

The Montrose, 156 School Street, Somerville

The Montrose (Appendix A-5, Map No. 163; G) is located approximately 100 feet from the Lowell ROW, near the proposed location of the Gilman Square station to the east. The Montrose is a 3-story, 6-bay-wide apartment hotel constructed in the Queen Anne style in 1894 and subsequently updated with Colonial Revival features. The building is of wood-frame construction, with a raised brick foundation, clapboard and scalloped wood shingle walls, and a flat roof. Queen Anne three-sided bays flank the central, main entrance and two additional bays mark each end of the facade. The entrance is recessed and ornamented with an ogee pedimented hood supported by brackets and double pilasters. Some of the windows have been replaced and four original turrets have been removed. The Montrose was surveyed in 1988 and designated as a single building local historic district in 1989. The Montrose has been altered through the removal of its original turrets and represents a common building type to Somerville and the Greater Boston area. It does not have any other known significant historic associations. Therefore, The Montrose is recommended as not eligible for individual National Register listing.

Historic Districts Recommended Eligible for National Register Listing

Central Hill Area, Somerville

The Central Hill Area (Appendix A-5, Map No. H) is located along the north and south side of Highland Avenue between Central and Hamlet streets. The north boundary of the Central Hill Area meets the Green Line Extension project area near Gilman Square. The Central Hill Area is a linear, high-traffic corridor consisting of nine two- to four-story, late-nineteenth- and early-twentieth-century residential and institutional buildings, designed in the Queen Anne, Romanesque Revival, Renaissance Revival, and Colonial Revival styles; and one Greek Revival single-family residence. The area encompasses three National or State Register listed properties, including the Central Library (Appendix A-5, Map No. 161.1), the Somerville City Hall (Appendix A-5, Map No. 162), and the Fuller and Clark Apartment Houses (SMV.1022). The Somerville High School and Superintendent's Office (Appendix A-5, Map No. 161.2) was determined eligible for National Register listing by the MHC. The area is recommended as an eligible National Register District for its historic associations with the institutional development of Somerville and for its representation of large-scale late-nineteenth through early-twentieth-century architecture.

Gilman Square Area, Somerville

The Gilman Square Area (Appendix A-5, Map No. I) is located around Gilman Square, at the nexus of Medford, Marshall, and Pearl streets. This area contains four multi-story brick commercial and industrial buildings constructed between approximately 1887 and 1930. Gilman Square developed in the late nineteenth century as one of two competing commercial centers in Somerville, located along the former Boston & Lowell (later Boston & Maine) Railroad. The Lowell Line ROW abuts the southwest edge of the area and the Green Line Extension project may extend into Gilman Square. Gilman Square was surveyed in 1990 and no eligibility opinion was assessed. Although a few of the original buildings in Gilman Square are not extant, the area is recommended as eligible for listing in the National Register at the local level under Criteria A and C for its historical associations with the commercial development of Somerville and as a collection of intact building types that are not common in the Central Hill neighborhood.

Three contributing resources in the area, Malta Temple/Signet Commandery No. 188 (Appendix A-5, Map No. 137) at 339-343 Medford Street, Reid Murdock Company Warehouse (Appendix A-5, Map No. 138) at 350 Medford Street, and Litchfield Block (Appendix A-5, Map No. 136) at 247-251 Pearl Street are included within the project APE.

Stickney Subdivision Area, Somerville

The Stickney Subdivision Area (Appendix A-5, Map No. J) is an approximately six-block neighborhood that encompasses both sides of School, Dartmouth, and Thurston streets between Broadway and Medford Street. The east corner of the Stickney area meets the edge of the Green Line Extension project area at Gilman Square. The Stickney subdivision was platted in 1883 and developed with 2.5-story, wood-frame, Queen Anne and Colonial Revival houses constructed between approximately 1885 and 1910. The majority of the houses were constructed and inhabited by Boston businessmen. Two properties (Appendix A-5, Map No. 142 and 144) within the area are located within the Green Line Extension project area. The Stickney Subdivision area was surveyed in 1981, but no eligibility evaluation was included on the form. The area is recommended as an eligible National Register District at the local level under Criteria A and C for its associations with the development of Somerville as a commuter suburb and as an intact neighborhood of late-nineteenth- and early-twentieth-century residential architecture.

Powderhouse/Winter Hill Industrial Area, Somerville

The Powderhouse/Winter Hill Industrial Area (Appendix A-6, Map No. K) is located on the north and south sides of the Lowell Line (former Boston Lowell Railroad) at the now abandoned junction with the Fitchburg Freight Cut-Off in Somerville. This linear district contains a concentration of late-nineteenth- and early-twentieth-century industrial complexes associated with some of Somerville's historic manufacturing specialties, including baked goods, paper products, and wood furniture and architectural trim. Three contributing resources in the area, the Derby Desk Company (Appendix A6, Map No. 206) at 20 Vernon Street, Agar Manufacturing Co. (Appendix A-6, Map No. 226) at 55 Clyde Street, and Carlisle-Ayer Company (Appendix A-7, Map No. 227) at 50 Clyde Street are included within the project APE. The district was surveyed and recommended as eligible for the National Register in 1990. The Derby Desk Company was also recommended as individually eligible at this time.

Properties Recommended Individually Eligible for National Register Listing

Lechmere Station, Lechmere Square at Cambridge and Gore Street, Cambridge

Lechmere Station (Appendix A-1, Map No. 2) is an MBTA Green Line light rail complex located in Cambridge between O'Brien Highway (Bridge St./SR 28) and Cambridge Street. The station is located at the north end of the Lechmere Viaduct, which carries the Green Line across the Charles River. The triangular-plan station complex consists of inbound and outbound original station platforms and shelters separated by a two-track turning loop and, inside of the loop, a small holding yard with four spur tracks. A bus and car lane runs parallel to Cambridge Street next to the inbound platforms and a dedicated bus lane runs parallel to O'Brien highway and through an addition to the outbound platform shelter. The two platform shelters are flat-roofed, open-sided timber frame buildings, which have been partially

modified. The outbound platform has been altered by the addition of a flat-roofed, brick masonry and steel frame covered busway parallel to the original platform shelter, infill consisting of brick masonry and windows on portions of the south side of the shelter, a small wood frame snack bar within the shelter, and a metal frame and plastic passenger shelter inside the original shelter. The outbound platform, which is less altered than the inbound, has been modified by the enclosure of the three east bays and partial enclosure of four other bays, and the insertion of a wood frame snack bar in the east bay.

Lechmere Station was built by the Boston Elevated Railway Company (BERy), predecessor of the MBTA. The station was opened July 10, 1922 as a transfer point between street cars from Cambridge and Somerville and the Tremont Street Subway. Prior to the opening of the new station, cars from the Tremont Street Subway passed over the Lechmere Viaduct (completed 1910) and continued in streetcar service through Cambridge and Somerville. The new stop was designed to increase efficiency in Tremont Street Subway operation by separating its traffic from that of the streetcars (see attached form). The original wood frame platforms were left entirely open (Clarke and Cummings 1997:44). The bus platform was added ca. 1932 when these vehicles replaced streetcars. The dates of other alterations are not known. The station continues to serve in its intended capacity today. The station complex appears to be eligible under Criteria A and C at the local level. The station's construction and design as a transfer point was an important step in the rationalization of Tremont Street Subway operations and has continued to serve as a critical operations point to the present day. The station platforms are rare surviving early-twentieth-century street rail shelters. Although the platforms have been modified, the modifications appear to have been largely additive in nature, leaving the original structures substantially intact. The bus shelter is eligible as part of the complex and, in conjunction with the original platforms, is illustrative of changing approaches to mass transit shelter construction.

John Morrell and Company Branch House, 221 Monsignor O'Brien Highway, Cambridge

The John Morrell and Company Branch House (Appendix A-1, Map No. 12) was recommended as potentially eligible during the reconnaissance survey and further studied during the intensive survey. The description of the building below is an excerpt from the intensive survey (Adams et al. 2010b). An inventory form prepared for the property as part of the intensive survey is included in Appendix F.

The John Morrell and Company Branch House is located on the north side of the Lowell Line. It is a rectangular, four-bay by nine-bay, three-story plus basement, red brick food processing facility and warehouse constructed in 1929 in the Colonial Revival style. The facade faces south toward Monsignor O'Brien Highway, the east side elevation faces a parking lot, the north rear elevation overlooks the railroad right-of-way, and the west side abuts the adjacent Whitehead Metal Products Company at 225 Monsignor O'Brien Highway.

The building is constructed with a concrete frame and brick curtain walls with classically inspired details. It has a rectangular footprint and rises from a limestone foundation with brick walls laid in common bond, cast concrete trim, and a multi-level flat roof with a high parapet. The four-bay wide facade has a two-story, pedimented section that contains the main entrance and one window and is delineated by quoins in the eastern bay. Three wide, arched vehicle openings at the loading dock fill the remaining bays on the first floor. Four groups of three rectangular windows on the second floor extend between the cast concrete sills linked by a string course and the cornice that runs the length of the building and forms the base of the pediment. The

coping, cornice, and entablature between the second and third stories and the belt-course between the first and second stories are all cast concrete. These details continue onto the first bay of the east side elevation. The westernmost bay and the tall, blank third floor wall was an addition to the building in the 1930s. The pedimented section contains the primary recessed entrance articulated by a cast stone door surround with fluted pilasters and entablature, bull's-eye and floral motifs, and a broken pediment with a pineapple atop a pedestal. The entrance retains its original wood door and hardware, currently covered with plywood, and four-light transom. The large arched openings on the first story facade have cast concrete springer stones and keystones and are separated by thick brick columns. The western two vehicle openings retain metal roll-up doors, while the eastern arch is filled with brick and steel sash windows. The window openings are covered with plywood and sash appears to have been removed. Based on the visible examples remaining on the east elevation the original windows were likely two-over-two double-hung wood sash. Four cast concrete shields are located between each of the window bays on the second story. A vertical neon and metal 1950s sign composed of four different sections including a clock, "The Genoa Packing Company," and the company logo is attached to the west side of the entrance bay. An interior brick chimney laid in common bond with a cast concrete cap is located on the east elevation.

The John Morrell and Company Branch House is in fair condition. The majority of the windows have been removed and filled with modern materials or covered with plywood. The building remains in its original location on Monsignor O'Brien Highway and near the railroad tracks. While the building has not been maintained since it was vacated, the design intent, workmanship, and materials are intact. The John Morrell and Company Branch House retains its decorative details and its association with the early- to mid-twentieth century meat packing and distribution facilities in the Cambridge area.

The John Morrell and Company Branch House was constructed in 1929 as part of the organization's expansion into the East Coast. The John Morrell and Company, originally founded in Bradford, England in 1837 by George Morrell, specialized in smoked meats. In 1864, the company began a smoked and cured meats importing business in New York, New York. In 1871, the organization expanded to include extensive operations from Chicago, Illinois. Throughout the late nineteenth century they continued to grow, and in 1877 began operating a processing plant in Ottumwa, Iowa. By the beginning of World War I the company thrived with pork, beef and butter as its main products. This success prompted the Morrell Company to increase its processing plant in Ottumwa and open facilities in other cities including New York and Boston (Naumann and Rathburn 1991; Smithfield Foods; n.d.).

Architect Hans Peter Henschien (1881–1959) designed the John Morrell and Company Branch House as a specialized facility for meat packing and distribution. Henschien, a Chicago architect, specialized in the design of meat packing plants and cold storage facilities. In 1915 he wrote a book, *Packing House and Cold Storage Construction*, that provided in-depth details of the government regulations, technological improvements in refrigeration, and the design and construction of meat processing facilities. Starting in 1922, Henschien, as part of the architectural firm of Henschien and McLaren, served as the company architect for the John Morrell and Company and designed numerous buildings for their meat packing plant in Ottumwa, Iowa (no longer extant) (Naumann and Rathburn 1991).

