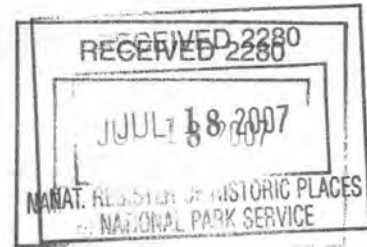


United States Department of the Interior
National Park Service

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 How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. 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. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Boston Transit Commission Building

other names/site number Boston School Committee Building

2. Location

street & number 15 Beacon Street not for publication

city or town Boston (Beacon Hill) vicinity

state Massachusetts code MA county Suffolk code 025 zip code 02108

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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
☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Brona Simon

July 12, 2007

Signature of certifying official/Title Brona Simon
Massachusetts Historical Commission, State Historic Preservation Officer

Date

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional Comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

☒ entered in the National Register
☐ See continuation sheet.

☐ determined eligible for the
National Register
☐ See continuation sheet.

☐ determined not eligible for the
National Register

☐ removed from the
National Register

☐ other (explain):

Signature of the Keeper

Patrick Anderson

Date of Action

8/31/2007

Boston Transit Commission Building
Name of Property

Suffolk, MA
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

- ☒ private
☐ public-local
☐ public-State
☐ public-Federal

(Check only one box)

- ☒ building(s)
☐ district
☐ site
☐ structure
☐ object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing

Noncontributing

1 building

_____ sites

_____ structures

_____ objects

1 Total

Name of related multiple property listing

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

Number of contributing resources previously listed in the National Register

6. Function or Use

Historic Functions

(Enter categories from instructions)

COMMERCE: business, office building

GOVERNMENT: government office

Current Functions

(Enter categories from instructions)

DOMESTIC: hotel

7. Description

Architectural Classification

(Enter categories from instructions)

Classical revival/Beaux Arts

Materials

(Enter categories from instructions)

foundation _____

walls _____

roof _____

other _____

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Boston Transit Commission Building
Boston (Suffolk), MA

Section number 7 Page 1

Description

15 Beacon Street is a 10-story Classical Revival office building with Beaux Arts details, currently used as a hotel. The main façade faces Beacon Street to the south and is eight bays wide. Standing seven bays deep, it completely occupies its lot with alleys to the west and north. It abuts a similar size building to the east. (Fig. 1)

The bulk of the main façade and first two bays of the secondary, west-facing façade are orange brick, with stone trim. (Figs. 2&3) The first two floors, however, are dark painted cast iron with large expanses of glass. The main entry glass double doors are in the two easternmost bays under a projecting marquee. Bronze-colored shields and scrolls beneath a projecting beltcourse delineate the top of the second story. The façades of the third, ninth, and tenth floors feature light-colored stone panels with classical elaborations, and on the top two floors, stone composite pilasters are found at the corners and between the second and third bay from each end. A commanding copper cornice juts out from the building. Large metal flagpoles are affixed to stone panels on the third floor between the second and third bays in from each side.

The center four bays are recessed, giving the flanking two bays to either side the appearance of large pilasters. Window sills and lintels in these bays are incorporated into beltcourses, and the brick interfill is in a herringbone pattern. An illustration from early in the 20th century depicts a metal balcony on the fifth floor centered in the recessed section (Fig. 4), and attachment points for this feature are evident in the masonry.

Simple stone sills and flared stone lintels are found in the unrecessed bays. On the fourth and eighth floors the lintels are integrated into stone beltcourses. Windows are 1/1 metal sash.

The remainder of the building is red brick with stone window sills and painted metal lintels. (Figs. 5&6) The fenestration of most of the secondary, west-facing façade, behind the two-bay wraparound of the main façade treatment consists of, from right to left, a set of full-sized double windows, a narrow half-sized window, a full-sized single window, a narrow small window taller than the first, a full-sized single window, followed by a second set of full-sized double windows. The first set of double windows and both single windows have substantial metal flower boxes supported by simple brackets. A simple stone cornice sets off a parapet wall at the roof from the rest of the façade. A metal fence associated with a roof-top terrace, and behind it potted shrubs, can be seen above the parapet.

The first floor breaks the pattern described above. The third bay back from Beacon Street consists of a large round-topped window recessed in a brick arched opening with stone sill. The window consists of three large panes topped by three smaller panes filling the arch. Next, a small narrow window like those seen in the stories above is present; then a plain metal door centered on the wall; and finally, a set of four windows under a single painted metal lintel with individual stone sills.

(continued)

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

**Boston Transit Commission Building
Boston (Suffolk), MA**

Section number 7 Page 2

Four large crowned lanterns of metal are present on either side of the glass windows in the metal clad portion of the building, and flanking the set of four windows toward the rear. (Fig. 7)

On the rear of the building a one-story extension of the kitchen projects one bay further to the north under a shed roof. (Fig. 8) The west-facing wall of the extension is curved to the east following the lot line and features a stepped parapet topped with copper. Fenestration across the rear of this extension consists of four tall window openings that have been filled with concrete block, and a final easternmost bay containing a plain metal door.

