Massachusetts Institute of Technology

Office of Campus Planning

Building NW23–100

77 Massachusetts Avenue

Cambridge, Massachusetts

02139–4307

campusplanning.mit.edu

August 10, 2021
Charles Sullivan, Executive Director
Cambridge Historical Commission
831 Massachusetts Ave., 2nd Fl.
Cambridge, MA 02139

Re: Proposed Selective Demolition for Adaptive Reuse of the **Metropolitan Storage Warehouse**
134 Massachusetts Ave. – MIT Building W41

Dear Mr. Sullivan,

The MIT Office of Campus Planning hereby submits supplemental materials to support MIT's application for the Demolition Permit to enable the adaptive reuse project for the Metropolitan Storage Warehouse (the MET).

Historic Significance

This massive, brick masonry building was purpose-built for storage and marketed as "fireproof" with its concrete floors and robust brick partitions. The structure comprises five contiguous sections built successively from east-to-west between 1894 and 1923. The first section was designed by the architect Frederic Pope and subsequent sections were developed by Peabody & Stearns. The MET has a Determination of Eligibility for the National Register of Historic Places, is listed on the State Register of Historic Places, and as part of MIT's 2002 Historic Inventory and Assessment, it was evaluated as highly significant in all categories.

Proposed Adaptive Reuse

MIT proposes to redevelop the MET from an introverted building meant for the secure storage of things, into a vibrant place to support people, their work, and the academic and research mission of the Institute. The MET will become a center of interdisciplinary design research and education, a new home for School of Architecture and Planning (SA+P) and the campus-wide makerspace initiative, Project Manus. For SA+P, the choice to relocate to the MET building reflects a bold new mission and foregrounds the importance of recycling and adaptation of our critical cultural, physical, and historical structures as a central tenet of sustainable design education and practice.

Diller Scofidio + Renfro (New York) in collaboration with Leers Weinzapfel Associates (Boston) have conceived a unique design for this adaptive reuse project. The scheme takes a surgical approach, working with the MET's five historical additions. There are several distinct challenges to adapting the building to its new use: low floor-to-ceiling heights and closely spaced columns are adaptable to smaller spaces such as offices, meeting rooms, or seminar classrooms, but these features are not compatible with the larger, open and flexible spaces required by the SA+P for studios, fabrication, and research. In addition, the building also has very few and small window openings which severely limit access to

daylight and views. Finally, the building has limited heating, cooling, and lighting systems, and its structural system, while able to support heavy loads, does not meet modern seismic codes.

In order to augment the existing structure for its future use, the design strategy makes a series of subtractions (minus)– partial removal of floors, columns, roof and façade– that make way for a series of new tower insertions (plus) for state-of-the-art studio and research spaces. This design approach both opens up the building to bring light and air deep into its heart, and makes space for new, column-free and flexible “platforms”. In turn, the surgical cuts into the existing building will reveal the architectural character, composition, and structure of the MET in surprising and unexpected ways.

Large glass facades introduce desirable northern daylight into studio and research spaces while creating opportunities for new visual relationships between the inner activities of the building, the campus, and the city. The new light-filled teaching and research spaces will intertwine with the more intimate, textured, and raw elements of the preserved historic structure to create a new whole that is more than the sum of its parts. New punched windows intersect with the old historical openings on the south and north façades, providing clues about the new activities happening behind the old structure. Finally, many original historic windows and façade details are preserved and/or restored.

We look forward to sharing our proposal with the full Commission at the September 2, 2021 meeting.

Sincerely,

Morgan Pinney, AIA
Senior Campus Planner

Draft Permit application for CHC to initiate public hearing process. We are not ready to submit to ISD.

CITY OF CAMBRIDGE
INSPECTIONAL SERVICES DEPARTMENT
831 Massachusetts Avenue
Cambridge, Ma 02139
617-349-6100

Ranjit Singanayagam, Commissoner

DEMOLITION PERMIT APPLICATION

Project start date: Q2 2022 Project end date: Q2 2025

Permit No: TBD Fee: TBD

Date: July 7, 2021

Building location: MIT Building W41 (134 Massachusetts Avenue)

Description of proposed work: Selective demolition of existing building W41 to enable the adaptive reuse of the building for the School of Architecture and Planning as well as Project Manus, the campus makerspace initiative.