By 1954, the organization vacated the building and the Colonial Provision Company continued to use it as a meat processing and packing facility (Manning 1954). They were replaced by the Genoa Packing Company,

who occupied the building and one adjacent, until at least 1969 (CHC 1969). It is unknown when the Genoa Packing Company stopped processing and distributing meat at this location. The building is currently vacant.

The Cambridge Historical Commission included the John Morrell and Company Branch House in its Cambridge Architectural Inventory and considers the building significant and potentially eligible for the National Register. The building is recommended individually eligible for listing in the National Register at the local level under Criterion A in the areas of Commerce and Industry. The branch house was constructed in 1929 for the John Morrell and Company, a national firm with a large meat processing plant in Ottumwa, Iowa and distribution facilities in Chicago, Illinois and New York, New York. This building was part of their continued expansion into the East Coast and established their presence in the Boston area. Its location tucked between a freight rail line and a substantial road in the early days of trucking distribution demonstrates the role of efficient intermodal transportation to the industry's successful operations. The John Morrell and Company Branch House is also recommended eligible for listing in the National Register under Criterion C in the area of Architecture. The firm of Henschien and McLaren, architects for John Morrell and Company, designed the building in the Colonial Revival style as a formal advertising statement, using a regional stylistic idiom. The building is a representative example of an early-twentieth-century plant constructed for a specialized industry with ornamentation that reflects the more embellished, stylistically conscious manufacturing buildings of early-twentieth-century food production facilities.

Whitehead Metal Products Company, 225 Monsignor O'Brien Highway, Cambridge

The Whitehead Metal Products Company building (Appendix A-1, Map No. 13) was recommended as potentially eligible during the reconnaissance survey and further studied during the intensive survey. The description of the building below is an excerpt from the intensive survey (Adams et al. 2010b). An inventory form prepared for the property as part of the intensive survey is included in Appendix F.

The Whitehead Metal Products Company building is located on the north side of the Lowell Line. It is a rectangular, seven-bay wide by six-bay deep, four-story manufacturing loft and warehouse built in 1929 and designed in the Art Deco style. The facade faces southwest (hereafter referred to as south) toward Monsignor O'Brien Highway, the west side elevation faces a parking lot, the north rear elevation overlooks the railroad right-of-way, and the east side abuts the adjacent John Morrell and Company Branch House at 221 Monsignor O'Brien Highway (see above). The building is constructed with a reinforced concrete frame and brick curtain walls clad in metal panels that have a subtle stepped configuration along the horizontal line and may be the company's Monel product. Most are light green-gray in color. The interior uses a derivation of the Turner system of construction, with reinforced concrete slab floors supported by columns topped by mushroom shaped capitals. The building terminates in a flat roof with a horizontally stepped parapet. The facade is symmetrically arranged around a central entrance with three loading bay openings to the west and concrete block infill in the office windows located to the eastern three bays, where a pair of solid metal doors has been inserted. Horizontal bands of ribbon windows that wrap around the corners of the facade define the upper three stories. While most are covered with corrugated sheet metal, multi-light steel sash is visible on the second story of the western bays. Stepped decorative panels that mimic the roof parapet are located beneath the window bands, original metal panels remain between the second and third story. The primary entrance is set in a cast aluminum recess with stepped side walls with vertical and horizontal narrow band of chevron motif. The sheathing material appears to be painted metal. The aluminum and glass door and sidelight unit is a modern replacement, but the transom and trim are original. The transom that has the numerical address, "225" in gold

letters and the words “Alles Building” are located on a panel above the recess. The central bay of the facade features a vertical metal triangular marquee that extends above the parapet and is accented by triplets of horizontal bands.

A ca. 1933 photograph of the building shows that the facade windows are bands of three tiered windows with every other two panes in the center row operable as awning units. The west facade windows were 75-light sash, also with awnings. The office windows were six continuous plate glass units. The marquee had the name of the company on it and two large neon signs on the roof facing southwest and on the southeast said “Whitehead Monel Metal Hot Water Tanks” (Cambridge Historical Society Collection).

The Whitehead Metals Building remains in its original location on Monsignor O’Brien Highway (formerly Northern Artery) and the former railroad tracks. It maintains its original form and the overall design intent as an Art Deco-style industrial building remains strong. The building retains integrity of materials and workmanship including the distinctive use of metal, possibly Monel, sheathing and details. At least some of the historic steel window sash remains on the facade. Overall, the Whitehead Building maintains its integrity as an early-twentieth-century reinforced concrete structure with Art Deco detailing.

The Whitehead Metal Products Company building was constructed for the Whitehead Metal Products Company, a New York City-based firm that manufactured and distributed sheet metal, wire, pipes, valves, and fittings (White Head Metal Products Company 1955). The company used this facility for the manufacture and distribution of heating boilers and hot water tanks from Monel metal – a corrosion-resistant nickel-copper alloy that was popular in the early twentieth century for roofing, ventilation, and heating and cooling applications (Sanborn 1934). Monel was also a popular medium for decorative architectural elements in Art Deco structures (Gayle and Look 1992:39–40). By 1950 the Whitehead Metal Products Company no longer occupied the building and it was used by the Jordan Marsh department stores as a storage facility (Sanborn 1950). It is unknown how long the Jordan Marsh Company remained in the building. By 1972 the Genoa Meat Packing Company, who also owned the attached building, occupied it. It is currently owned and in use by the Superior Nut Company as a packing and distribution warehouse.

The Whitehead Metal Products building is an excellent example of an early-twentieth-century, reinforced concrete loft and warehouse building that utilizes a derivation of the Turner system. Reinforced concrete for warehouses and other industrial buildings was widely embraced at the beginning of the twentieth century since it is fireproof, can carry greater floor loads, and sustain larger window areas. Reinforced concrete is particularly well suited for industrial loft buildings since it increases floor spans and is more economical than steel frames. Claude Allen Porter Turner, a civil engineer, developed the “flat slab” method in 1908 that reduced floor beams by reinforcing the floor slabs between columns. This system requires mushroom-shaped columns to connect to the floor slab. It creates better light distribution, greater flexibility in floor plans and is more resilient to vibrations from machinery. Important variations on Turner’s system were developed in 1909–1911, including the so-called “drop slab.” This improved reinforcing system, which is used in the Whitehead Metal Products building, introduced a conical column capital and thickening of the slab above the capital to better absorb building stresses (Bradley 1999:155–159; Condit 1961:168).

The Whitehead Metal Products Company building is an excellent example of how reinforced concrete construction created an opportunity for designers of utilitarian and industrial buildings to incorporate the most up-to-date building construction technologies and to embrace the emerging Modernist movement, namely the Art Deco style. The use of reinforced concrete, and the additional window space it creates, introduced new design and aesthetic considerations for industrial buildings. Wall space for windows nearly doubled creating large openings extending between the piers and from floor to ceiling. Steel sash windows, introduced about 1910, became immediately popular as the standard for industrial buildings and supported even greater window expanses (Bradley 1999:161). The Art Deco style employs a linear decorative language that is well suited to the large, horizontal expanses of reinforced concrete and steel sash window construction. Its emphasis on clean horizontal and vertical lines could easily be incorporated into the designs of large factory and industrial buildings that required long expanses of windows and open floor plans. The design of the Whitehead Metal Products Company building clearly expresses the juxtaposition between horizontal and vertical elements typical of reinforced concrete construction. The horizontal window bands contrast with the vertical marquee on the center bay creating a striking visual presentation for an industrial building (Roth 2001:374).

The building is also an excellent example of the use of Art Deco decorative detailing to create a distinct corporate image and identity. During the early and mid-twentieth century, companies used Art Deco detailing to advertise their products, such as the automobile friezes on the Chrysler Building. The Whitehead Metal Products Company building employed cast aluminum bands and panels on the facade to advertise its metal products and to create a striking street view for drivers on the newly constructed Bridge Street or Northern Artery (Adams et al. 2008; Anon 1931; Gelernter 1999:242).

The Whitehead Metal Products Company building was designed by Maurice A. Reidy, a Boston structural engineer who was born in 1889 in Astoria, Long Island, New York. Reidy formed his own company, Maurice A. Reidy Engineers with offices at 101 Tremont Street, and worked with John H. Spiers. The Reidy firm, which his son, Maurice A. Reidy, Jr. (1919–2002) joined, designed numerous bridges and transportation structures, mostly notably the Calvin Coolidge Bridge (HAD.914) in Hadley, executed in conjunction with the W.L. Engineering Company (Anon. 2002). In addition, to designing bridges, the firm consulted on a number of churches including Saint Anthony's Shrine and Workers Chapel (BOS.1505) in the National Register listed Commercial Place Historic District, the Saint Christopher Roman Catholic Church (BOS.15221) and Rectory (BOS.15222), and the Cathedral of the Holy Cross Roman Catholic Rectory (BOS.13082).

The Whitehead Metal Products Company building was surveyed by the Cambridge Historical Commission in 1969 and 1993, is included in the Cambridge Architectural Inventory, and is considered by the Commission as significant and potentially eligible for National Register listing. The building is recommended as eligible for individual listing in the National Register at the local level under Criterion A in the area of Industry. The company was an important manufacturer of a popular and innovative early-twentieth-century product and established this plant in order to make and sell hot water heaters, which were a highly appreciated convenience of modern life. Its location tucked between a freight rail line and a substantial road in the early days of trucking distribution demonstrates the role of efficient intermodal transportation to the industry's successful operations. The Whitehead Metal Products Company building is also recommended as eligible for individual listing in the National Register of Historic Places at the local level under Criterion C because of its distinguished Art Deco decorative treatment as applied to an industrial manufacturing facility. It expresses the new aesthetic and design considerations made possible by the widespread use of reinforced concrete construction, which created large

horizontal fenestration and open floor plans. The exterior details also clearly indicate an attempt by the Whitehead Metal Products Company to use the building to advertise their business and promote their products through the use of cast aluminum exterior cladding. Of the approximately 20 recorded Art Deco-style buildings in Cambridge, the Whitehead Metal Products Company appears to be the only example of an industrial plant in the style. Although the building's fenestration has been covered and/or altered, the structure retains all of its character-defining massing and Art Deco trim elements.

Jackson and Newton Company, 51 McGrath Highway, Somerville

The Jackson and Newton Company building (Appendix A-2, Map No. 18) is a three story, twelve-bay-by twenty four-bay mill loft. The brick structure has a flat roof, a corbelled cornice with tile coping, segmental arched windows with granite sills, and four segmental arched vehicle loading bays with replacement doors on the first floor. A three-bay-wide concrete entrance entablature with brick pilasters is located on the O'Brien Highway facade. Original windows have been replaced with double-hung replacement units. The Jackson and Newton Factory was built between 1900 and 1908 for the manufacture of doors, sash, and blinds.

The company was owned by Frederick H. Newton of West Roxbury, who operated a second architectural trim company in West Somerville. The firm operated until ca. 1927, when it merged with Brockaway-Smith and a third company to form the Brockaway-Smith-Haigh-Lovell Company (now Brosco), which continues to operate as a wholesale distributor of building products (Brosco n.d.). The building was vacant from that year until 1933, when it was occupied by a furniture manufacturer and radiator company. The building appears to be partially unoccupied. Jackson and Newton was surveyed in 1990 as part of the *Somerville Industrial and Commercial Survey* and recommended eligible for the National Register under Criterion C as "a very well-preserved representative or early-twentieth-century brick and granite industrial architecture" (see attached form). Although the building has been partially rehabilitated since this recommendation, it is still eligible for the National Register under Criterion C because it retains the majority of its character-defining elements. The building is further recommended as eligible for the National Register under Criterion A because of its association with the building trades industry of Somerville in the late industrial period.