Above the first floor, the fenestration of the rear of the building consists of four sets of evenly spaced double windows, each with a metal flower box identical to those seen on the west-facing façade. (Fig. 9) The stone cornice and parapet wall seen on the west-facing façade continues on the north, as does the metal fence. Roof-top utilities are hidden behind a taller metal panel fence above the three eastern-most bays. This structure is topped by a lighter fence like that seen on the rest of the parapet.

The building's interior was extensively remodelled in 1998-99, when it was converted from office to hotel use. The first-floor arrangement of storefront and entrance lobby has been retained and sensitively converted to encompass a small lobby and reception area behind the easternmost bays, with a restaurant and bar filling the remainder of the space. The most significant interior feature surviving from the building's original construction is the marble stairway leading to the second floor from the lobby. (Fig. 10) It features an elaborate brass railing with Beaux Arts details, including ornate support brackets for the railing and a large newel post topped by a globe light.

The second through tenth floors have been converted to guest floors, with each containing seven guest rooms. These are arranged with three rooms facing Beacon Street and four smaller rooms facing the alley behind the building along a central hallway and an elevator lobby at the east end with two elevators and a stairway. A second, fully enclosed stairway is found at the west end of the hall. The general arrangement of the interior, including the location of the elevators, stairways, and center hallway on each floor, appears to date from the original construction of the building based on building permit and inspection records.

The basement contains office space, a function room, and wine cellar.

(end)

Boston Transit Commission Building

Name of Property

Suffolk, MA

County and State

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.)

Property is:

- ☐ **A** owned by 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 of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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 # _____

Areas of Significance

(Enter categories from instructions)

ARCHITECTURE

EDUCATION

GOVERNMENT

TRANSPORTATION

Period of Significance

1903-1957

Significant Dates

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

William Gibbons Preston

Primary location of additional data:

- ☐ State Historic Preservation Office
- ☒ Other State agency
- ☐ Federal agency
- ☒ Local government
- ☐ University
- ☐ Other

Name of repository: _____

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

**Boston Transit Commission Building
Boston (Suffolk), MA**

Section number 8 Page 1

Statement of Significance

The building at 15 Beacon Street was built on a prominent lot near the Statehouse in 1903-04 as an office building with ground floor storefronts by the Beacon Hill Trust, a real estate investment group. It was designed by William Gibbons Preston, a prominent Boston architect who worked in many late Victorian styles, in the Classical Revival style embellished with Beaux Arts features, and it is a fine example of his work. As soon as it was completed, it became the headquarters of the Boston Transit Commission. Between its creation in 1894, when it was the first public transportation agency in the U.S., and 1918-19, when it was replaced by new legislation, the Boston Transit Commission created the nation's first subway system. Although its office here was rented, 15 Beacon Street was the Commission's first consolidated office, and it remained here until its replacement in 1919 by another agency in another location. Following the City's purchase of the building in 1920, it became the headquarters of the Boston School Committee.

The building possesses integrity of design, setting, materials, workmanship, feeling and association, and meets Criteria A and C for listing on the National Register at the local level. Under Criterion A, it is significant for its associations with the Boston Transit Commission, which was the first public transportation commission in the United States, and was responsible for creating the nation's first subway and other significant advances in mass transit. It later became the headquarters of the Boston School Committee; however, the most significant events associated with that Committee's tenure did not occur until Boston's school desegregation and the busing crisis of the 1970s, less than fifty years ago. Under Criterion C, it is significant as the work of the noted Boston architect William Gibbons Preston, and as a fine example of Classical Revival/Beaux Arts style architecture.

William Gibbons Preston

William Gibbons Preston (1842-1910) was born in Boston in 1842 and trained under his father, successful Boston builder-designer Jonathan Preston. After studying at Harvard, he became, with H. H. Richardson, Arthur Gilman and Robert Peabody, one of the generation of young Boston architects to study at the Ecole des Beaux-Arts in Paris. He began his career as an architect in his father's office in 1861.

Preston may be viewed as the quintessential Victorian eclectic architect. On his return from Paris, Preston designed a number of buildings in the French Academic style, but soon moved on to work in a wide variety of styles including Panel Brick, Romanesque Revival, Neo-Grec, Queen Anne, Colonial Revival, Craftsman and, as here, Classical Revival. His almost 50-year career spanned a period of vibrant architectural development in Boston, and he kept abreast of trends and continually added new styles to his repertoire. He was elected an Associate of the American Institute of Architects in 1870 and a Fellow in 1884.

