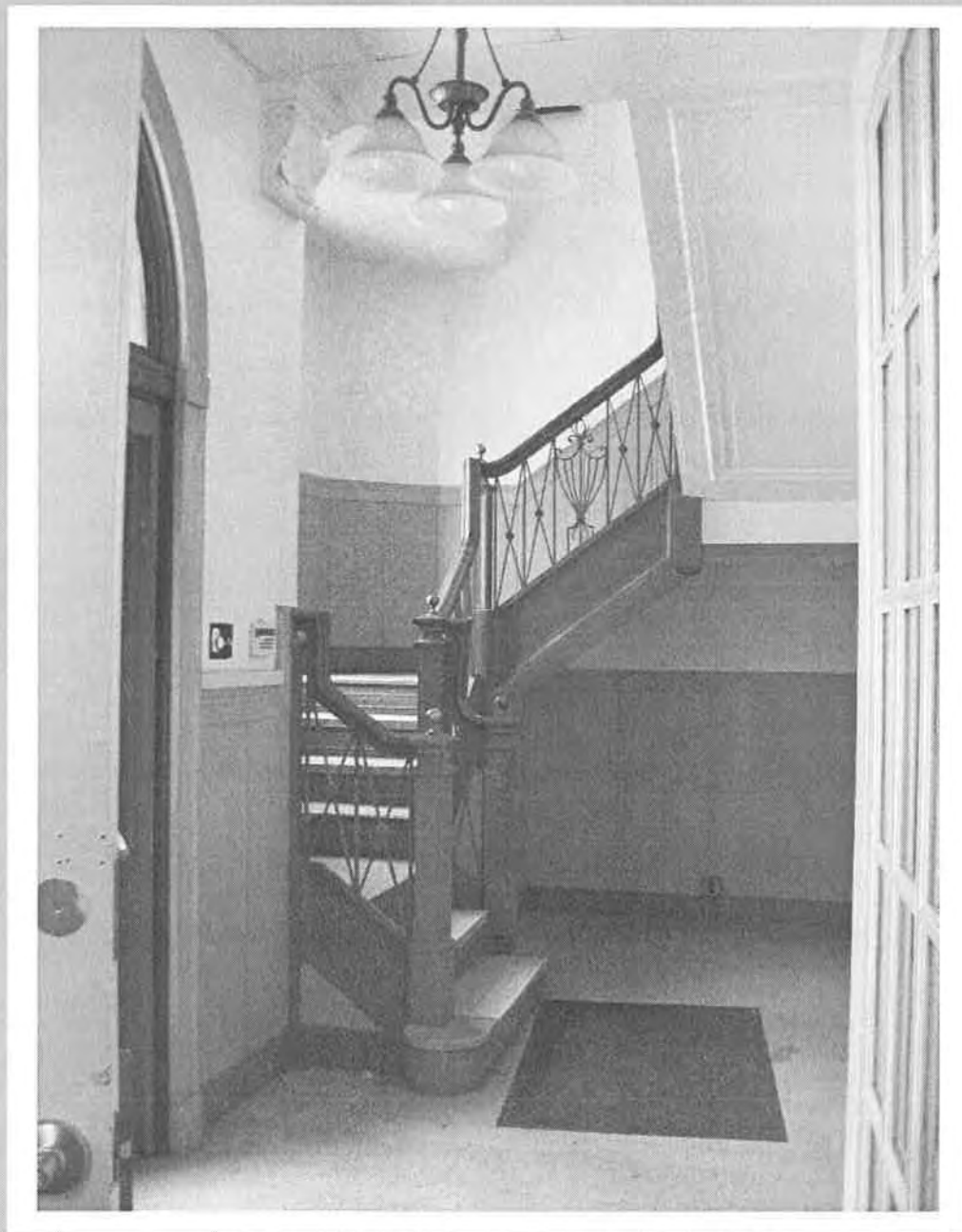
7. East elevation, Boston Printing Department Building,
window surround detail.