Buddy's Truck Stop/Sawin's Diner, 113 Washington Street, Somerville

See description above under State Register Listed Only section.

Hill-Michie Company Auto Garage, 295-97 Medford Street, Somerville

The Hill-Michie Auto Garage (Appendix A-5, Map No. 130) is located at the east corner of Walnut and Medford streets on a sloping lot bounded by the Lowell Line ROW on the northeast (rear) side. The garage is a one-story, brick commercial building constructed in 1906 and designed by Frank H. Dillaby of Boston. The building elevations are articulated with a flat parapet, corbelled cornices, flat brick pilasters, and arched and segmental arched window openings with granite sills. Most window openings are filled with brick and vehicle doors have been replaced with modern roll doors. The garage was surveyed in 1980 and 1990 and recommended as eligible for National Register listing in 1990. It is eligible for the National Register at the local level under Criterion A for associations with the development

of automobile commercial services in the city and under Criterion C as a well-preserved example of early-twentieth-century brick garage construction. The building is likely the oldest auto garage and car dealership in Somerville.

Litchfield Block, 247-251 Pearl Street, Somerville

The Litchfield Block (Appendix A-5, Map No.136) is located at the corner of Pearl and Marshall streets in Gilman Square on the north side of the Green Line Extension project area. The building is a four-story, seven-bay by eight-bay, rectangular building constructed in 1891. It has a flat roof, red brick walls, a brick parapet, and brownstone trim. Pairs of second and third story windows are capped with brownstone lintels or splayed brick arches. The third story has single windows. Three first story storefronts have recessed doorways and altered windows. A brick relief nameplate, which reads "Litchfield Block," is located between the second and third stories of the facade. The Litchfield Block is recommended eligible for the National Register at the local level under Criterion C for its representation of late-nineteenth-century commercial architecture in Somerville.

Malta Temple/Signet Commandery #188, 339-343 Medford Street, Somerville

The Malta Temple/Signet Commandery #188 (Appendix A-5, Map No. 137) is located at the corner of Medford and Pearl streets in Gilman Square. The property is located north of the Green Line Extension project area. The building is a three-and-one-half story, nearly triangular, Classical Revival building constructed in 1902. It has a flat roof, orange brick walls, and brownstone, terracotta, and copper trim. The facade is visually divided into three equal bays with a narrower fourth bay at one end. The central bay has a gable pediment and three, two-story, segmental arches. Three copper cast relief panels are located beneath the gable pediment. The main entrance is located at the southwest corner of the building with a large copper relief panel above the recessed opening. The first story storefront windows have been filled with brick. The first and second stories are separated by a projecting band course. The Malta Temple/Signet Commandery #188 was surveyed in 1990 and recommended eligible for the National Register. It is eligible for National Register listing at the local level under Criterion A for its association with the development of Gilman Square between the late-nineteenth- and early-twentieth-centuries and under Criterion C as a surviving example of a social hall with commercial space, a common building type in Somerville in the nineteenth century.

Reid and Murdock Company Warehouse, 350 Medford Street, Somerville

The Reid and Murdock Company Warehouse (Appendix A-5, Map No. 138) is located at the corner of Medford and School streets, bounded on the south by the Lowell Line (former Boston Lowell Railroad). The building is a three-story, nine-bay by four-bay, brick loft with austere Art Deco detailing constructed in 1929. The flat roof has a parapet with projecting geometric concrete crockets. Brick piers with corbelled capitals and concrete panels divide the elevations into equal-width bays. The two bays on the northwest end of the facade are part of a historic addition. The facade's center entrance has an elaborate concrete entablature with a lion's head (a company emblem) and projecting finials in relief. An original, three-bay loading dock is located on the southeast elevation. The rear (south) elevation retains a railway loading dock with a steel awning. Both the truck loading dock on the northwest elevation and the metal clad addition on the south (rear/trackside addition) are generic light industrial structures that are less

than 50 years old. The building was surveyed in 1990 and recommended eligible for National Register listing. It is eligible for the National Register at the local level under Criterion A for its associations with the Somerville wholesale foods industry and under Criterion C as a well preserved example of early-twentieth-century industrial design.

Derby Desk Company, 20 Vernon Street, Somerville

The Derby Desk Company (Appendix A-6, Map No. 206) is located at the corner of Vernon and Central streets and is bounded on the south by the Lowell Line (former Boston Lowell Railroad). The complex consists of two main buildings. The main factory located along Vernon Street, is a six-story, 26-bay by six-bay, rectangular building constructed in 1887. It has a flat roof, red brick walls, and brick piers vertically dividing each bay. A corbelled brick cornice is set in between each pier on the sixth story. A seven-story, flat-roofed, rectangular, brick stair and elevator tower with a corbelled brick cornice is located on the south elevation of the main factory building. The secondary mill is located at the corner of Vernon and Central Streets. It is a three-story, eight-bay by seventeen-bay, rectangular building constructed ca. 1895–1897. Central Street slopes down toward the railroad providing for a fourth story on the rear elevation. It has a flat roof, red brick walls, and vertical piers vertically dividing each bay. A corbelled brick cornice is set in between each pier on the third story. A two-story addition west corner of the complex connects the main factory and the mill. The Derby Desk Company was surveyed in 1980 and recommended individually eligible for the National Register for its associations with the woodworking manufacturing industry and representation of early-twentieth-century industrial architecture.

Hillson Building, 693-701 Broadway, 651 Boston Avenue, Somerville

The Hillson Building (Appendix A-7, Map No. 280; L) is located approximately 50 feet west of land that may potentially be used for the proposed Ball Square Station along the Lowell Line. The building is a two-story, Classical Revival style commercial block completed in 1925. It is constructed of brick and has a painted concrete facade divided by engaged concrete pilasters with Corinthian capitals. The facade includes eight bays along Broadway and three bays that form a curve facing Ball Square (the intersection of Broadway and Boston Avenue). The facade is further ornamented by urn medallions and dentil molding on the second story fascia, and anthemion crockets on the roof above each bay. The main entrance on Broadway is marked by a gable pediment at the first story, a swag and engraved lettering spelling ‘Hillson Building’ at the second story, and a parapet on the roof with the date, 1925. Despite the replacement of the original windows and storefronts, the original configuration of the storefronts and fenestration pattern remains intact. The building was inventoried in 1990 and recommended eligible for National Register listing at the local level under Criterion C, as a rare example of a Beaux Arts style commercial block in Somerville.

Somerville Automobile Company, 662-664 Boston Avenue, Medford and Somerville

The Somerville Automobile Company in Medford and Somerville (662-664 Boston Avenue, Appendix A-2, Map No. 288) fronts Boston Avenue at the intersection of Boston Avenue and Broadway in Ball Square. The property has not been previously surveyed and no MHC form exists. The complex occupies two parcels that are transected by the Medford-Somerville corporate boundary. The extreme southwestern

portions of both parcels and buildings are in Somerville. The MBTA Lowell Line is located at the rear of the property, where the Green Line Extension's Ball Square Station is proposed. The garage complex consists of two one-story, end-gable, light industrial garage buildings connected by a one-story hyphen. Both buildings have asphalt roofs with pairs of prominent cylindrical sheet iron vents; steel frames clad in corrugated sheet iron; and concrete slab foundations. One-story additions extend from the west (front), east, and north elevations of the north garage, which is now a bowling alley. Window openings on the north elevation of this garage are covered. The south building, which is still used as a garage, has a high modern vertical lift automobile doors on its front and rear elevations. What appear to be original fixed twelve-light steel or wood sash windows, now covered with Plexiglas storm windows, are retained on the south and east elevations. A free-standing one-story, gable-roofed building extends along the garage's south elevation. The core of this structure may be the original company office, but modern alterations to the building prevent a confirmation of this provenience.

The garage was established on Boston Avenue in 1906 with the two iron garage buildings and connecting hyphen that are retained today. The Medford Directory for 1907 confirms the presence of the company at the corner of Boston Avenue and Broadway, listing Frederick A. Dutton as manager. Like other early car-related facilities, the Somerville Automobile Company sold automobiles and also offered parking garage and repairing facilities. At its founding, the garage was one of only five auto sales and/or service companies in Medford, which then had 111 cars in a city of 19,686 persons. A series of automobile-related companies occupied the complex until 1940, when the north garage was converted to a bowling alley. At that time, the present one-story asbestos-clad additions were added to the west, north, and east elevations of the north garage. Sometime after 1950, the freestanding office building was demolished or incorporated into the current gable-roofed to the south of the garage. At the time of the current survey, the south garage continues to be used for its intended purpose. A 1912 photograph of the garage complex indicates that the property retains its overall massing, materials, and workmanship (City of Medford Assessor's Office 2010; City of Medford Building Department 1940; Dreilinger 2010; *The Horseless Age* 1906:433; Sanborn Map Company 1910, 1936; 1950; W.A. Greenough Co. 1907, 1909, 1912, 1916, 1924, 1926, 1928, 1930, 1938).

The Somerville Automobile Company complex is recommended eligible for National Register listing under Criterion A at the local level for its associations with automobile transportation in Medford and Somerville. The company was an early automobile sales, service, and storage facility at a time when the mode of transportation was little-used and business models and architectural forms for the auto were still under development. The automobile would later become an important factor in the evolution of Medford and Somerville into Boston suburbs and has left a lasting imprint on the cities' infrastructure and neighborhood development. However, related corporate infrastructure from this early period of development is scarce, making this property a significant surviving local example of the earliest phase of automobile-related business development. The complex is in fair condition and retains its integrity.

Warner and Childs Division Factory Mill and Garage, 574 Boston Avenue, Medford

The Warner and Childs Division Factory complex (Appendix A-8, Map No. 302 and 302.1) was recommended as potentially eligible during the reconnaissance survey and further studied during the intensive survey. The description of the building below is an excerpt from the intensive survey (Adams et al. 2010b). An inventory form prepared for the property as part of the intensive survey is included in Appendix F.

The Warner and Childs Division Factory complex in Medford abuts the Lowell Line at the corner of Boston Avenue and Harvard Street. It has a rectangular plan, fourteen-bay wide by seven-bay deep, four-story, reinforced concrete and brick manufacturing loft building built in 1919–1920. The factory is oriented with its long elevation running roughly north-south. It faces west along the Boston Avenue back-of-sidewalk edge and is bounded east by the MBTA Lowell line railroad embankment. A detached garage is situated at the north end of the lot. The mill building's reinforced concrete pier and spandrel construction is visible on the exterior. Heavy concrete vertical and horizontal elements and red brick infill panels separate the bays and stories. The building is topped by a flat roof with a box monitor, and a brick parapet with recently replaced metal coping runs along the entire length of the parapet wall. Manufacturing personnel, shipping, and receiving entrances are located on the north and south end elevations, and railroad access was provided along the east side. A projecting elevator shaft, an attached boiler room and connect firebrick smoke stack, are located on the north end elevation. The south elevation contains a projecting four-bay wide by one-bay deep stair, elevator and bathroom tower and a one-story concrete block loading dock with a wood roof that spans five-bays. The building's primary office entrance is recessed in the fourth bay from the southern end of the west facade. The five-panel wood door with sidelights and a transom is set in a molded and paneled wood surround.

The building retains the majority of its original steel industrial sash with the exception of the ground floor openings on the west facade, which are filled with glass block and ventilation grates; the two northernmost bays have a group of three replacement six-light fixed, metal sash windows with a transom covered in modern screens. The openings on the upper three stories retain original steel sash that are divided into three vertical sections comprised of 16-light windows with 6-light operable awning units flanking a center 12-light window. These same windows are repeated on the upper stories of the north, south, and east elevations, along with varying configurations of the 16-light and 12-light sections on the north and south elevations. Brick panels are located below the windows in each bay.