(continued)

**United States Department of the Interior
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Continuation Sheet**

**Boston Transit Commission Building
Boston (Suffolk), MA**

Section number 8 Page 2

Among his early Boston works in the French genre were the now demolished Rogers Building of the Massachusetts Institute of Technology, 1863, and the similar Museum of Natural History on an adjacent block, 1864. In 1867 he collaborated with Clemens Herschel's to design the delightful suspension bridge in the Public Garden modelled on the Pont Alexandre. In addition, he designed the original Second Empire segment of the Hotel Vendome, 1871, and several houses in the Back Bay.

A major work, since demolished, was the Massachusetts Charitable Mechanics Association Building, popularly known as "Mechanics Hall," which he designed in 1881 in the High Victorian Gothic style. One of his major Boston works in the Queen Anne style, which he employed from the late 1870s through 1900, was the Claflin Building, 1884, at 18-20 Beacon Street, diagonally across from this building. In 1887 he utilized the Romanesque Revival style for the Chadwick Lead Works on High Street in Boston, and turned to it again in 1895 for the imposing First Corps of Cadets Armory (a Boston Landmark) on Columbus Avenue. He also employed the Queen Anne style for the Savannah Cotton Exchange in 1886, and the Romanesque Revival for the Savannah Volunteer Guards Armory in 1892.

In 1893 he turned to the Classical Revival style for the International Trust Co. Building on Milk Street, a building he enlarged in the same style in 1906. For Joseph Houghton Chadwick, President of the Chadwick Lead Works, he ventured into the Colonial Revival for a handsome house at 20 Cushing Avenue in Dorchester in 1895. Chadwick was also a founding trustee of Boston University, for which Preston designed the Claflin Building, the Boston University School of Law on Ashburton Place and other buildings.

He is even reputed to have designed the first American house to be called a bungalow when in 1879 he designed a two-story version to be built on Monument Beach on Cape Cod. In the early 1900s, he returned to the Craftsman style for several buildings at the Massachusetts School for the Feeble Minded in Phillipston and Templeton.

15 Beacon Street

In 1903, Preston was engaged by the Beacon Hill Trust, a real estate investment group, to design a commercial building at 13-15 Beacon Street. The lot was a prominent one near the State House and across the street from the Athenaeum. It had before the cutting down of Beacon Hill held Edward Bromfield's 1722 house, one of the most elegant mansions in Colonial Boston. (Fig. 11) By the mid-19th century this had been replaced by row houses, which had become less fashionable with the building of the Back Bay and the increasing commercialisation of the area around them later in the century. For this prime location the Trust wanted an appropriately stylish building. Although he was still working regularly in the Queen Anne, Romanesque and Craftsman styles elsewhere, and two decades before had built the Queen Anne Claflin Building across the street,

Preston chose the Classical Revival mode for this commission, and embellished it with Beaux Arts features. Like the Claflin Building, the new building encompassed storefronts on the ground floor with offices above.

(continued)

United States Department of the Interior
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Boston Transit Commission Building
Boston (Suffolk), MA

Section number 8 Page 3

The Boston Transit Commission

As soon as it was completed, the building became the first consolidated office of the Boston Transit Commission, which remained here until it went out of existence in 1919. During its existence, this Commission, the first public transportation agency in the U. S., placed Boston in the vanguard in the field of mass transit, which was then an important movement in the rapidly urbanizing nation.

By the 1870s and '80s some twenty different horsecar companies offered service to Boston and surrounding communities, which, as historian Sam Bass Warner pointed out, their existence had turned into rapidly growing "streetcar suburbs." When unbridled competition and lax supervision led to duplication of services and unregulated fares escalated, the General Court in 1887 consolidated all lines into one operation, the West End Street Railway. This led to the creation of one of the largest street railway operations in the United States at that time. The Boston system was also one of the pioneers in street railway system electrification, beginning in 1889.

As Boston continued to develop and annex neighboring towns, major traffic congestion choked the urban center. By the 1880s, Tremont Street had become so clogged with streetcars that wags observed that it would be faster for a passenger to climb onto the roof of their trolley and walk over roof tops of stalled vehicles to reach their destination.

In 1891, public dissatisfaction forced the governor to appoint a special Rapid Transit Commission to investigate the public transportation requirements of the Boston area and recommend changes to the system to meet them. Elevated railway proponents had advanced ambitious plans for elevated railways to cover the downtown districts, as New York had done with steam trains in the 1870s. Subway proponents argued for a subway on the model of the London Underground, which had opened in 1863, under Tremont Street and other sections of the City. In 1892, this Rapid Transit Commission issued its report recommending construction of four different elevated railway lines and a tunnel for streetcars down Tremont Street, under the Common and Public Garden.

On July 2, 1894, as a result of these findings, the General Court authorized the creation of the Boston Transit Commission, a state agency whose main function would be to implement the Rapid Transit Commission's recommendations for subways; and incorporation of the Boston Elevated Railway Company (BERY), a privately owned entity given the responsibility of building a network of suburban elevated railway lines. The enabling legislation also stipulated that the Commission provide for a bridge across the Charles with a transit line reservation, and that East Boston also required transit service.