Property Owner: Massachusetts Institute of Technology. Contact: Nicole Bernabei

Address: 77 Massachusetts Avenue, NW23-100 Cambridge MA 02139

Telephone Number: 617-715-5157 Email Address: pisanin@mit.edu

Contractor: Shawmut Design and Construction

Address: 560 Harrison Avenue Boston MA 02118 Contact: Regina Olivieri

Telephone number: 617-622-7000 Email Address: ROlivieri@shawmut.com

Material of building: Brick

Type of building construction (wood, concrete, steel, etc.): Brick, Concrete, steel

How is building occupied: Not currently occupied No. of stories: 5

Number of residential units demolished: 0

Is a Street Occupany permit (DPW) necessary?: TBD Yes ____ No

Is a Sidewalk Obstruction permit required?: TBD Yes ____ No

Estimated cost of demolition (copy of contract must be attached) : TBD

A copy of the plot plan showing extent of demolition is required with the filing of this application.

READ BEFORE SIGNING: A 24 hour notice prior to commencement of any work shall be given to applicable agencies. The undersigned hereby certifies that he/she has read and examined this application and that the proposed work subject to the provision of the Massachusetts State Building Code and the other applicable laws and ordinaces is accurately represented in the statements made in this application and that the work shall be carried out in accordance with the foregoing statements and in compliance with the provisions of law and ordinance in force on the date of this applicaiton to the best of his/her ability.

PLEASE NOTE:

a. Site will be inspected by the building official prior to demolition .

b. A copy of any environmental assessments for the site may be required by this Department before the work is allowed to start.

c. As a minimum, a narrative description of the demolition plan is required prior to issuance of the demolition permit.

d. Applicant is required to submit evidence that demolition has been coordinated with abutting property owners. In addition, abutting property owners and the building inspector are to be notified 24 hours prior to start of demolition.

e. Certification that the structure does not contain asbestos must be provided from a licensed contractor. Asbestos removal and disposal must be preformed by a licensed asbestos removal contractor. Permits are required by this Department and the State prior to asbestos removal.

f. Certification must be provided by a licensed exterminator that the premises are free from rodent infestation.

g. If the fire hydrant is used for dust control during demolition, a separate permit from the Water Department is required.

The following sections, quoted directly from the Massachusetts State Building Code 8th Edition, are requirements of this permit.

105.5 Expiration of Permit:
Any permit issued shall be deemed abandoned and invalid unless the work authorized by it shall have been commenced within 6 months after it's issuance.

105.6 Revocation of Permits:
The Building Commissioner shall evoke a permit or approval issued under the provisions of this code in the case of any false statements or misrepresentation of fact in the application or the plan on which the permit or approval was based.

3303.4 Vacant Lot
Where a structure has been demolished or removed, the vacant lot shall be filled and maintained to the existing grade or in accordance with the ordinances of the jurisdiction having authority.

3303.6 Utility Connections:
Service utilitiy connections shall be disconnected and capped in accordance with the approved rules and the requirements of the applicable governing authority

Construction Debris Affadavit (MGL c 40 § 54)

As result of the provisions of MGL c § 54, I acknowledge that as a condition of the Demolition permit, all debris resulting from the construction activity governed by this Demolition permit shall be disposed of in a properly licensed waste disposal facility, as defind by MGL c § 150A.

The debris will be disposed at/by _____

Roll-off dumpster or container? ☐ Yes ☐ No Dumpster License# _____

_____ Date _____

Signature

Hold Harmless Clause:

The Permitee(s) by acceptance of this permit agree(s) to indemnify and hold harmless the City of Cambridge, and its employees from and against any and all claims, demands and actions for damages, and to assume the defense of the City of Cambridge, and its employees, against all such claims, demands and actions.