The north elevation has a variety of window and door openings and infill treatments, both original and modified. The westernmost bay contains metal fire doors on the upper floors. There are two loading bays with solid metal doors on the first story and brick or concrete filled ones on the upper stories. Some of the window openings on the upper stories are filled with concrete block. The two first floor bays east of the projecting tower on the north elevation are covered by the flat-roof attached boiler house, which is constructed of reinforced concrete and contains window bays filled with glass block. The free-standing chimney was originally connected to the boiler house. The east elevation of the factory that fronts onto the railroad right-of-way has three loading docks filled with brick on the second-story at the level of the rail embankment. The first-story is below the railroad grade and contains several window bays filled with concrete block. The south end elevation has two truck loading bays with solid metal doors within a covered loading dock that was added after 1936 (Sanborn Map 1936). The two easternmost bays of the south elevation have been filled with concrete block and one has a metal door inserted into it.

The one-story detached garage (ca. 1919–1920) north of the main building is four-bays wide by seven-bays deep and constructed of reinforced concrete piers and spandrels. It extends between the railroad and Boston Avenue. The garage has a projecting concrete cornice and flat frieze that continues on all four elevations, and a flat roof. The vehicle bays facing west onto Boston Avenue retain original wood double doors and 16-light wood transoms above. The doors have tongue-and-groove panels with chamfered cross bracing below 6-light glazed sections. The north leaf door of the northernmost bay has been replaced by

campus including Bendetson Hall (1947), Carmichael Hall (1952), Hodgdon Hall (1954), Jackson Gymnasium (1947), and Sweet Hall (1953, demolished 1999). He died in Marblehead, Massachusetts, on June 20, 1979 (Sauer 2002).

The Bray Laboratory was designed in the Moderne Style, an offshoot of the Art Deco style. The Moderne style of architecture was an expression of the new streamline designs inspired by technological advances of the post World War II era. Industrial designers, such as Norman Bel Geddes, Raymond Loewy, and Henry Dreyfuss created products such as cars, locomotives, and airplanes and non-stationary objects that reflected the ethos of modernity with clean lines, horizontal decorative elements and bold colors. In architecture common features include flat roofs, smooth walls, single or multiple rows of ribbon windows, symmetrical facades, elongated vertical members, a lack of exterior ornamentation, and the use of steel and glass (Gelernter 1999; Roth 2001:374). The horizontal building form punctuated by a central vertical entrance element was an arrangement favored for post-War industrial facilities (*Architectural Record* 1944).

Bray Memorial Laboratory is recommended eligible for listing in the National Register of Historic Places at the local level under Criterion A in the area of Education. Constructed in 1946, and the first science building erected at Tufts after World War II, it signified the University's post-war involvement in current civilian and military (U.S. Navy) scientific research that augmented students' education and supported national defense during peacetime. The laboratory provided valuable training in mechanical engineering and naval power and security in a curriculum intended to provide higher education for an expanding student body including many returning veterans. It continues to serve as a center of scientific inquiry and experimentation for the university today.

Bray Laboratory is also recommended eligible for listing in the National Register at the local level under Criterion C in the area of Architecture as a good local example of the utilization of modern design tenets for a scientific industrial building. Designed by Tufts graduate Arland Augustus Dirlam using reclaimed bricks from the immediate area, the building's ground hugging, horizontal form punctuated by a central vertical entrance element was an arrangement favored for post-War industrial facilities. The Moderne styling expressed the forward-looking and innovative technological aesthetics immediately following the war. Bray Laboratory would also be a contributing resource in a potential historic district encompassing the historic Tufts University campus if such a district is defined and evaluated in the future.

Tufts University, Commons Building/Curtis Hall, 474 Boston Avenue, Medford

The Tufts University Commons Building/Curtis Hall (Appendix A-8, Map 307) was recommended as potentially eligible during the reconnaissance survey and further studied during the intensive survey. The description of the building below is an excerpt from the intensive survey (Adams et al. 2010b). An inventory form prepared for the property as part of the intensive survey is included in Appendix F.

The Tufts University Commons Building/Curtis Hall faces west toward the intersection of Boston Avenue and College Avenue and is adjacent to the Lowell Line, which is located to the east (rear) of the building.

Curtis Hall is a Romanesque Revival style brick and brownstone, one- to three-story institutional building constructed in 1893. It commands a prominent site at the intersection of Boston Avenue and College Avenue. The building occupies a steeply sloped site that drops off to the east providing a full height basement level on the rear elevation. The MBTA Lowell Line runs in a deep cut below and behind the building.

Curtis Hall is composed of three attached rectangular blocks with unique footprints, consisting of a main mass with flanking wings on the north and south elevations, which are angled to follow the curve of the road. Each sits on a brick foundation with brick walls laid in a common bond pattern and rises to a hip roof (except the north wing roof, which is altered). Large arched openings on the first floor, a fenestration rhythm of arched and rectangular window openings above, a continuous brick mold water table, the horizontal line of the first floor arch springer stones, and a brownstone string course at the third floor provide additional unifying elements and decorative details across the facade of the three sections. Except for the first floor of the center section and north wing that retain original windows, doors, and wood trim within the large arches, all windows on the building have been replaced. The replacement units in most round arch and rectangular openings are flat top, six-over-six double-hung wood sash with solid panels in the arches, and are similar to the original windows as shown in historical photographs. Several larger arched windows have been filled with these six-over-six windows and brick infill, while a few have fanlight windows in the arch. Rectangular window variants, including narrow nine-over-nine sash on the rear of the center block are also present. In all cases brownstone sills and arched surrounds or splayed brick lintels remain.

The central rectangular, six-bay by four-bay mass of the building is three stories in height and has a low-pitched, hipped roof covered in asphalt shingles and a broad overhang. The west and east elevations are fully exposed, while the north and south elevations only have openings on the second and third stories. Two brick interior chimneys are located along the south elevation, and an exterior chimney is centered on the east elevation. A third interior chimney on the north elevation has been removed.

The most prominent feature of the west facade is a ground-floor arcade of three large brick segmental arches articulated by a triple row of header bricks and a brick mold. The arches originate at two massive and round brick columns with brick bases and brownstone capitals at the outer corners and two more slender wood columns in the center. Large brownstone blocks sit atop the capitals of the round columns. The center arch contains an angled bay of dark painted wood and metal with one large arched window facing west composed of a six-light arched transom and three two-over-one light fixed sash. Each angled side wall has an entrance with an arched door opening. The two flanking arches contain similar entrances recessed in walls parallel to the front wall of the buildings. The painted framing, windows, transoms, side lights, and paneled doors with nine-light glazing are original. The southern outer bay door has been replaced with a unit that is similar to the original door. A small brownstone panel incised with "Curtis Hall" is set above the center arch.

The second story of the main mass has brick round arched window openings defined by brick molds on the west facade and east (rear) elevation. The third story of all four elevations has rectangular windows. The east (rear) elevation has large nine-over-nine windows on the first floor and six-over-six on the exposed basement level.

The two-and-one-half story, five-bay by four-bay, brick north wing of Curtis Hall rises to a roof that was originally hipped and that was replaced with the current side gable roof following a fire in 1977. A small hipped dormer at the intersection of the north wing and main block was removed at that time. The roof is covered with asphalt shingles and has deep overhangs. The facade ground floor repeats the arcade of the main block with two large brick, segmental arch openings containing tripartite glazed and wood walls with arched transoms. Originally each had a center door flanked by windows. The north window and the door have been switched in the southern arch, and the center door has been replaced with a window in the northern arch. The second floor of the facade has rectangular openings. Fenestration on the north end elevation includes four two-over-two double-hung replacement windows on the second story and one four-over-four window on the third story. Two modern steel doors have been inserted into the north elevation, one on the third story and one beneath the gable. A metal fire escape with three landings extends from the gable door to the ground. The fenestration of the east (rear) elevation is consistent with four nine-over-nine windows on the second story and smaller six-over-six windows on the third story. The basement level has a modern door inserted into one of the openings and two six-over-six windows.

The three-bay by four-bay, red brick south wing of Curtis Hall is one-and-one-half stories in height with a cross-hipped slate shingle roof and a wide overhanging and bracketed cornice. All first floor openings on the wing's three elevations are round arched; the basement windows and doors on the south and east elevations are rectangular. The center bay of the west facade projects slightly and rises above the main cornice line to a hipped roof. This center pavilion contains one tall, round arch outlined with brick molding. A large arched window with heavy vertical dividing muntins and multi-light sash originally located in the arch has been replaced with a band of six-over-six windows topped by brick infill in the curved section, retaining the brownstone lintel. The arch spandrels are accented with recessed circles. The north bay of the facade has a blind brick arch inset with two six-over-six arched double-hung windows. The southern facade bay is blank. The fenestration of the south elevation first floor consists of two brick arches in the center with six-over-six windows and multi-light transoms. Two arched openings with modern doors and transoms occupy the end bays and a modern metal balcony extends across the south elevation. The basement level of the south elevation contains a modern door with a half-glazed door with a sidelight and four replacement six-over-six windows. The west (rear) elevation is organized around a hipped gable on the center bay similar to the facade, but treated more simply and kept within the wall plane. A large arched window opening on the first floor has a band of six-over-six windows and brick infill above. The basement windows are arranged in a group of three in the center and one each on the outer bays.

The interior of Curtis Hall retains some original finishes and spaces on the first floor at the front of the building where period trim remains around the facade windows. Simple stairs and other areas of original elements remain, although overall the interior floor plan and materials have been altered.

Curtis Hall is currently in good condition and carefully maintained to preserve the key character-defining features of the design and exterior materials including the brick masonry walls and brownstone trim and the original wood and windows on the first floor of the facade. The replacement windows continue the historic configuration and appearance of the fenestration. Although a fire destroyed the original roof form and damaged the interior spaces of the north wing, the majority of the building is essentially unaltered. Curtis Hall retains its overall feeling and association as a late-nineteenth-century building on the Tufts University Medford/Somerville campus.

Curtis Hall was constructed as a multi-purpose building for the Tufts University Medford/Somerville campus. Originally known as the Commons Buildings, it housed a men's dining hall and dormitory as well as a post office for the University. The men's facilities were previously located in East Hall (MDF.106) on the Tufts University Quadrangle (MDF.O). Tufts University began admitting women in 1892 and provided separate dining and residential space for them, which necessitated moving the men's facilities. In 1904, it was renamed Curtis Hall to honor James Otis Curtis, a successful shipbuilder in Medford and a trustee of the University from 1856–1890.

Tufts University, originally Tufts College, was founded in 1852 by a group of Universalists interested in creating a college for the education of men who wanted to join the clergy. Hosea Ballou 2nd, a prolific writer, well-known minister and grand-nephew of prominent Universalist minister Hosea Ballou first proposed the idea of a Universalist Seminary in 1830 as a way to instruct multiple students instead of teaching them individually. In 1840, attendees of the Massachusetts State Convention introduced the idea of a Universalist University in Massachusetts. They authorized the creation of a board of trustees to raise funds, find a site, and erect buildings for this purpose. Fundraising began in 1847. By 1851 private donations had pledged \$100,000 and the site, belonging to Charles Tufts, chosen. Tufts made his fortune in brick-making and inherited a large parcel of land. He offered to donate \$20,000 worth of land provided the college was built on it. The land encompassed part of his estate known as Walnut Hill (Anon 1898; Miller 1986).

On April 22, 1852 the Commonwealth of Massachusetts granted a charter to the university trustees, and by fall of 1854 the school opened with Hosea Ballou 2nd as the first president. The first building constructed, the College Edifice, now Ballou Hall (MDF.104), had classrooms, living quarters and a dining room. The university created the beginning of an academic quadrangle on Walnut Hill with two dormitories, Building A, now Packard Hall (MDF.107), in 1856 and Building B, built in 1857 and moved in 1870. The quadrangle continued to expand with two more dormitories, East Hall (MDF.106) in 1860 and West Hall (MDF.108) in 1872. East Hall also housed dining facilities (Anon 1898; Miller 1986; Tufts Alumni Association 2003).