In 1895 ground was broken near the Public Garden on Boylston Street for the initial leg of the Tremont Street Subway beneath Boston Common between the Park Street terminal and the Boylston-Public Garden incline, the

(continued)

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

**Boston Transit Commission Building
Boston (Suffolk), MA**

Section number 8 Page 4

first subway on the continent, opened in 1897. The event was noted by The New York Times, which observed, "That so conservative an American town should happen to be the pioneer in adopting this is viewed as remarkable." The second leg between Park Street and the Haymarket incline opened in 1898. In that year, encouraged by the success of the Tremont/Boylston Street tunnel, the Commission moved ahead on the transit plans for Roxbury, East Boston, Charlestown and Cambridge. The first of these was a combination subway and elevated line connecting Dudley Square in Roxbury and Sullivan Square in Charlestown.

For the first ten years of its existence, the Boston Transportation Commission maintained only scattered offices, primarily in areas near its major construction sites. As these multiplied, however, the agency needed an administrative office in a central location, and 15 Beacon Street, between the State House and City Hall, was ideally located.

In 1904, as the Boston Transit Commission consolidated its scattered operations into its new office at 15 Beacon Street, the tunnel beneath the harbor between East Boston and Downtown, the first double-track tunnel in North America, and the first all-concrete tunnel in the world, connected Maverick Square in East Boston with Court Street in downtown. Ensconced in its new headquarters, the Commission moved ahead with the bridge across the Charles. The Longfellow Bridge was dedicated in 1907, and the built-in transit right-of-way went into use to connect downtown Boston to Cambridge five years later.

In 1908 the "Main Line El's" new tunnel beneath Washington Street was completed, freeing the original Tremont Street subway that its trains had been sharing until then for expansion; westward to Copley Square in 1911 and Kenmore Square in 1914, and northward to Lechmere Square in Cambridge in 1912. In 1909 the Main Line El was extended southward to Forest Hills; in 1916 the East Boston Tunnel reached Bowdoin Square; and in 1917 the Cambridge-Park Street Under subway was extended to South Boston with a tunnel under the Fort Point Channel to Broadway Station.

In 1918, however, despite strong growth in ridership, in part due to the five cent fare and free transfers negotiated in 1896, the BERY was forced to declare bankruptcy, one of more than a dozen such operators in U.S. cities to do so at about this time. The development of the automobile and the building of better roads combined to rob the BERY of ridership, while inflated labor and material costs increased its overhead, and its legislatively mandated five cent fare with free transfers held. The General Court stepped in again; and passed the so-called Public Control Act of 1918, eliminating the Boston Transit Commission and creating a new system to provide public operation of mass transportation for fares sufficient to meet its costs. The BERY operated under the Public Control Act until 1947, when the Metropolitan Transit Authority came into being and absorbed the entire system built by the Boston Transit Commission and BERY.

(continued)

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Continuation Sheet

Boston Transit Commission Building
Boston (Suffolk), MA

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The Boston School Committee

In 1920, the City of Boston acquired 15 Beacon Street in an eminent domain taking apparently arranged with one of the owners, a City Councilor. The Boston School Committee moved its headquarters to the offices formerly occupied by the Boston Transit Commission at 15 Beacon in 1923, and remained there through 1976.

In contrast to the Boston Transit Commission, the Boston School Committee had a long history. Beginning in the 1640s Boston elected a citizen committee to supervise the schools, in the early years relying on educated ministers to ensure that literacy and morality were taught by competent teachers. As early as 1789 John Adams, who wrote the new Massachusetts State Constitution, recommended an appointed board, but others, including his cousin Sam Adams, prevailed in keeping an elective committee with members selected by wards.

As the city grew in the 19th century and incorporated surrounding towns, the committee size ballooned up to 114 members at its peak, then was reduced to 24 elected members in 1876, and to five members in 1905. Studies by Harvard education professors in 1905 and a retired Columbia University professor in 1944 recommended appointing the board, but it remained elected until 1991. During the 1980s both the School Committee and City Council were selected on a hybrid model, four members elected citywide and nine by subdistricts within the city. In 1991 the Mayor and City Council got state authorization to move to a board whose members would be nominated by a panel of citizens and appointed by the Mayor, and voters approved the continuation of this system in 1996.

The location between the State House and City Hall that had been so useful to the Transit Commission proved equally important to the School Committee, especially after the 1954 landmark *Brown vs. Board of Education* case declaring that racial segregation violates the rights of United States citizens. As Massachusetts moved toward full compliance with that decision, culminating with Governor Volpe's 1965 Racial Imbalance Act to require local desegregation plans, the Boston School Committee found itself increasingly embroiled in conflict with the Massachusetts State Board of Education. Through the turbulent era of Boston's school desegregation and the ensuing busing crisis in the late 1960s and '70s, 15 Beacon Street was the location of meetings and demonstrations that drew national attention.