Read Before Signing:

The undersigned hereby certifies that he/she has read and examined this application and that the proposed work subjected to the provisions of Massachusetts State building Code and other applicable laws and ordinances is accurately represented in the statements made in this application and that the work shall be carried out in accordance with the foregoing statements and in compliance with the provisions of law and ordinance in force on the date of this application to the best of his/her ability.

	Nicole Bernabei
Signature of Licensed Contractor	*Signature of Owner*
	Nicole Bernabei
Print Name of Licensed Contractor	*Print Name of owner*
	77 Massachusetts Avenue NW23
Contractor's Address	*Owner's Address*
	Cambridge, MA 02139
Contractor's City , State, ZipCode	*Owner's City , State, ZipCode*
	617-715-5157
Contractor's Telephone Number	*Owner's Telephone Number*

License Number _____

Class _____

Expiration Date: _____

City _____

SIGNATURES AND CHECK POINTS

It is the responsibility of the applicant to secure signatures as listed below. Because of the possibility that a Public Hearing may be required prior to Historical Commission sign-off, it is suggested that they be contacted as early as possible in the process in order to minimize delay.

AGENCY	ADDRESS	SIGNATURE	DATE
Historical Commission 617-349-4683	831 Massachusetts Avenue		
Police Department 617-349-3300	125 6th Street		
Water Department 617-349-4770	250 Freshpond Parkway		
Fire Department 617-349-4918	491 Broadway		
Nstar Electric 617-369-5400	101 Lindwood Avenue Somerville, MA		
Nstar Gas 1-800-592-2000	101 Lindwood Avenue Somerville, MA		
Dig Safe 888-344-7233		Control #.	
Dept. of Public Works 617-349-4800	147 Hampshire Street		

INSPECTIONAL SERVICES DEPARTMENT

Inspector	**Signature**	**Date**
Environmental Health Inspector *		
Plumbing and Gas Inspector **		
Wiring Inspector ***		
Building Inspector		
ISD Commissioner		
ISD Zoning		

* Environmental Health Inspector will require certification from a licensed pest control contractor that the premises are free from rodent infestation and extermination has been done.

** Plumbing and Gas Inspector will require certification from a licensed plumber that plumbing connections to structure(s) being demolished are properly separated and capped.

*** Wiring Inspector will require certification from a licensed electrician that any power sources, including telephone, communications and fire alarm cables to or from the structure(s) being demolished have been deactivated and removed or secured such that they will not present a hazard to the public or adjacent properties during demolition.