Boston Police Station No. One / Traffic Tunnel Administration
Building and the Boston Printing Department Building,
Boston (Suffolk Co.), MA



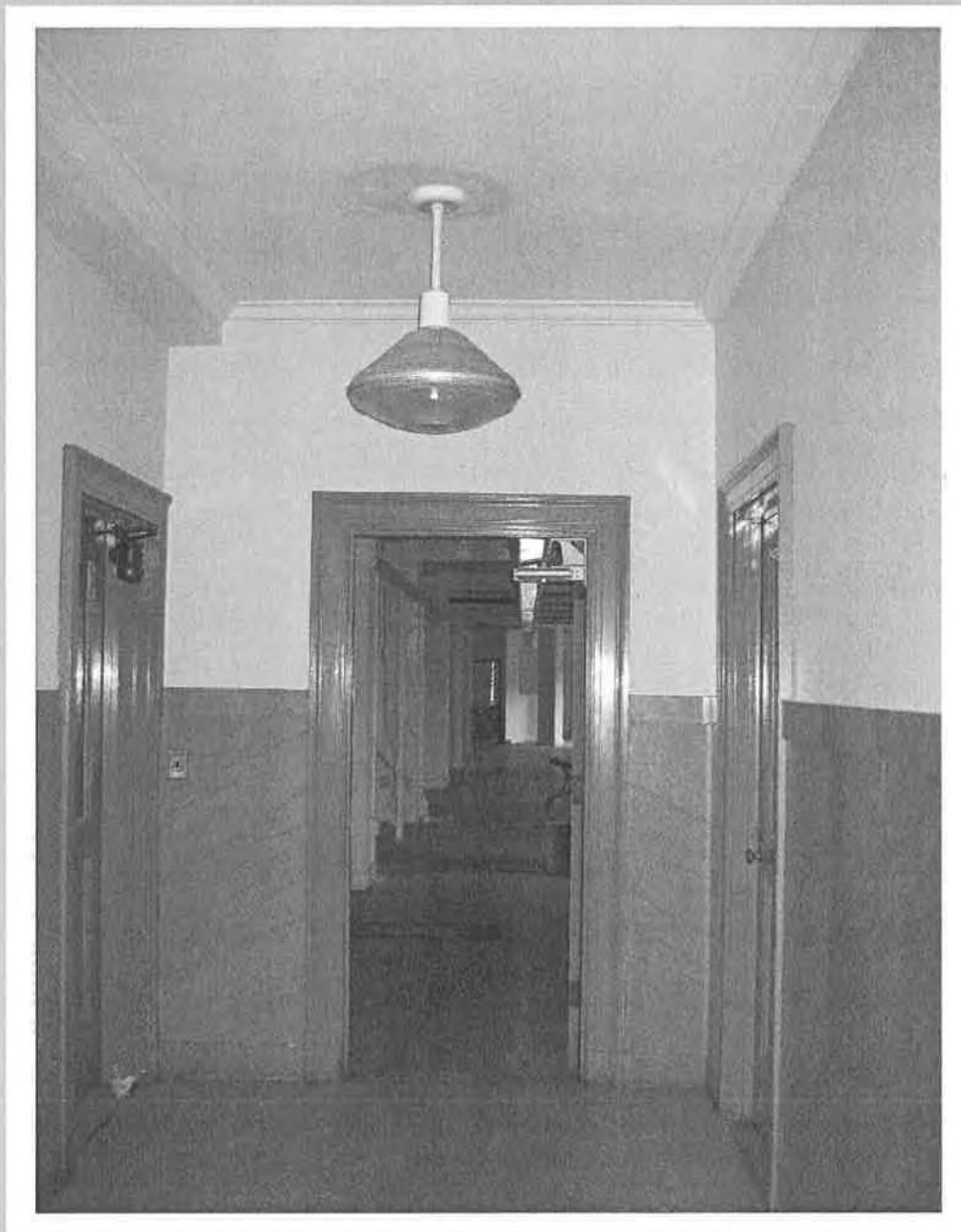
8. East elevation, Garage, detail of "Semper Fidelis"-inscribed keystone.

Boston Police Station No. One / Traffic Tunnel Administration
Building and the Boston Printing Department Building,
Boston (Suffolk Co.), MA



9. Tunnel Administration Building, detail of main stair, camera facing west.

Boston Police Station No. One / Traffic Tunnel Administration
Building and the Boston Printing Department Building,
Boston (Suffolk Co.), MA



10. Police Station Number One, detail of marble wainscoting that
lines vestibule.

Boston Police Station No. One / Traffic Tunnel Administration
Building and the Boston Printing Department Building,
Boston (Suffolk Co.), MA



11. Printing Department Building, stair detail.







POLICE STATION NO. ONE



POLICE STATION NO. ONE



CITY OF BOSTON
PARKING BY
THE HOUR - 15

NO PARKING
EXCEPT BY PERMIT













A black and white photograph of a staircase. The stairs are made of light-colored wooden planks and lead upwards. On the left side, there is a dark metal handrail. On the right side, there is a white metal railing. The walls are covered in light-colored square tiles. A vertical light fixture is mounted on the wall above the stairs. A sign is mounted on the wall above the stairs, reading "NO SMOKING".