In 1976, the Boston School Committee moved out of 15 Beacon Street to 26 Court Street, and their space was taken over by the Department of Public Facilities, which later became the Department of Neighborhood Development. In 1998, the City of Boston sold the building, and the occupancy was officially changed from offices to hotel and restaurant. The building's configuration, comprising first floor commercial space with some notable elegant details and nine floors of offices above with a central hallway and two elevators at one end and a stairway at both ends, lent itself to conversion to this use, and the property was successfully rehabilitated in 1999 as a boutique hotel, XV Beacon.

(end)

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National Park Service

National Register of Historic Places Continuation Sheet

Boston Transit Commission Building
Boston (Suffolk), MA

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(end)

10. Geographical Data**Acreage of Property** less than one acre**UTM References See continuation sheet.**

(Place additional UTM references on a continuation sheet)

1. 19 330120 4691400
Zone Easting Northing

2.
Zone Easting Northing

3.
Zone Easting Northing

4.
Zone Easting Northing

— See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared Byname/title Pauline Chase-Harrell and John P McCarthy, Boston Affiliates Inc., with Betsy Friedberg, MHC Directororganization Massachusetts Historical Commission date July 2007street & number 220 Morrissey Boulevard telephone 617-727-8470city or town Boston state MA zip code 02125**Additional Documentation****Submit the following items with the completed form:****Continuation Sheets****Maps**A **USGS map** (7.5 or 15 minute series) indicating the property's location.A **sketch map** for historic districts and properties having large acreage or numerous resources.**Photographs**Representative **black and white photographs** of the property.**Additional items** (Check with the SHPO or FPO for any additional items)**Property Owner**

(Complete this item at the request of the SHPO or FPO.)

name Fifteen Beacon Street LLCstreet & number 74 Clarendon Street telephone _____city or town Boston state MA zip code 02116

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. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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Boston Transit Commission Building
Boston (Suffolk), MA

Section number 10 Page 1

Verbal Boundary Description

The property is bounded by Beacon Street on the south and on the west and to the north by a 12-foot wide alley formerly known as Freeman Place. On the east it abuts another structure of similar size.

Boundary Justification

The property is limited to the footprint of the building.

(end)