METROPOLITAN WAREHOUSE RENOVATION

A NEW DESIGN HUB FOR MIT

134 MASSACHUSETTS AVE. - MIT BUILDING W41

CAMBRIDGE HISTORICAL COMMISSION
PROPOSED SELECTIVE DEMOLITION FOR ADAPTIVE REUSE
PLANS AND ILLUSTRATIONS

SUBMISSION DATE: AUGUST 10, 2021

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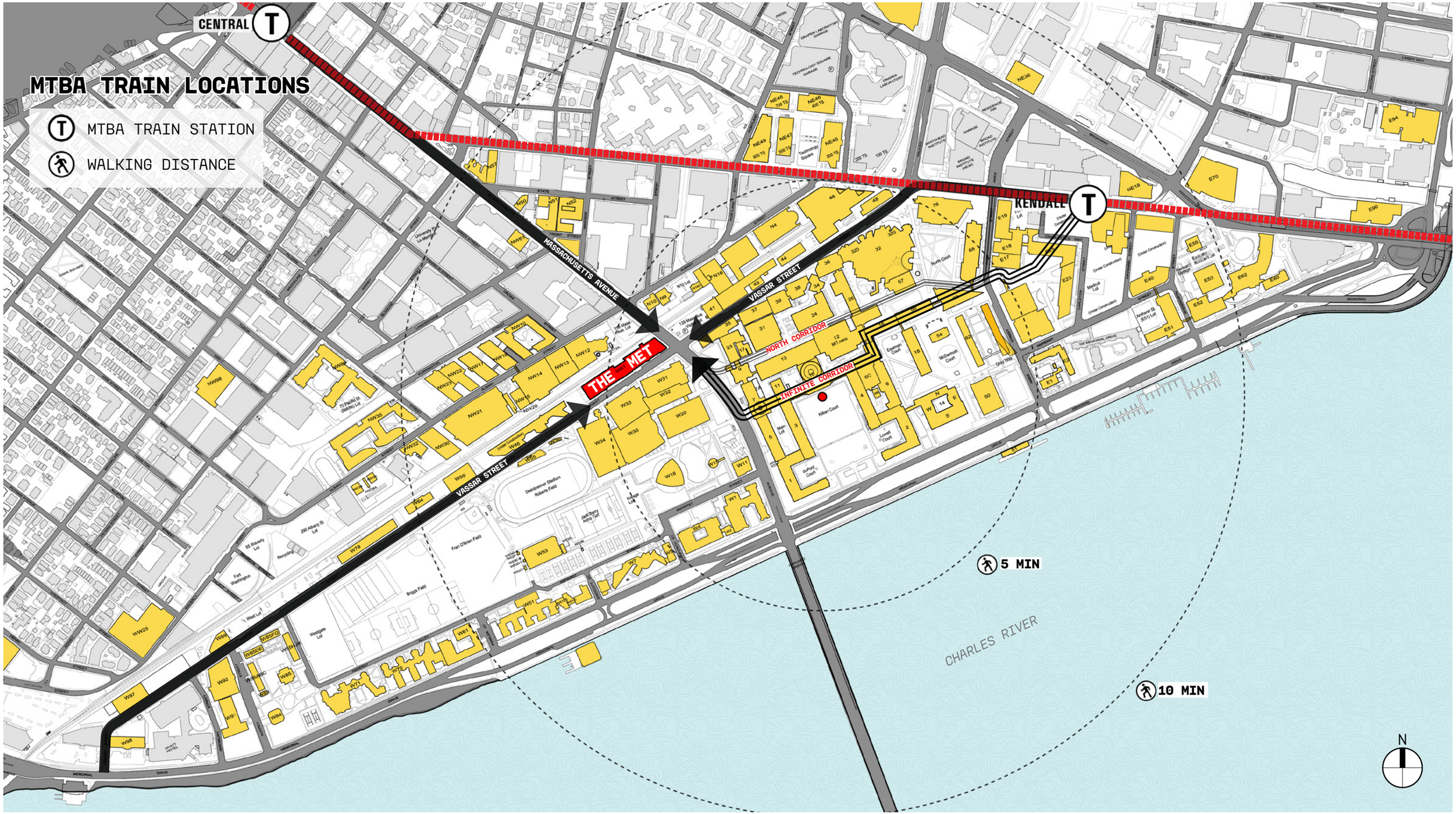
INTRODUCTION