The Commons Building / Curtis Hall was one of the first university buildings sited outside of the academic quadrangle. In 1892 Tufts University started to admit woman and although classes were taught to both men and woman, separate living and dining facilities were provided. Metcalf Hall (1893), built with funds provided by Albert Metcalf, served as a dormitory for women. When additional space was needed, parts of East Hall, including the dining hall, were converted to a dormitory. The Commons Building replaced the dormitory and dining facilities for men that had previously been in East Hall and a small, wood-frame post office and college stable that stood on the site. Curtis Hall was named for James Otis Curtis, a Medford shipbuilder and a Tufts trustee (Miller 1986; Stadley 1898; Tufts Alumni Association 2003).

As originally constructed the main section of Curtis Hall contained classrooms on the first floor and living quarters on the floors above. The post office was located in the northern wing and a dining hall in the southern wing. By 1910, the post office expanded into the middle section where it remained until about 1936. The dining hall has been operated by a number of enterprises, including a student cooperative and a private company. The main section served as a dining hall for members of the Student Army Training Corps who were stationed at the University during World War I, and for the Navy during World War II. The Engineering School, and

later the Chemistry Department, also used the main dining room as a lecture hall (Anon n.d.; Sanborn Map Company 1897, 1910, 1936).

For many years the upper floors of Curtis Hall housed a student dormitory. With the post-World War II increase in enrollment, a number of new dormitories were constructed on the Medford/Somerville campus including Carmichael Hall (1952–1954), Hodgdon Hall (1954), and Bush and Miller Hall (1959). The upper floors of Curtis Hall were no longer used as living quarters and instead became student meeting rooms, as well as the student radio station. In April 1977 a large fire destroyed many of the interior spaces of the building, as well as causing damage to the roof. At the time of the fire the building housed the post office, the student newspaper and radio station, and had offices for student organizations. University officials estimated the structural damage to be between \$100,000 and \$300,000 and the contents loss valued at approximately \$150,000. Subsequent to the fire, the interior of the building was reconfigured and a new roof was added to the north wing (Anon n.d.; Anon 1977; Miller 1986).

Curtis Hall was designed in the Renaissance Revival style by George Albert Clough, a prolific designer who, as the architect for the City of Boston, was responsible for a number of municipal buildings. Clough was born in Blue Hill, Maine in 1843 where he attended the Blue Hill Academy. He was the son of Asa Clough and Louise Ray Clough. Asa Clough was a well-known ship manufacturer, and George Clough began working for him as a draftsman at age 14. In 1863, after the death of his father, George Clough began his architectural apprenticeship with the firm of Snell and Gregerson, well-known architects of residences and institutional buildings in Boston and the surrounding area. He stayed with the firm until 1869, when he began his own practice in Boston. In 1874, he was appointed Boston's first city architect, a position he held for 10 years. During his tenure as city architect he designed a number of buildings and structures, including the Calf Pasture Pumping Station buildings (BOS. 6739-.6740) (1883) and the John Adams Courthouse (BOS.1945) (1885), both listed in the National Register of Historic Places. After leaving this position in 1885, he established an office at 53 Tremont Street in Boston. As an architect in private practice, he is credited with a number of public buildings, including contributing resources to the National Register-listed Westborough State Hospital (WBO.331, WBO.333, WBO.334) and the Lyman School for Boys (WBO.392). Overall, he designed more than 20 buildings in Massachusetts and more than 85 in Maine, Massachusetts, New York, and Pennsylvania. In addition to Curtis Hall, his designs for Tufts University include Goddard Hall (1883) originally built as a student gymnasium. In 1911 Clough died in Brookline, Massachusetts, where he resided (Dorchester Athenaeum 2010; Massachusetts Biographical Society 1911; Toomey and Quinn 1892).

Curtis Hall's classically inspired arcades, masonry details, and horizontal and vertical organization of openings and design elements reflect the architect's intent to engage the Renaissance Revival style, which was a preferred style for municipal and institutional building in the late nineteenth and early twentieth century. The American Renaissance stemmed from a post-Civil War search for national identity and, as expressed in art and architecture, a belief that America shared a special relationship with the Italian Renaissance values of democracy. Renaissance Revival architecture became popular with the wealthy upper class of late-nineteenth-century society, especially as commissions for private homes. McKim, Mead, and White's Villard Houses in New York, New York (1882–1886) and Richard Morris Hunt's The Breakers (1892–1895) in Newport, Rhode Island both used the historical Renaissance form and decoration for Gilded Age mansions. With the Renaissance-inspired Boston Public Library (1887), McKim, Mead, and White initiated a practice of using it for municipal and

institutional buildings (Eggener 2004). The Renaissance Revival style remained popular for both private and public architecture until the post World War I era when it was replaced with other revival styles such as Colonial Revival. Common architectural features include cut ashlar, rusticated quoins, framed windows, multi-light windows, and a belt or string course dividing the ground floor. Often windows are placed in a classical order with the most elaborate on the ground floor and smaller, less ornate windows on the top story (Blumenson 1981).

Curtis Hall is recommended eligible for listing in the National Register of Historic Places at the local level under Criterion A in the area of Education. Constructed in 1893, it originally contained the campus post office, a dining hall, and living quarters for male students. It is one of the first buildings sited outside of the historic academic quadrangle and remains surrounded by a number of other late-nineteenth- and early-twentieth-century university buildings. It has continually housed a variety of educational uses since its construction and is currently a post office, dining hall, and office space for student organizations. Curtis Hall is also recommended eligible for listing in the National Register at the local level under Criterion C in the area of Architecture as a representation of an institutional Renaissance Revival style building that was designed by George Albert Clough, a prolific architect and the first architect of the City of Boston. It displays characteristic masonry construction and classical details, features of the Renaissance Revival style. Clough designed numerous buildings and structures in Boston and throughout New England, notably the National Register-listed John Adams Courthouse in Pemberton Square and the Calf Pasture Pumping Station complex in Boston. Curtis Hall would be a contributing resource to a potential historic district encompassing the historic Tufts University campus if such time a district is defined and evaluated in the future.

Properties Previously Recommended National Register Eligible with Lost Integrity

Boston & Maine Railroad Building, 167-169 Monsignor O'Brien Highway, Cambridge

The Boston & Maine Railroad Building (Appendix A-1, Map No. 10) (a/k/a the Glass Factory Condominiums), is located on an urban lot facing Monsignor O'Brien Highway (SR 28). The concrete pier-and-spandrel office building is eight stories tall, 13 bays long, and two bays wide. The austere structure has a plain projecting concrete cornice and piers, and brick and concrete spandrels. Windows are replacement metal units. The building was erected in 1921 by the Boston & Maine Railroad as temporary office quarters during the construction of the railroad's new North Station. After the completion of North Station in 1928, the railroad moved its headquarters to that new building (Maycock 1988:51). The Office Building had been recently heavily modified and converted into a condominium complex. The Cambridge Historical Commission has included the property in its Cambridge Architectural Inventory and considers the building significant and potentially eligible for the National Register. Based on the building's temporary association with the Boston & Maine Railroad and its current compromised integrity, the building is recommended not eligible for National Register listing.

Atlantic & Pacific (A & P) Grocery Warehouse, 3-25 Fitchburg Street, Somerville

The Great Atlantic & Pacific Tea Company (A & P) complex (Appendix A-2, Map No. 20) occupies a triangular lot flanked to the south by the Fitchburg Line and to the northeast by the former Boston Lowell line (inactive). The original warehouse is located to the northwest of and connected to a bakery,

added later by A & P. Both structures are five-stories in height, have flat roofs, and are constructed in reinforced concrete using a derivative of the Turner System. The pier-and-spandrel curtain walls have a narrow banded parapet, painted concrete piers and painted brick spandrels, and replacement fixed and double-hung metal windows. The unadorned entrances are fitted with replacement metal and glass doors. A & P, a grocery retail and distribution company, constructed the intermodal (train to truck) warehouse in 1920 and added the bakery in 1923. The warehouse was converted to artist's live/work space in 1987 (see attached form).

A & P occupies a prominent place in the history of commercial food sales in America. The company was founded as the Great American Tea Company in Manhattan in 1859 by George Huntington Hartford and George Gilman. The success of the store led to expansion and to the renaming of the company as the Great Atlantic & Pacific Tea Company in 1870. George Hartford's sons John and George L. took over the company in 1878 and between that year and the 1950s grew the retail chain into the largest grocery store chain in the United States. The brother's success is attributed in part to ground-breaking experiments in the grocery retailing, including manufacturing the first private label grocery products in 1887 and the 1912 introduction of the self-service "economy" store – the precursor of the modern supermarket. In addition to its innovations in the marketing of groceries, the company also was noted for its extensive and vertically integrated food distribution system, which gave it a competitive advantage over other grocery chains. A & P was sold to a West German Company in 1979 (Great Atlantic & Pacific Tea Company n.d.:History Timeline; Time Magazine:13 November, 1950).

The complex was surveyed in 1980 and was recommended as eligible for the National Register in 1990 under Criteria A and C for its association with the modern food distribution industry, as the most intact and earliest example of a food distribution facility, and its embodiment of early-twentieth-century reinforced concrete construction. Although modified in 1987, the complex still appears eligible for the National Register under Criteria A and C for the reasons outlined above because the 1987 modifications have not substantially altered essential characteristics of construction that identify the property as a distribution warehouse or that diminish its association with the A & P corporation. During the 2008 Reconnaissance Survey this property was recommended as potentially eligible for its associations with the modern food distribution industry and its expression of early-twentieth-century reinforced concrete construction. However, the MHC recently determined the property not eligible for National Register listing.

Kiley Wagon Shop Complex, 5-9 Linwood Street, Somerville

The Kiley Wagon Shop (Appendix A-2, Map No. 21) is a complex of one and two-story concrete block, brick, and Butler-type light industrial buildings dating to the mid- and late twentieth century. The complex occupies a portion of a city block in Somerville's Brick Bottom district bounded by Chestnut, Linwood, and Fitchburg streets. James A. Kiley established his wagon building shop in this location in about 1896 and, in the first quarter of the nineteenth century, the firm expanded into auto body construction. The firm continues to operate and manufactures specialized utility truck bodies. The complex was inventoried in 1980 and was recommended as eligible for the National Register in 1990. However, in the time since that recommendation, the ca. 1900 wagon shop, and two other early-nineteenth-century structures were demolished, leaving only mid- and late-twentieth-century structures. The complex is therefore evaluated as no longer eligible for the National Register.

Kelly's Diner, 674 Broadway, Somerville

Kelly's Diner (Appendix A-7, Map No. 274) was recommended as potentially eligible during the reconnaissance survey and further studied during the intensive survey. The description of the building below is an excerpt from the intensive survey (Adams et al. 2010b). An inventory form prepared for the property as part of the intensive survey is included in Appendix F.