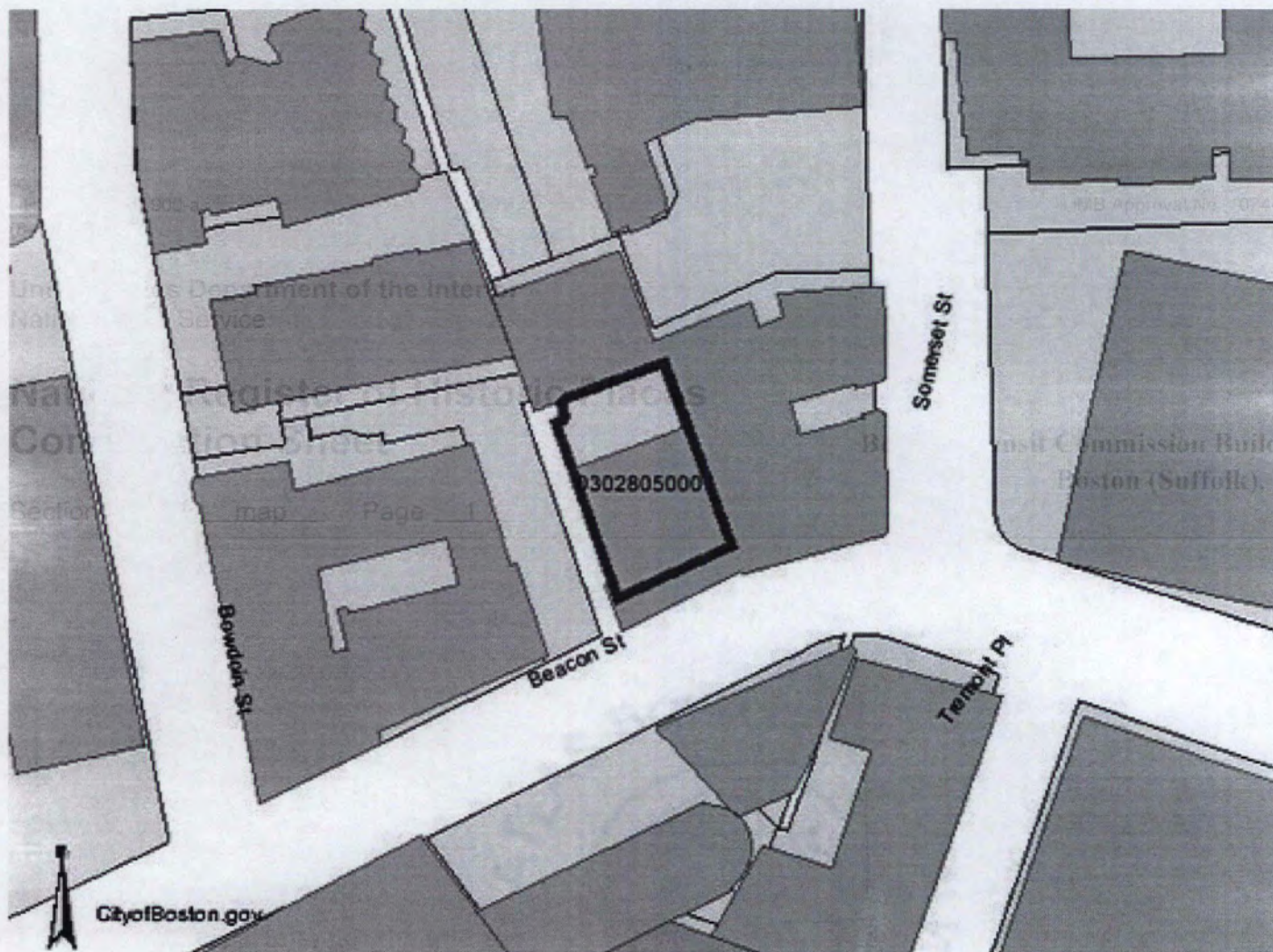


United States Department of the Interior
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National Register of Historic Places Continuation Sheet

Boston Transit Commission Building
Boston (Suffolk), MA

Section number map Page 1



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National Register of Historic Places Continuation Sheet

Boston Transit Commission Building
Boston (Suffolk), MA

Section number map Page 2



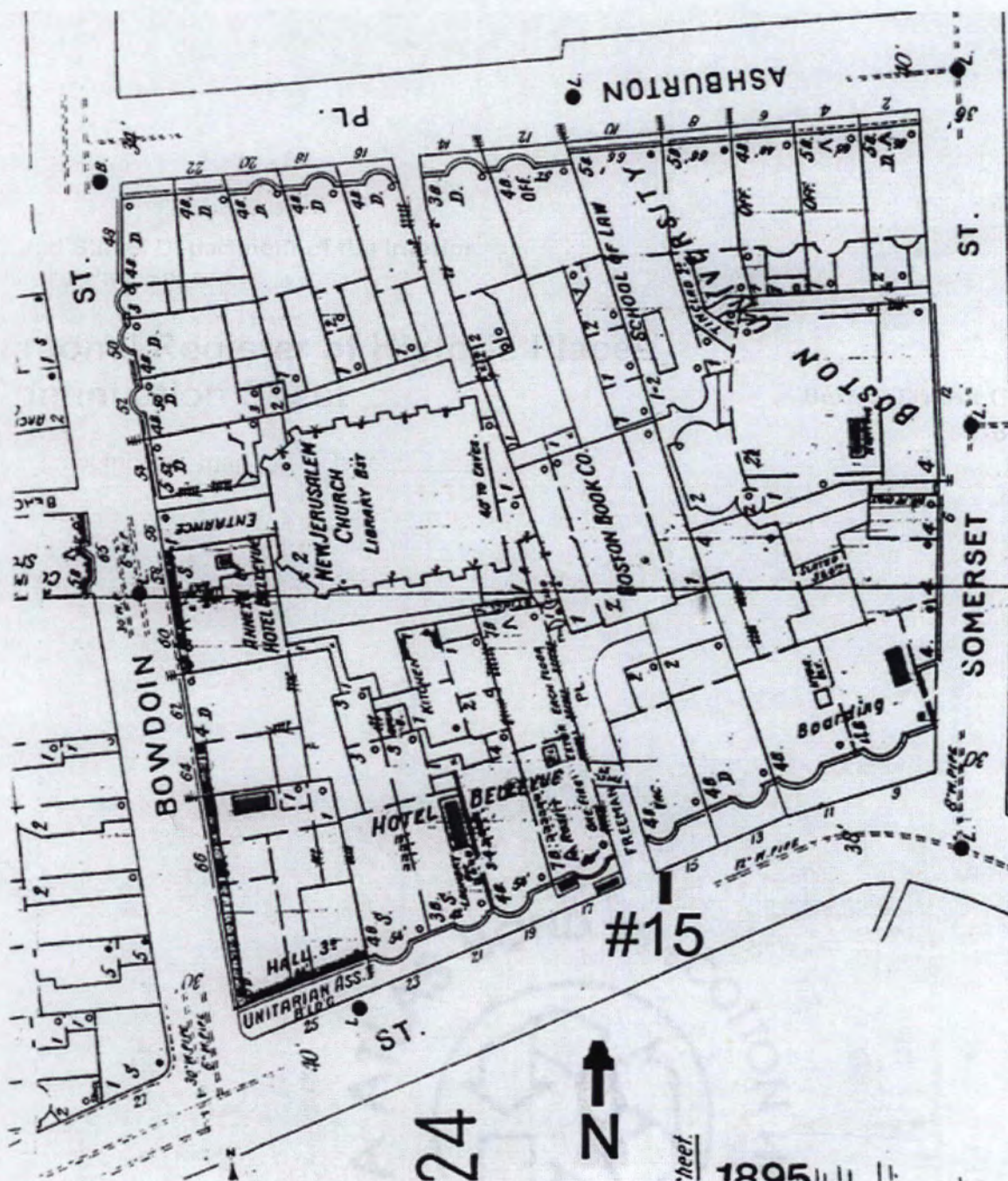
United States Department of the Interior
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National Register of Historic Places Continuation Sheet