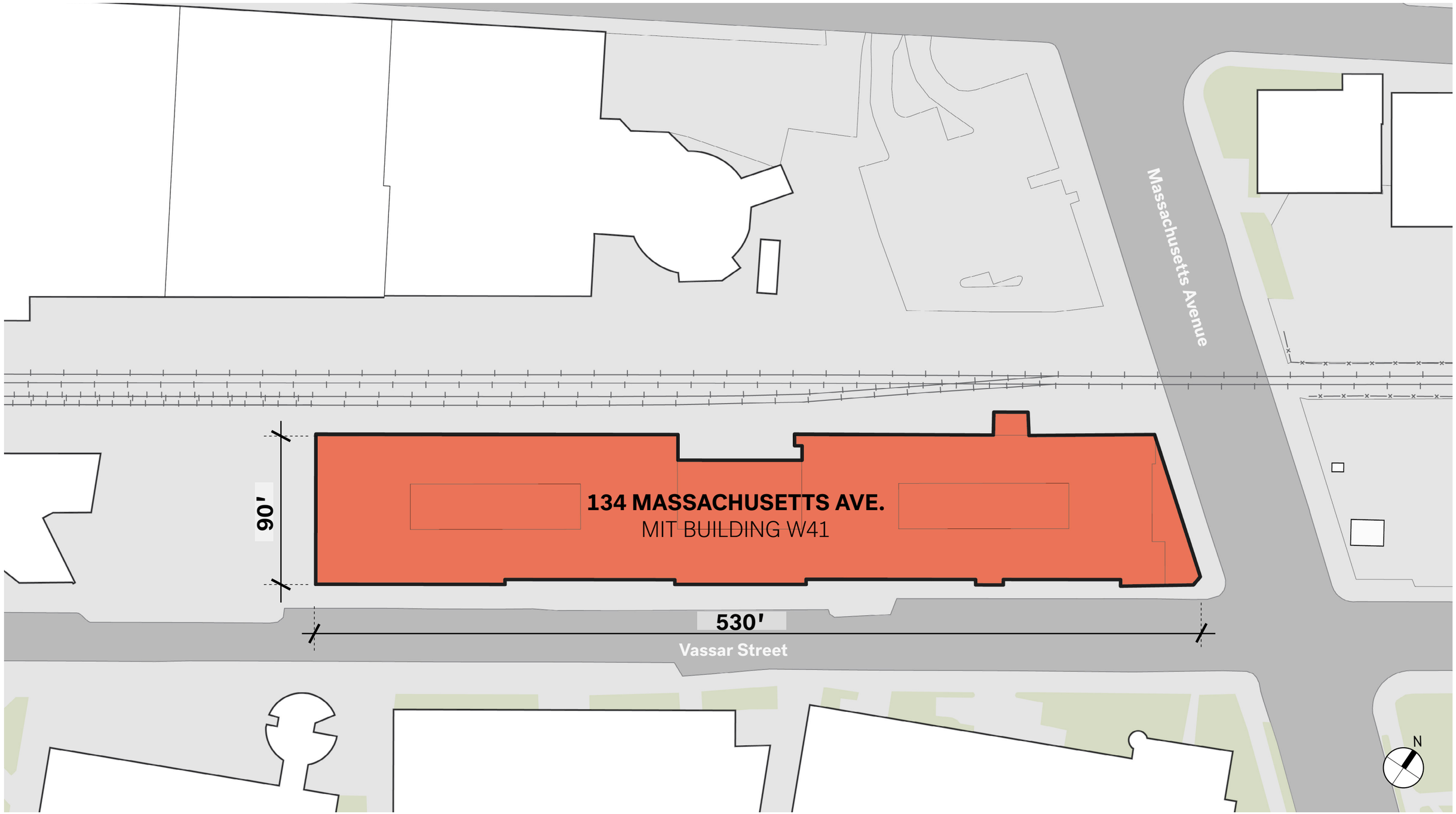
Existing Conditions

Site Context Map



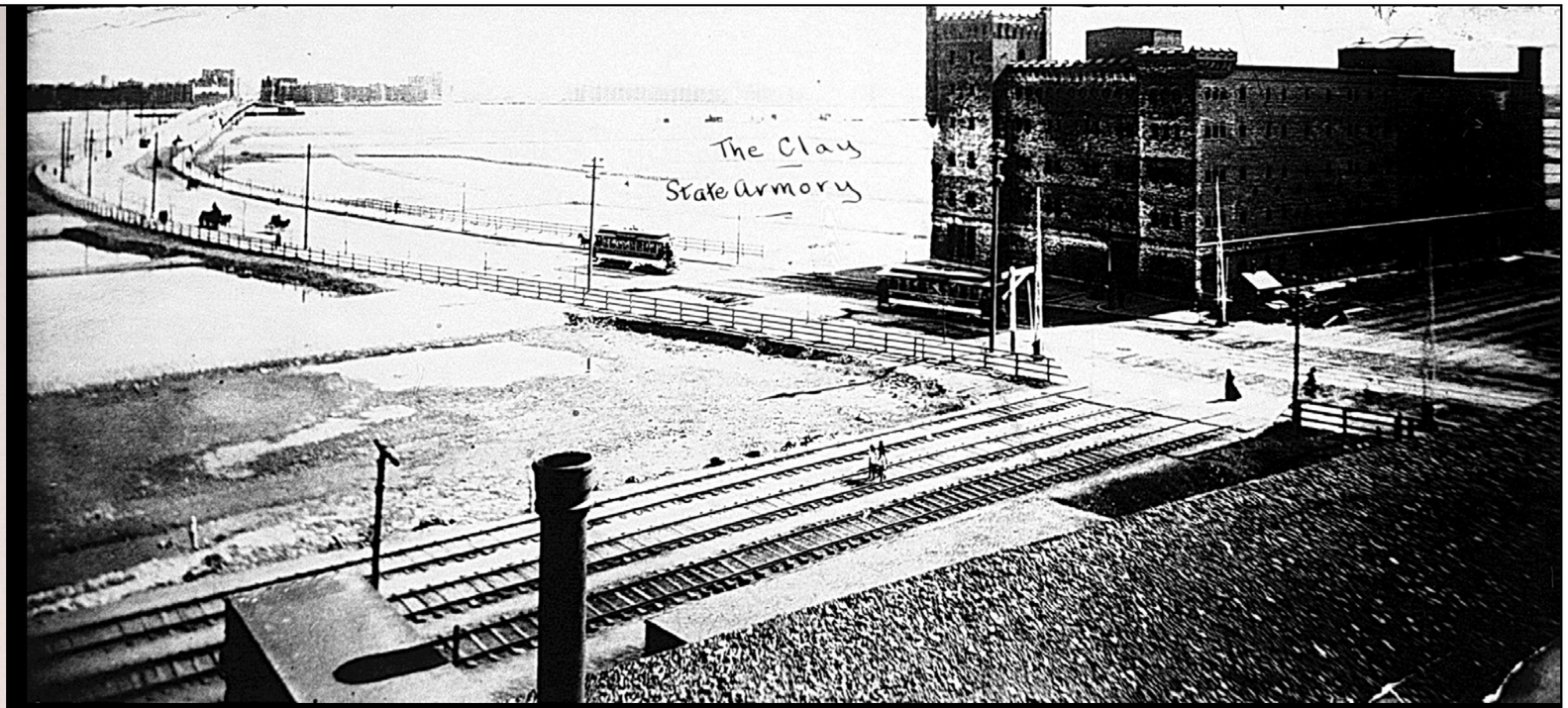
Existing Conditions