Kelly's Diner is located about 100 feet southwest of land that is within the construction limits of the proposed Ball Square station. The structure is a one-story, streamlined, polished Stainless Steel Diner that has attributes congruent with the typology described in *The Diners of Massachusetts* National Register of Historic Places Multiple Property Submission completed in 1999 (Broomer and Friedberg 1999). It was built in 1953 by Jerry O'Mahony, Inc., a leading manufacturer of diner cars in the early twentieth century. The diner is oriented at the sidewalk line on a corner lot that faces north toward the intersection of Broadway and Boston Avenue, and east toward Rogers Avenue. It sits on a poured concrete foundation, is clad in stainless steel, and has a rolled asphalt-clad, low-pitched roof with a flat stainless steel cornice. The west side is attached to an adjacent one-story commercial building and the rear, utilitarian south elevation is clad with wood vertical board siding and abuts a small parking lot. The street-facing facade (north elevation) and east side elevation are composed of horizontal, linear ribbons of windows framed below by stainless steel panels with horizontal red and gold porcelain enamel metal stripes and above by horizontal and diamond neon lighting running along the cornice. The large, fixed plate glass windows with transoms are set in steel frames separated by fluted stainless steel panels. Rounded plate glass windows above fluted stainless steel panels emphasize the curved northeast and northwest corners. The entrance vestibule centered on the facade appears to be original to the design of the diner. It has matching plate glass windows and stainless steel cladding, as well as steel and glass doors on the east and west sides. The diner is accessed via concrete steps on the west side of the vestibule and a concrete ramp on the east side. On the center of the roof is a large neon sign with the words "Kelly's Diner" written in a Moderne style script and flanking a neon clock. The words "Time to Eat" are placed around the upper half of the clock. Painted and decal signs are located on the east elevation and corner window reading "Kelly's Diner Booth Service" and "Jerry O'Mahony Dining Car 1953."

Kelly's Diner, constructed in 1953 by Jerry O'Mahony, Inc., is typical of the type of diners constructed by this company in the late 1940s and 1950s. Diners built during this time are characterized by their larger size and as having tables and booths to accommodate families. Decorative details include enlarged windows, curved glass corners, tall trim above the windows, and the kitchen behind a closed door instead of at the open counter (Gutman 1993:149). Kelly's Diner, originally known as Frank's Diner, was sited in Wilmington, Delaware. The current owners moved the diner to Somerville in 1995 (Garbin 2005:76).

Kelly's Diner is an excellent example of a mid-century stainless steel diner, the most popular style in Massachusetts during the post World War II era. Stainless steel diners typically have a steel frame, a flat or low-pitched roof, a high foundation of concrete or brick, and a rectangular massing with a projecting entry vestibule centered on the facade. These diners are often factory built and assembled on site. They have similar exterior details including stainless steel, horizontal decorations, rounded corners, large windows of fixed plate glass, steel fin-like dividers between the windows, steel and glass entries in the

projecting vestibule, and a clock centered on top of the vestibule. Advertising signage is usually located on top of the roof and featuring either individual letters in neon or a roof-mounted sign. The interior space is divided between a long counter near the kitchen with steel stools and wood or vinyl-covered booths along the walls. Interior details include a cove ceiling, the use of steel on the walls and back of the bar, tile or terrazzo floors, and a Formica counter. Rear kitchen wings, wood-frame or concrete block, are also indicative of this style (Broomer and Friedberg 1999:F-16–17).

Kelly's Diner is an intact example of a mid-century stainless steel diner. However, it is not eligible for listing in the National Register under the *Diners of Massachusetts Multiple Property Submission* (MPS) since it was moved from Delaware to Massachusetts in 1995. According to the MPS, in order for a diner to be eligible it had to be located in Massachusetts during its period of significance, identified as up to ca. 1970 for the MPS historic context (Broomer and Friedberg 1999:H-22).

Alternative 2: Extension to Mystic Valley Parkway/Route 16 and Union Square (via commuter rail ROW)

The historic resources survey identified 14 areas/districts, including two railroad corridor landscapes, and 387 individual resources located along Alternative 2. Of the areas/districts, three are National Register-listed historic districts, two are National Register Multiple Property Submissions, and four are areas recommended as eligible National Register historic districts. Of the individual resources, four properties are listed in the National Register, two are listed in the State Register only, six were previously determined eligible for the National Register by the MHC, and 15 are recommended eligible for National Register listing. One of the two State Register listed properties is also recommended eligible for National Register listing. The additional properties located along Alternative 2 that were not previously described under Alternative 1 are described below; previously described properties are simply listed below.

National Register Listed Historic Districts

Charles River Basin Historic District, Cambridge

Somerville Multiple Resource Area, Somerville

Mystic Valley Parkway Historic District, Somerville and Medford

The Mystic Valley Parkway (Appendix A-10, Map No. N) is an approximately 5-mile-long roadway paralleling the Mystic River through Arlington, Medford, Somerville, and Winchester, Massachusetts. The parkway is part of the Metropolitan Park System of Greater Boston (Appendix A-10, Map No. M). Within the Green Line Extension Project APE, the parkway is a level, four-lane, asphalt road with granite curbs and asphalt sidewalks. The road follows the southeast side of the shallow river valley and is separated from the Mystic River by a large expanse of turf planted with clumps of deciduous trees. Trees are also planted between the roadway and the sidewalk to form a Tree Canopy. The roadway passes below the Lowell Line (formerly the Boston & Lowell), which is carried by the B & M Railroad Bridge over Mystic Valley Parkway/Route 16, a reinforced concrete arch structure designed by the MPC (No. S-17-014, MBTA No. 2.11, Br.5.08) (Appendix A-10, Map No. 420) (see description below). The Mystic Valley Parkway was constructed by MPC contractors between 1895 and 1936, with that portion of the road within the project APE completed in 1908. The

Parkway is significant as one of the earliest river parkways designed for the Metropolitan Park Commission by Olmsted, Olmsted, and Eliot and its successor firm, the Olmsted Brothers. The Mystic Valley Parkway District was listed in the National Register in 2006 as part of the Metropolitan Parks System of Greater Boston Multiple Property Submission (MPS), which was listed in the National Register in 2003. Contributing elements to the district that are within the project APE bounds include the roadway itself, the B & M Railroad Bridge, and the Tree Canopy. The B & M Railroad Bridge has also been determined individually National Register eligible by the MHC.

Metropolitan Parks System of Greater Boston Multiple Property Submission

See Mystic Valley Parkway Historic District discussion above.

Middlesex Canal Historic District, Somerville and Medford

The historic Middlesex Canal (Appendix A-10, Map No. O) is an archaeological site (SMV-HA-5) where it intersects the Green Line Extension APE at a skewed angle approximately 400 ft south of the Mystic Valley Parkway in Somerville and Medford. The history of the canal is presented in Chapter 5 and the archaeological sensitivity is discussed in Chapter 7. A National Register nomination was prepared for a 15.25-mile segment of the Middlesex Canal in Woburn, Wilmington, Billerica, and Lowell in 1972. The Middlesex Canal Historic District was listed in the National Register of Historic Places in 2009 with expanded district boundaries extending from Lowell, through Winchester, Medford, and Somerville to Charlestown (Boston).

National Register Listed Individual Properties

Samuel Ireland House, 117 Washington Street, Somerville

Central Library, 79 Highland Avenue, Somerville

City Hall, 93 Highland Avenue, Somerville

Susan Russell House, 58 Sycamore Street, Somerville

National Register Previously Determined Eligible Properties

Lechmere Viaduct (a/k/a East Cambridge Viaduct), Cambridge and Boston

McGrath Highway Bridge over B & M Railroad, Somerville

Somerville High School, 81 Highland Avenue, Somerville

B & M Railroad Bridge (No. S-17-014, MBTA No. 2.11, Br.5.08) over Mystic Valley Parkway/
Route 16, Somerville

The B & M Bridge (Appendix A-10, Map No. 420) over the Mystic River is a concrete arch bridge with a 56-foot span carrying the two-track Lowell Line (formerly the B & M). The bridge has monolithic spandrels, wing walls, and parapets with textured concrete surfaces. The spring line, voussoirs, pilasters, and parapet copings are composed of precast concrete blocks in imitation of stone construction. The B & M Bridge was designed by the Metropolitan Park Commission (now the Metropolitan District Commission) as one of four crossings in the Mystic River Reservation, which was absorbed into the Mystic Valley Parkway. The bridge was surveyed in 1987 and 1990 and was recommended as individually eligible for the National Register on both occasions for its significance as an excellent example of the reinforced concrete arch bridge type, for its neoclassical design, and for the innovative use of precast concrete decorative element. It was listed in the National Register in 2006 as a contributing element in the Mystic Valley Parkway National Register Historic District, as part of the Metropolitan Parks System of Greater Boston MPS, which was listed in the National Register in 2003.

Russell Box Company, 196 Boston Avenue, Medford

The three buildings associated with Russell Box Company at 196 and 200 Boston Avenue in Medford and 600A Mystic Valley Parkway in Somerville are situated adjacent to each other, but on separate parcels. 196 Boston Avenue (Appendix A-10, Map No. 412) is a four-story, 14-bay by five-bay, brick loft with a shallow gable roof constructed in 1919. An original stair tower is located on the east elevation. Alterations consist of single-pane, replacement metal sash sliders in partially filled arched openings and a stair tower addition on the southeast corner of the building. 200 Boston Avenue (Appendix A-10, Map No. 411) is a four-story, 13-bay by six-bay, pier and spandrel brick loft, with a flat roof constructed in 1921. Alterations consist of single-pane fixed-over-awning, replacement metal sash windows and an L-shaped addition with a loading dock on the east elevation. 600A Mystic Valley Parkway is a four-story, 15-bay by five-bay, pier and spandrel brick loft with a flat roof constructed in 1919. An original smoke stack is located adjacent to the building on the east elevation. Some of the original steel sashes with a moveable four- or eight-pane awning section in the center are located on the south and west elevations. The rest of the fenestration consists of replacement, metal sash fixed and sliders in partially filled openings or openings entirely filled. A three-story addition is located on the north elevation that originally contained an attached concrete platform. Two buildings associated with the company located north of 196 Boston Avenue are no longer extant.

The complex was built between 1919 and 1921 spanning the Medford and Somerville line. Sanborn Insurance Maps from the 1930s shows the complex being used by the Russell Box Company and later by the Simmons Co. Bedding Manufacturing. The complex was surveyed in 1990, excluding 200 Boston Avenue, and no eligibility recommendations were made. The MHC determined 196 Boston Avenue eligible in 2010 and it is pending National Register listing.

Local Historic Districts (State Register Listed Only)

Buddy's Truck Stop/Sawin's Diner, 113 Washington Street, Somerville

Buddy's Truck Stop/Sawin's Diner is also recommended eligible for National Register listing.

The Montrose, 156 School Street, Somerville

Historic Districts Recommended Eligible for National Register Listing

Central Hill Area, Somerville

Gilman Square Area, Somerville

Stickney Subdivision Area, Somerville

Powderhouse/Winter Hill Industrial Area, Somerville

Properties Recommended Individually Eligible for National Register Listing

Lechmere Station, Lechmere Square at Cambridge and Gore Street, Cambridge

John Morrell and Company, 221 Monsignor O'Brien Highway, Cambridge

Whitehead Metal Products Company, 225 Monsignor O'Brien Highway, Cambridge

Jackson and Newton Company, 51 McGrath Highway, Somerville

Buddy's Truck Stop/Sawin's Diner, 113 Washington Street, Somerville

Hill-Mitchie Company Auto Garage, 295-97 Medford Street, Somerville

Litchfield Block, 247-251 Pearl Street, Medford

Malta Temple/Signet Commandery #188, 339-343 Medford Street, Somerville

Reid and Murdock Co. Warehouse, 350 Medford Street, Somerville

Derby Desk Company, 20 Vernon Street, Somerville

Hillson Building, 693-701 Broadway, Somerville

Somerville Automobile Company, 662-664 Boston Avenue, Medford and Somerville

Warner and Childs Division Factory Mill and Garage, 574 Boston Avenue, Medford

Tufts University, Bray Memorial Laboratory of Mechanical Engineering, 504 Boston Avenue, Medford

Tufts University, Commons Building/Curtis Hall, 474 Boston Avenue, Medford

Properties Previously Recommended National Register Eligible with Lost Integrity

Boston & Maine Railroad Building, 167-169 Monsignor O'Brien Highway, Cambridge

Atlantic & Pacific (A & P) Grocery Warehouse, 3-25 Fitchburg Street, Somerville

Kiley Wagon Shop Complex, 5-9 Linwood Street, Somerville

Kelly's Diner, 674 Broadway, Somerville

Alternative 3: Extension to Medford Hillside (via commuter rail ROW) and Union Square (via McGrath Highway and Somerville Avenue)

The historic resources survey identified 11 areas/districts, including two railroad corridor landscapes, and 331 individual resources located along Alternative 3. Of the areas/districts, one is a National Register-listed historic district, one is a National Register Multiple Property Submission, and four are areas recommended as eligible National Register historic districts. Of the individual resources, four properties are listed in the National Register, two are listed in the State Register only, four were previously determined eligible for the National Register, and 15 are recommended eligible for National Register listing. One of the two State Register listed properties is additionally recommended eligible for National Register listing. The additional properties are described below; previously described properties are simply listed below.