Boston Transit Commission Building
Boston (Suffolk), MA

Section number map Page 3

Sanborn Fire Insurance Map, 1895:



United States Department of the Interior
National Park Service

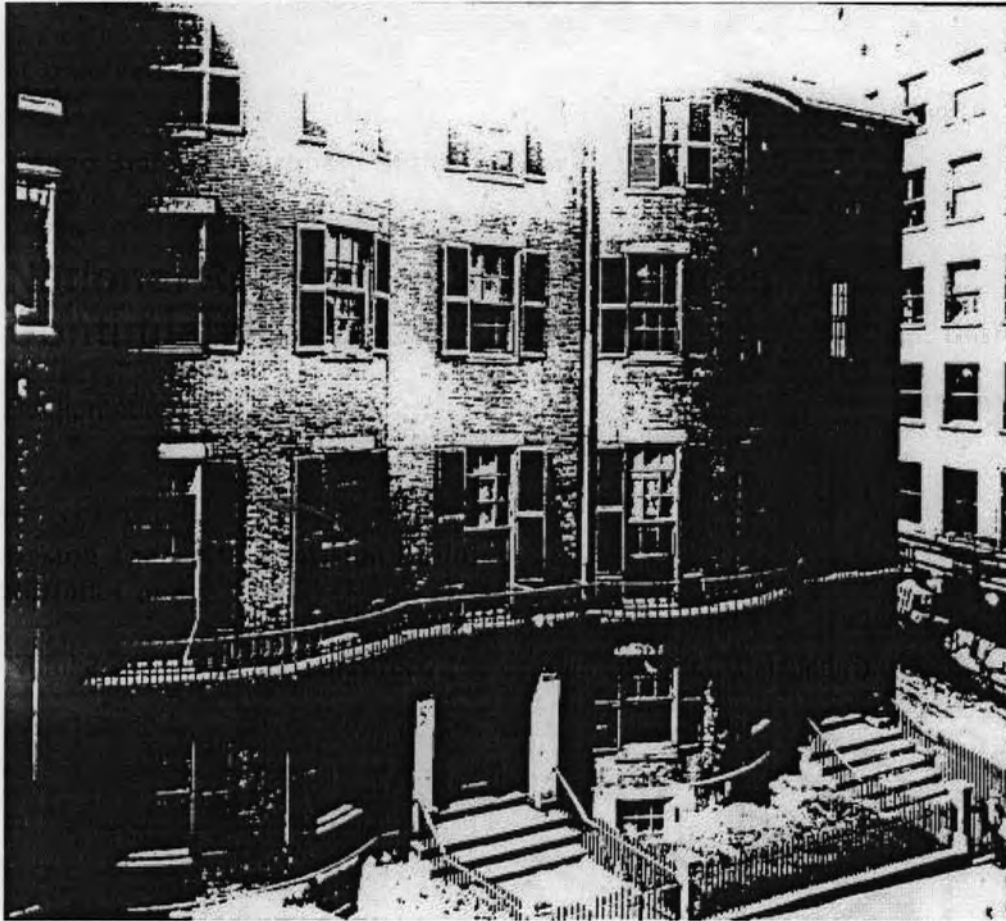
National Register of Historic Places Continuation Sheet

Boston Transit Commission Building
Boston (Suffolk), MA

Section number appendix Page 1

Boston Transit Commission Building
Suffolk County, MA

Numbers 9 and 11 Beacon Street, 19th century (Boston Athenaeum):



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Boston Transit Commission Building
Boston (Suffolk), MA

Section number appendix Page 2

15 Beacon Street, City's 1930 Tercentenary Celebration (Bostonian Society):



Massachusetts Historical Commission Photo Submission Form

Please submit one form for each group of digital images

About your digital files:

Camera Used (make, model): Kodak C360

Resolution of original image capture (camera setting including resolution and file format):

2576 X 1932 .tiff
jpg

File name(s) (attach additional sheets if necessary) check here ☐ to refer to attached photo log:

MA_Boston(Suffolk County)_15Beacon1 Beacon Street façade and southwest corner of the building from the west.

MA_Boston(Suffolk County)_15Beacon2 Metal lantern on 1st floor, west-facing façade.