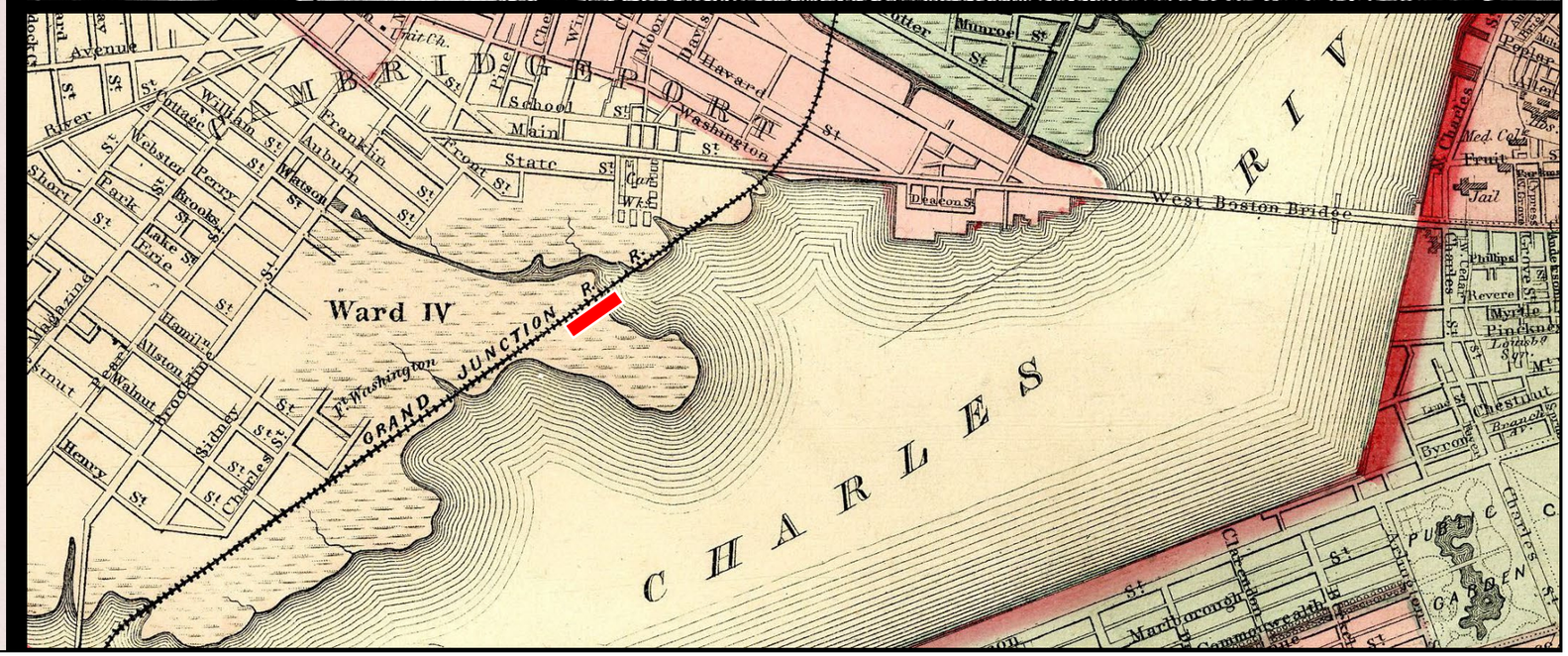
Site Map



Existing Conditions

Historical Materials





Existing Conditions

South-East View

Existing Conditions