NO
SMOKING

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Boston Police Station Number One--Traffic Tunnel Administrat
NAME: ion Building

MULTIPLE
NAME:

STATE & COUNTY: MASSACHUSETTS, Suffolk

DATE RECEIVED: 1/16/15 DATE OF PENDING LIST: 2/06/15
DATE OF 16TH DAY: 2/23/15 DATE OF 45TH DAY: 3/03/15
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 15000048

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 3-3-15 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



Deval L. Patrick, Governor
Frank DePaola, Acting Secretary & CEO

massDOT
Massachusetts Department of Transportation

BF

RECEIVED

NOV 19 2014

MASS. HIST. COMM

November 17, 2014

Ms. Brona Simon
State Historic Preservation Officer
Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, MA 02125

RE: Boston: Traffic Tunnel Administration Building
National Register Nomination

Dear Ms. Simon:

The Massachusetts Department of Transportation (MassDOT) is pleased to receive your notification of the Traffic Tunnel Administration Building's nomination to the National Register of Historic Places. As owner of this property, we have no objections to the nomination and look forward to the outcome of the Massachusetts Historical Commission's meeting on December 10, 2014. Members of our Cultural Resources Unit staff anticipate attending the meeting as representatives of MassDOT.

Sincerely,

Frank DePaola, P.E.
Acting Secretary & CEO

cc: Jeffrey Simon, Assistant Secretary, Real Estate & Asset Development
Patricia Leavenworth, P.E., Chief Engineer
Kevin Walsh, Director of Environmental Services
Stephen Roper, Historic Resources Supervisor



CITY OF BOSTON

THE ENVIRONMENT DEPARTMENT

Boston City Hall, Room 709 • Boston, MA 02201 • 617/635-3850 • FAX: 617/635-3435

December 10, 2014

Ms. Brona Simon
State Historic Preservation Officer
Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, MA 02125

Re: National Register of Historic Places Nomination - Boston Police Station No. One and the Boston Printing Department Building, 150-174 North Street and 130-140 Richmond Street

Dear Ms. Simon:

The Boston Landmarks Commission (BLC) is very pleased to support the listing of the Boston Police Station No. One and the Boston Printing Department Building, 150-174 North Street and 130-140 Richmond Street, in the National Register of Historic Places. The BLC unanimously voted to support this listing at its December 9, 2014 public meeting.

Thank you for providing the BLC with the opportunity to support this deserving nomination. BLC staff will be in attendance at this afternoon's Massachusetts Historical Commission's quarterly meeting, at which it will review the nomination.

Sincerely,

Tonya M. Loveday
Assistant Survey Director
Boston Landmarks Commission

Cc: Betsy Friedberg, National Register Director, Massachusetts Historical Commission
Doug Kelleher, Epsilon Associates, Inc. (via e-mail)

VOTE TO SUPPORT THE LISTING OF THE BOSTON POLICE STATION NO. ONE AND THE BOSTON
PRINTING DEPARTMENT BUILDING, 150-174 NORTH STREET, 130-140 RICHMOND STREET,
IN THE NATIONAL REGISTER OF HISTORIC PLACES

MOTION: S. Pranger **SECOND:** J. Amodeo
IN FAVOR: J. Amodeo, D. Berarducci, S. Goganian, C. Hart,
T. Hotaling, D. Parcon S. Pranger, L. Smiledge, R. Yeager **OPPOSED:** None



The Commonwealth of Massachusetts
William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

January 14, 2015

Mr. J. Paul Loether
Deputy Keeper and Chief
National Register and National Historic Landmarks Programs
Department of the Interior
National Park Service
1201 Eye Street, NW 8th floor
Washington, DC 20005

Dear Mr. Loether:

Enclosed please find the following nomination form:

Boston Police Station No. One/Traffic Tunnel Administration
Building and the Boston Printing Department Building, 128 North Street,
150 North Street, and 130-140 Richmond Street
Boston (North End) (Suffolk),

The nomination has been voted eligible by the State Review Board and has been signed by the State Historic Preservation Officer. The owners of the property in the Certified Local Government community of Boston were notified of pending State Review Board consideration 60 to 90 days before the meeting and were afforded the opportunity to comment.

Both redacted and unredacted versions of the nomination text, paper and electronic, are enclosed.

Two letters of support have been received.

Sincerely,

A handwritten signature in cursive script that reads "Betsy Friedberg".

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

enclosure

cc: Doug Kelleher Alisa Augenstein, Epsilon Associates, Inc.
Tonya Loveday, Boston CLG coordinator, BLC
Lynn Smiledge, Boston Landmarks Commission
Martin Walsh, Mayor, City of Boston
Acting Secretary Frank DePaola, Mass DOT