MA_Boston(Suffolk County)_15Beacon3 Upper portion Beacon Street (south-facing) and west-facing façade.

MA_Boston(Suffolk County)_15Beacon4 Upper portion rear (north-facing) façade and and west-facing façade.

MA_Boston(Suffolk County)_15Beacon5 Lower portion Beacon Street (south-facing) façade from east.

MA_Boston(Suffolk County)_15Beacon6 Marble stairway from lobby with elaborate brass railing with Beaux Arts details including ornate support brackets for the railing and a large newel.

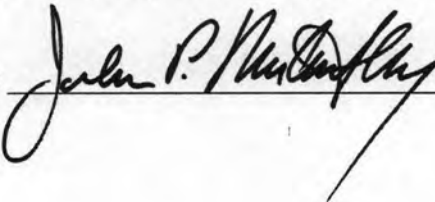
About your prints:

Printer make and model: HP Deskject 6940

Paper: brand & type (i.e., Epson Premium Glossy Photo) HP Premium Plus Photo Paper

Ink: HP 100 ~~800~~

Signature: (By signing below you agree that the information provided here is true and accurate.)

Signature: 

Date: Nov 9, 2006

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Boston Transit Commission Building
NAME:

MULTIPLE
NAME:

STATE & COUNTY: MASSACHUSETTS, Suffolk

DATE RECEIVED: 7/18/07 DATE OF PENDING LIST: 8/06/07
DATE OF 16TH DAY: 8/21/07 DATE OF 45TH DAY: 8/31/07
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 07000861

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: Y NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 8/31/2007 DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA Accept A&C

REVIEWER Patrick Andrus DISCIPLINE Historian

TELEPHONE _____ DATE 8/31/2007

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.



BOSTON TRANSIT COMMISSION BLDG.
15 BEACON ST.
BOSTON (SUFFOLK) MA

2006

JOHN P. MCCARTHY . BOSTON AFFILIATES

photo #1

MA - Boston (Suffolk County) - 15 Beacon St. ~~15~~ jpg.

Beacon St. facade, SW corner of building, view from W



BOSTON TRANSIT COMMISSION BLDG.

15 BEACON ST.

BOSTON (SUFFOLK) MA

2006

JOHN P. MCCARTHY, photo — BOSTON AFFILIATES

photo #2

MA — Boston (Suffolk County) — 15 Beacon2.jpg

Detail, metal lantern on 1st floor, west-facing facade



BOSTON TRANSIT COMMISSION BLDG.

15 BEACON ST.

BOSTON (SUFFOLK), MA

2006

JOHN P. MCCARTHY photo, BOSTON AFFILIATES

photo # 3

MA - Boston (Suffolk County) - 15 Beacon 3. jpg

Upper portion, Beacon St. (south-facing + west-facing facades)



BOSTON TRANSIT COMMISSION BLDG.
15 BEACON ST.

BOSTON (SUFFOLK), MA

2006

JOHN P. MCCARTHY photo - BOSTON AFFILIATES

photo # 4

MA - Boston (Suffolk County) - 15 Beacon St. jpg

Upper portion near (north-facing) facade and west-facing facade.



BOSTON TRANSIT COMMISSION BLDG.

15 BEACON ST.

BOSTON (SUFFOLK) MA

2006

JOHN P. MCCARTHY photo - BOSTON AFFILIATES

photo # 5

MA - Boston (Suffolk County) - 15 Beacon St. jpg

^{Lower}
~~Upper~~ portion, Beacon St. entrance, south-facing
facade from east.



BOSTON TRANSIT COMMISSION BLDG.

15 BEACON ST.

BOSTON (SUFFOLK) MA

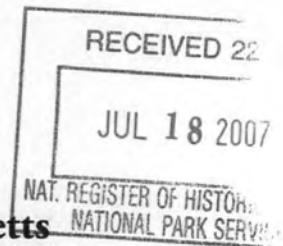
2006

JOHN P. MCCARTHY photo - BOSTON AFFILIATES

photo #6

MA - Boston (Suffolk County) - 15 Beacon 6. jpg

MARBLE STAIRWAY FROM ENTRANCE LOBBY WITH ELABORATE
BRASS RAILING WITH BEAUX ARTS DETAILS INCLUDING
ORNATE SUPPORT BRACKETS FOR THE RAILING AND A LARGE
NEWEL



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

July 12, 2007

Mr. J. Paul Loether
National Register of Historic Places
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 Transit Commission Building, 15 Beacon Street, Boston (Suffolk), MA

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.

Sincerely,

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

enclosure

cc: Pauline Chase-Harrell, Boston Affiliates
Roysin Bennett Younkin, Boston CLG coordinator
Thomas Menino, Mayor, City of Boston
Susan Pranger, Boston Landmarks Commission
Paul Roiffe, 15 Beacon Street LLC