East View

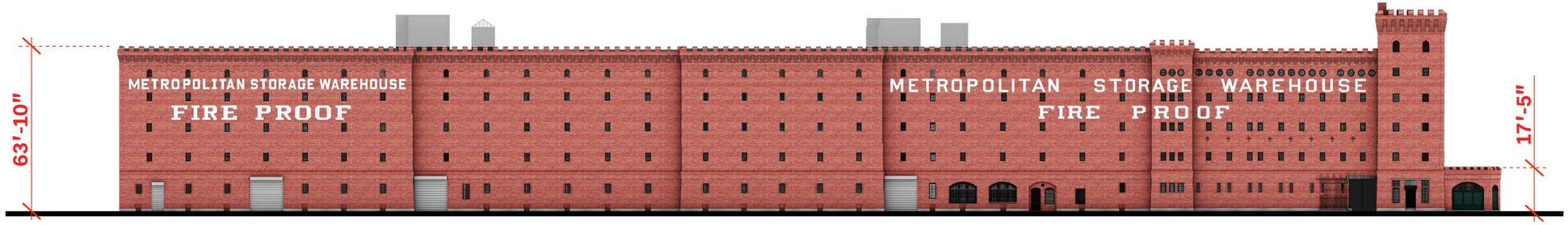
East-North View

West View

South View

Existing Conditions

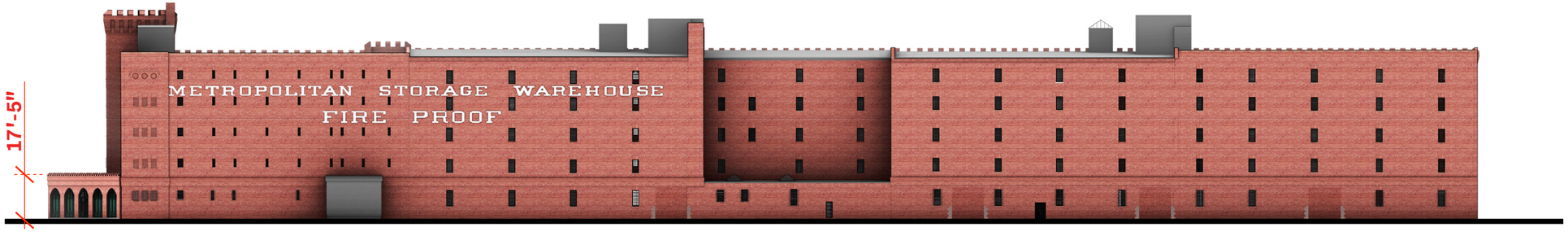