National Register Listed Historic Districts

Charles River Basin Historic District, Cambridge

Somerville Multiple Resource Area, Somerville

National Register Listed Individual Properties

Samuel Ireland House, 117 Washington Street, Somerville

Central Library, 79 Highland Avenue, Somerville

City Hall, 93 Highland Avenue, Somerville

Susan Russell House, 58 Sycamore Street, Somerville

National Register Previously Determined Eligible Properties

Lechmere Viaduct (a/k/a East Cambridge Viaduct), Cambridge and Boston

William L. Lockhart Coffin Factory Office, 201 Monsignor O'Brien Highway, Cambridge

McGrath Highway Bridge over B & M Railroad, Somerville

Somerville High School, 81 Highland Avenue, Somerville

Local Historic Districts (State Register Listed Only)

Buddy's Truck Stop/Sawin's Diner, 113 Washington Street, Somerville

Buddy's Truck Stop/Sawin's Diner is also recommended eligible for National Register listing.

The Montrose, 156 School Street, Somerville

Historic Districts Recommended Eligible for National Register Listing

Central Hill Area, Somerville

Gilman Square Area, Somerville

Stickney Subdivision Area, Somerville

Powderhouse/Winter Hill Industrial Area, Somerville

Properties Recommended Individually Eligible for National Register Listing

Lechmere Station, Lechmere Square at Cambridge and Gore Street, Cambridge

John Morrell and Company Branch House, 221 Monsignor O'Brien Highway, Cambridge

Whitehead Metal Products Company, 225 Monsignor O'Brien Highway, Cambridge

Jackson and Newton Company, 51 McGrath Highway, Somerville

Buddy's Truck Stop/Sawin's Diner, 113 Washington Street, Somerville

Hill-Michie Company Auto Garage, 295-97 Medford Street, Somerville

Malta Temple/Signet Commandery No. 188, 339-343 Medford Street, Somerville

Reid and Murdock Company Warehouse, 350 Medford Street, Somerville

Litchfield Block, 247-251 Pearl Street, Somerville

Hillson Building, 693-701 Broadway, 651 Boston Avenue, Somerville

Derby Desk Company, 20 Vernon Street, Somerville

Somerville Automobile Company, 662-664 Boston Avenue, Medford and Somerville

Warner and Childs Division Factory Mill and Garage, 574 Boston Avenue, Medford

Tufts University, Bray Memorial Laboratory of Mechanical Engineering, 504 Boston Avenue, Medford

Tufts University, Commons Building/Curtis Hall, 474 Boston Avenue, Medford

Properties Previously Recommended National Register Eligible with Lost Integrity

Boston & Maine Railroad Building, 167-169 Monsignor O'Brien Highway, Cambridge

Atlantic & Pacific (A & P) Grocery Warehouse, 3-25 Fitchburg Street, Somerville

Kiley Wagon Shop Complex, 5-9 Linwood Street, Somerville

Kelly's Diner, 674 Broadway, Somerville

Alternative 4: Extension to Mystic Valley Parkway/Route 16 (via commuter rail ROW) and Union Square (via McGrath Highway and Somerville Avenue)

Alternative 4 encompasses the entire proposed project alignment. All of the resources identified within the project APE are located along Alternative 4. The historic resources survey identified 15 areas/districts, including two railroad landscape corridors, and 425 individual resources located along Alternative 4. Of the areas/districts, three are National Register-listed historic districts, two are National Register Multiple Property Submissions, and four are areas recommended as eligible National Register historic districts. Of the individual resources, four properties are listed in the National Register, two are listed in the State Register only, four were previously determined eligible for the National Register, and 15 are recommended eligible for National Register listing. One of the two State Register listed properties is additionally recommended eligible for National Register listing. All properties have been previously described and are simply listed below.

National Register Historic Listed Districts

Charles River Basin Historic District, Cambridge

Somerville Multiple Resource Area, Somerville

Mystic Valley Parkway Historic District, Somerville

Metropolitan Parks System of Greater Boston Multiple Property Submission, Somerville
Middlesex Canal Historic District, Somerville and Medford

National Register Listed Individual Properties

Samuel Ireland House, 117 Washington Street, Somerville
Central Library, 79 Highland Avenue, Somerville
City Hall, 93 Highland Avenue, Somerville
Susan Russell House, 58 Sycamore Street, Somerville

National Register Previously Determined Eligible Individual Properties

Lechmere Viaduct (a/k/a East Cambridge Viaduct), Cambridge and Boston
William L. Lockhart Coffin Factory Office, 201 Monsignor O'Brien Highway, Cambridge
McGrath Highway Bridge over B & M Railroad, Somerville
Somerville High School, 81 Highland Avenue, Somerville
B & M Railroad Bridge (No. S-17-014, MBTA No. 2.11, Br.5.08) Over Mystic Valley Parkway/
Route 16
Russell Box Company, 196 Boston Avenue, Medford

Local Historic Districts (State Register Listed Only)

Buddy's Truck Stop/Sawin's Diner, 113 Washington Street, Somerville

Buddy's Truck Stop/Sawin's Diner is also recommended eligible for National Register listing.

The Montrose, 156 School Street, Somerville

Historic Districts Recommended Eligible for National Register Listing

Central Hill Area, Somerville
Gilman Square Area, Somerville
Stickney Subdivision Area, Somerville
Powderhouse/Winter Hill Industrial Area, Somerville

Properties Recommended Individually Eligible for National Register Listing

Lechmere Station, Lechmere Square at Cambridge and Gore Street, Cambridge

John Morrell and Company Branch House, 221 Monsignor O'Brien Highway, Cambridge

Whitehead Metal Products Company, 225 Monsignor O'Brien Highway, Cambridge

Jackson and Newton Company, 51 McGrath Highway, Somerville

Buddy's Truck Stop/Sawin's Diner, 113 Washington Street, Somerville

Hill-Michie Company Auto Garage, 295-97 Medford Street, Somerville

Litchfield Block, 247-251 Pearl Street, Medford

Malta Temple/Signet Commandery #188, 339-343 Medford Street, Somerville

Reid Murdock Co. Warehouse, 350 Medford Street, Somerville

Derby Desk Company, 20 Vernon Street, Somerville

Hillson Building, 693-701 Broadway, Somerville

Somerville Automobile Company, 662-664 Boston Avenue, Medford and Somerville

Warner and Childs Division Factory Mill and Garage, 574 Boston Avenue, Medford

Tufts University, Bray Memorial Laboratory of Mechanical Engineering, 504 Boston Avenue, Medford

Tufts University, Commons Building/Curtis Hall, 474 Boston Avenue, Medford

Properties Previously Recommended National Register Eligible with Lost Integrity

Boston & Maine Railroad Building, 167-169 Monsignor O'Brien Highway, Cambridge

Atlantic & Pacific (A & P) Grocery Warehouse, 3-25 Fitchburg Street, Somerville

Kiley Wagon Shop Complex, 5-9 Linwood Street, Somerville

Kelly's Diner, 674 Broadway, Somerville

Alternative 5: Extension to Mystic Valley Parkway/Route 16 (via commuter rail ROW)

The historic resources survey included 14 areas/districts, including one railroad corridor landscape, and 377 individual resources located along Alternative 5. Of the areas/districts, three are National Register-listed historic districts, two are National Register Multiple Property Submissions, and four are areas recommended as eligible National Register historic districts. Of the individual resources, four properties are listed in the National Register, two are listed in the State Register only, six were previously determined eligible for the National Register, and 15 are recommended eligible for National Register listing. One of the two State Register listed properties is additionally recommended eligible for National Register listing. All properties have been previously described and are simply listed below.

National Register Listed Historic Districts

Charles River Basin Historic District, Cambridge

Somerville Multiple Resource Area, Somerville

Mystic Valley Parkway Historic District, Somerville

Metropolitan Parks System of Greater Boston Multiple Property Submission, Somerville

Middlesex Canal Historic District, Somerville and Medford

National Register Listed Individual Properties

Samuel Ireland House, 117 Washington Street, Somerville

Central Library, 79 Highland Avenue, Somerville

City Hall, 93 Highland Avenue, Somerville

Susan Russell House, 58 Sycamore Street, Somerville

National Register Previously Determined Eligible Properties

Lechmere Viaduct (a/k/a East Cambridge Viaduct), Cambridge and Boston

William L. Lockhart Coffin Factory Office, 201 Monsignor O'Brien Highway, Cambridge

McGrath Highway Bridge over B & M Railroad, Somerville

Somerville High School, 81 Highland Avenue, Somerville

B & M Railroad Bridge (No. S-17-014, MBTA No. 2.11, Br.5.08) Over Mystic Valley

Parkway/Route 16

Russell Box Company, 196 Boston Avenue, Medford

Local Historic Districts (State Register Listed Only)

Buddy's Truck Stop/Sawin's Diner, 113 Washington Street, Somerville

Buddy's Truck Stop/Sawin's Diner is also recommended eligible for National Register listing.

The Montrose, 156 School Street, Somerville

Historic Districts Recommended Eligible for National Register Listing

Central Hill Area, Somerville

Gilman Square Area, Somerville

Stickney Subdivision Area, Somerville

Powderhouse/Winter Hill Industrial Area, Somerville

Properties Recommended Individually Eligible for National Register Listing

Lechmere Station, Lechmere Square at Cambridge and Gore Street, Cambridge

John Morrell and Company Branch House, 221 Monsignor O'Brien Highway, Cambridge

Whitehead Metal Products Company, 225 Monsignor O'Brien Highway, Cambridge

Jackson and Newton Company, 51 McGrath Highway, Somerville

Buddy's Truck Stop/Sawin's Diner, 113 Washington Street, Somerville

Hill-Michie Company Auto Garage, 295-97 Medford Street, Somerville

Litchfield Block, 247-251 Pearl Street, Medford

Malta Temple/Signet Commandery #188, 339-343 Medford Street, Somerville

Reid and Murdock Co. Warehouse, 350 Medford Street, Somerville

Derby Desk Company, 20 Vernon Street, Somerville

Hillson Building, 693-701 Broadway, Somerville

Somerville Automobile Company, 662-664 Boston Avenue, Medford and Somerville

Warner and Childs Division Factory Mill and Garage, 574 Boston Avenue, Medford

Tufts University, Bray Memorial Laboratory of Mechanical Engineering, 504 Boston Avenue, Medford

Tufts University, Commons Building/Curtis Hall, 474 Boston Avenue, Medford

Properties Previously Recommended National Register Eligible with Lost Integrity

Boston & Maine Railroad Building, 167-169 Monsignor O'Brien Highway, Cambridge

Atlantic & Pacific (A & P) Grocery Warehouse, 3-25 Fitchburg Street, Somerville

Kelly's Diner, 674 Broadway, Somerville

Alternative 6: Extension to Union Square (via commuter rail ROW)

The historic resources survey included four areas/districts, including two railroad corridor landscapes, and 30 individual resources located along Alternative 6. Of the areas/districts, one is a National Register Historic District and none are recommended as eligible for National Register listing. Of the individual resources, none are listed in the National Register, none are listed in the State Register, two were previously determined eligible for the National Register, and four are recommended eligible for National Register listing. All properties have been previously described and are simply listed below.

National Register Listed Historic Districts

Charles River Basin Historic District, Cambridge

National Register Previously Determined Eligible Properties

Lechmere Viaduct (a/k/a East Cambridge Viaduct), Cambridge and Boston

William L. Lockhart Coffin Factory Office, 201 Monsignor O'Brien Highway, Cambridge

Properties Recommended Individually Eligible for National Register Listing

Lechmere Station, Lechmere Square at Cambridge and Gore Street, Cambridge

John Morrell and Company Branch House, 221 Monsignor O'Brien Highway, Cambridge

Whitehead Metal Products Company, 225 Monsignor O'Brien Highway, Cambridge

Jackson and Newton Company, 51 McGrath Highway, Somerville

Properties Previously Recommended National Register Eligible with Lost Integrity

Boston & Maine Railroad Building, 167-169 Monsignor O'Brien Highway, Cambridge

Atlantic & Pacific (A & P) Grocery Warehouse, 3-25 Fitchburg Street, Somerville

Proposed Action (Extension from Lechmere Station to College Avenue with spur to Union Square and Maintenance Facility Option L)

The Proposed Action that was selected as an outcome of the DEIR/FEIR process is similar to Alternative 1 (see above), but differs from Alternative 1 in that it terminates at College Avenue in Medford and utilizes maintenance facility Option L instead of Yard 8. The historic resources reconnaissance and intensive surveys, as well as the maintenance facility Option L historic resources assessment, that were conducted in the APE for the Proposed Action identified a total of 8 areas/districts, including 2 railroad corridor landscapes, and 276 individual resources. These resources are listed in Table 6-8 (Appendix B) and are shown on maps in Appendix A.

A subset of these resources are historic properties that are listed in, previously determined eligible for, or recommended as eligible for the National Register. Of the areas/districts in this category, one is a National Register-listed historic district, one is a National Register Multiple Property Submission, and four are areas recommended as eligible National Register historic districts. Of the individual resources, four properties are listed in the National Register, two are listed in the State Register only, four were previously determined eligible for the National Register, and 15 are recommended eligible for National Register listing. One of the two State Register-listed properties is additionally recommended eligible for National Register listing. These properties are listed in Table 6-9 and located on project maps in Appendix G. All properties have been previously described and are simply listed below.

National Register Listed Historic Districts

Charles River Basin Historic District, Cambridge

Somerville Multiple Resource Area, Somerville

National Register Listed Individual Properties

Samuel Ireland House, 117 Washington Street, Somerville

Central Library, 79 Highland Avenue, Somerville

City Hall, 93 Highland Avenue, Somerville

Susan Russell House, 58 Sycamore Street, Somerville

National Register Previously Determined Eligible Properties

Lechmere Viaduct (a/k/a East Cambridge Viaduct), Cambridge and Boston

William L. Lockhart Coffin Factory Office, 201 Monsignor O'Brien Highway, Cambridge

McGrath Highway Bridge over B & M Railroad, Somerville

Somerville High School, 81 Highland Avenue, Somerville

Local Historic Districts (State Register Listed Only)

Buddy's Truck Stop/Sawin's Diner, 113 Washington Street, Somerville

Buddy's Truck Stop/Sawin's Diner is also recommended eligible for National Register listing.

The Montrose, 156 School Street, Somerville

Historic Districts Recommended Eligible for National Register Listing

Central Hill Area, Somerville

Gilman Square Area, Somerville

Stickney Subdivision Area, Somerville

Powderhouse/Winter Hill Industrial Area, Somerville

Properties Recommended Individually Eligible for National Register Listing

Lechmere Station, Lechmere Square at Cambridge and Gore Street, Cambridge

John Morrell and Company Branch House, 221 Monsignor O'Brien Highway, Cambridge

Whitehead Metal Products Company, 225 Monsignor O'Brien Highway, Cambridge

Jackson and Newton Company, 51 McGrath Highway, Somerville

Buddy's Truck Stop/Sawin's Diner, 113 Washington Street, Somerville

Hill-Michie Company Auto Garage, 295-97 Medford Street, Somerville

Litchfield Block, 247-251 Pearl Street, Somerville

Malta Temple/Signet Commandery No. 188, 339-343 Medford Street, Somerville

Table 6-9. National Register Listed, Determined Eligible, or Recommended Eligible Historic Properties within the Green Line Extension Project Area of Potential Effect for the Proposed Action.

Map ID*	Street No.	Street Name	City	Property Name	Est. Date	MHC Area	MHC No.	NR Status**	Photo No.	App. A + G Map No.
C		Multiple	Cambridge	Charles River Basin Historic District	1893-1910	CAM.AJ		NRDIS	N/A	1
F		Multiple	Somerville	Somerville Multiple Resource Area (MRA)	1629-1930	SMV.AY		NRMPS	105, 207, 241	4, 5, 6
G		Multiple	Somerville	Somerville Single Building Local Historic District	Multi	SMV.BA		LHD ****	106, 208, 270	N/A
H		Highland Avenue	Somerville	Central Hill Area	19 th to early 20 th c.	SMV.C		RNRE	206, 207	5
I		Gilman Square	Somerville	Gilman Square Area	1890-1930	SMV.M		RNRE	179-182	5
J		Multiple	Somerville	Stickney Subdivision	1885-1905	SMV.Y		RNRE	186, 188	5
K		Lowell Railroad Line	Somerville	Powderhouse/Winter Hill Industrial Area	1887-1930	SMV.F		RNRE	252-253, 273-277	6, 7
1		O'Brien Highway	Cambridge	Lechmere Viaduct	1910	CAM.AJ	CAM.913	MHC-DOE, NR-C	27	1
2		Cambridge Street	Cambridge	Lechmere Station Platform and Bus Shelter	1922		CAM.914	RNRE	28, 29	1
11	199-201	O'Brien Highway	Cambridge	William L. Lockhart Coffin Factory Office	1870	CAM.B	CAM.348	MHC-DOE ***	36	1
12	221	O'Brien Highway	Cambridge	John Morrell & Company Branch House	1929			RNRE	37	1
13	225	O'Brien Highway	Cambridge	Whitehead Metal Products Company	1931			RNRE	38, 39	1
18	51	McGrath Highway	Somerville	Jackson and Newton Company	1905		SMV.1019	RNRE	44, 45	2
68	117	Washington Street	Somerville	Samuel Ireland House	1792	SMV.AY	SMV.12	NRIND, NRMPS, LHD	105	4
69	113	Washington Street	Somerville	Buddy's Truck Stop/Sawin's Diner	1929 (relocated 1951)	SMV.BA, SMV.BC	SMV.303	LHD, RNRE ***	106	4

Table 6-9. National Register Listed, Determined Eligible, or Recommended Eligible Historic Properties within the Green Line Extension Project Area of Potential Effect for the Proposed Action.

Map ID*	Street No.	Street Name	City	Property Name	Est. Date	MHC Area	MHC No.	NR Status**	Photo No.	App. A + G Map No.
105		McGrath Highway	Somerville	S-17-22, McGrath Hwy. Bridge/B&M RR (Br.2.11)	1926		SMV.911	MHC-DOE	145, 146	4
130	295-297	Medford Street	Somerville	Hill-Michie Company Auto Garage	1906		SMV.669	RNRE	172	5
136	247-251	Pearl Street	Somerville	Litchfield Block	1891	SMV.M	SMV.741	RNRE	179	5
137	339-343	Medford Street	Somerville	Malta Temple/Signet Commandery #188	1902	SMV.M	SMV.742	RNRE	180	5
138	350	Medford Street	Somerville	Reid & Murdock Co. Warehouse	1929	SMV.M	SMV.753	RNRE	181, 182	5
161-1	79	Highland Avenue	Somerville	Central Library	1914	SMV.AY, SMV.C	SMV.66	NRIND, NRMPS, LHD	205	5
161-2		Highland Avenue	Somerville	Somerville High School and Superintendent's Office	1928	SMV.C	SMV.69	MHC-DOE,	206, 206-1	5
162	93	Highland Avenue	Somerville	Somerville City Hall	1852	SMV.AY, SMV.C	SMV.37	NRIND, NRMPS, LHD	207	5
163	156	School Street	Somerville	The Montrose	1894	SMV.BA	SMV.321	LHD ****	208	N/A
195	58	Sycamore Street	Somerville	Susan Russell House	1830	SMV.AY	SMV.40	NRIND, NRMPS, LHD	240, 241	6
206	20	Vernon Street	Somerville	Derby Desk Company	1887, 1895	SMV.F	SMV.750	RNRE	252, 253	6
280	693-701	Broadway	Somerville	Hillson Building	1925	SMV.K	SMV.717	RNRE	331, 332	7
288	664	Boston Avenue	Medford	Somerville Automobile Company	1930			RNRE ***	340	7
302	546-574	Boston Avenue	Medford	Warner & Childs Division Factory Mill and Garage	1919			RNRE	355	8
305	504	Boston Avenue	Medford	Tufts University, Bray Memorial Laboratory	1946			RNRE	358	8
307	474	Boston Avenue	Medford	Tufts University, Curtis Hall/Commons Building	1893			RNRE	360	8

* Resources are sequenced south to north along the project corridor.

Table 6-9. National Register Listed, Determined Eligible, or Recommended Eligible Historic Properties within the Green Line Extension Project Area of Potential Effect for the Proposed Action.

* Resources are sequenced south to north along the project corridor.

**** National Register Status Key**

- NRMPS Property Listed as part of a National Register Multiple Property Submission
- NRDIS-C Property Contributing to a National Register Historic District
- NRIND Individually Listed National Register Property
- NR-C Contributing in a Listed National Register Historic District
- LHD Local Historic District
- RNRE-C Property Contributing to a Historic District Recommended Eligible for National Register Listing
- RNRE Property Recommended Individually Eligible for National Register Listing
- MHC-DOE Property Determined Eligible for National Register Listing by MHC
- NE Not Eligible for National Register Listing
- MHC-NE Property Evaluated as Not Eligible for National Register Listing by MHC

*** The designation status of four properties within the Proposed Action APE has been updated from the reconnaissance survey due to information collected during the intensive survey and consultation process. These properties are the determined eligible William L. Lockhart Coffin Factory Office, the recommended eligible Somerville Automobile Company, the determined not eligible A & P Grocery Warehouse and Bakery, and the recommended not eligible Kelly's Diner.

**** Properties listed in the State Register only (LHDs) that are not additionally recommended National Register eligible are not included in Section 106 review. The Somerville Single Building Local Historic District (Map ID G) and The Montrose (Map ID 163) are not recommended National Register eligible.

Reid and Murdock Company Warehouse, 350 Medford Street, Somerville

Derby Desk Company, 20 Vernon Street, Somerville

Hillson Building, 693-701 Broadway, 651 Boston Avenue, Somerville

Somerville Automobile Company, 662-664 Boston Avenue, Medford and Somerville

Warner and Childs Division Factory Mill and Garage, 574 Boston Avenue, Medford

Tufts University, Bray Memorial Laboratory of Mechanical Engineering, 504 Boston Avenue, Medford

Tufts University, Commons Building/Curtis Hall, 474 Boston Avenue, Medford

Properties Previously Recommended National Register Eligible with Lost Integrity

Boston & Maine Railroad Building, 167-169 Monsignor O'Brien Highway, Cambridge

Atlantic & Pacific (A & P) Grocery Warehouse, 3-25 Fitchburg Street, Somerville

Kiley Wagon Shop Complex, 5-9 Linwood Street, Somerville

Kelly's Diner, 674 Broadway, Somerville