Overall Elevations



SOUTH ELEVATION

EAST ELEVATION

WEST ELEVATION

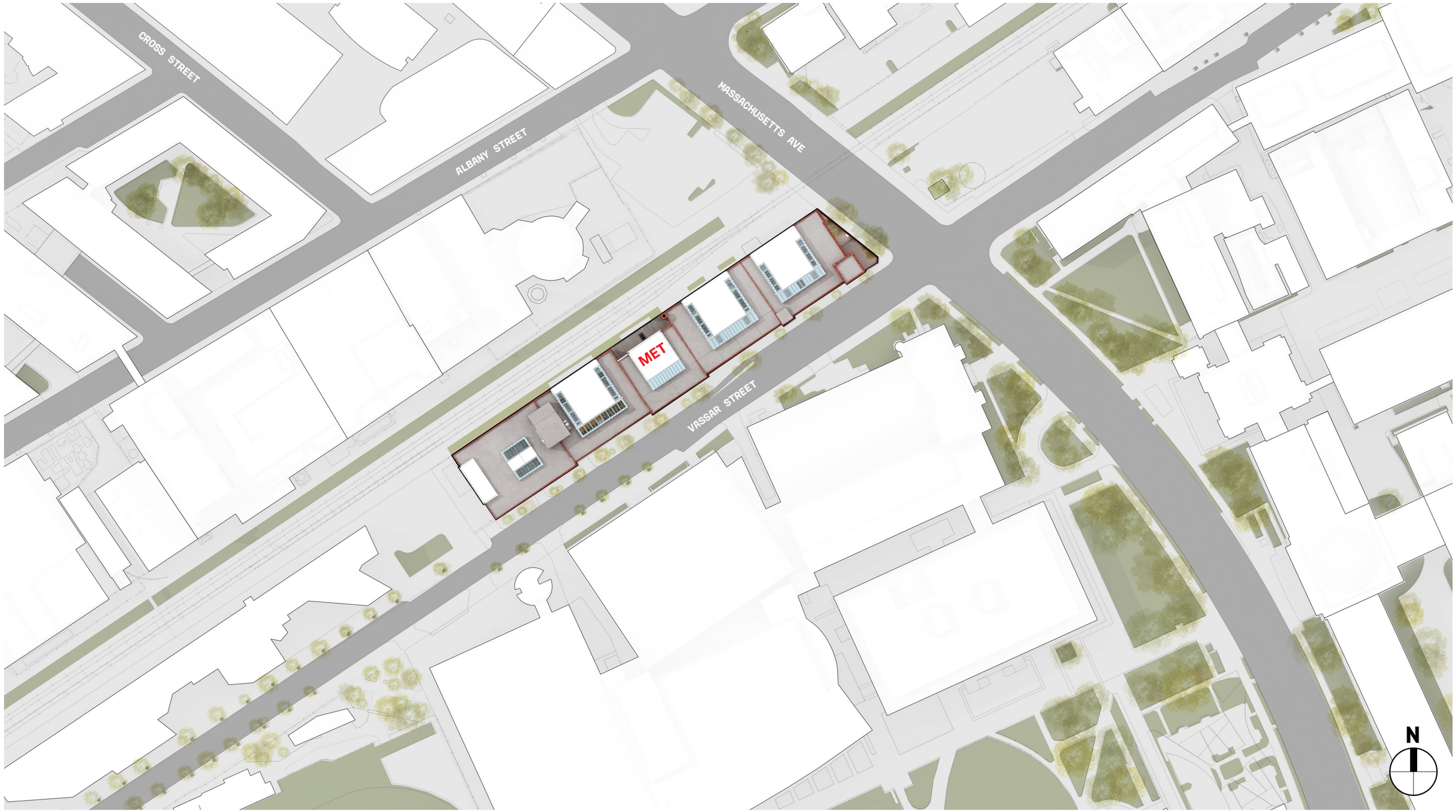


NORTH ELEVATION

PROPOSED DESIGN

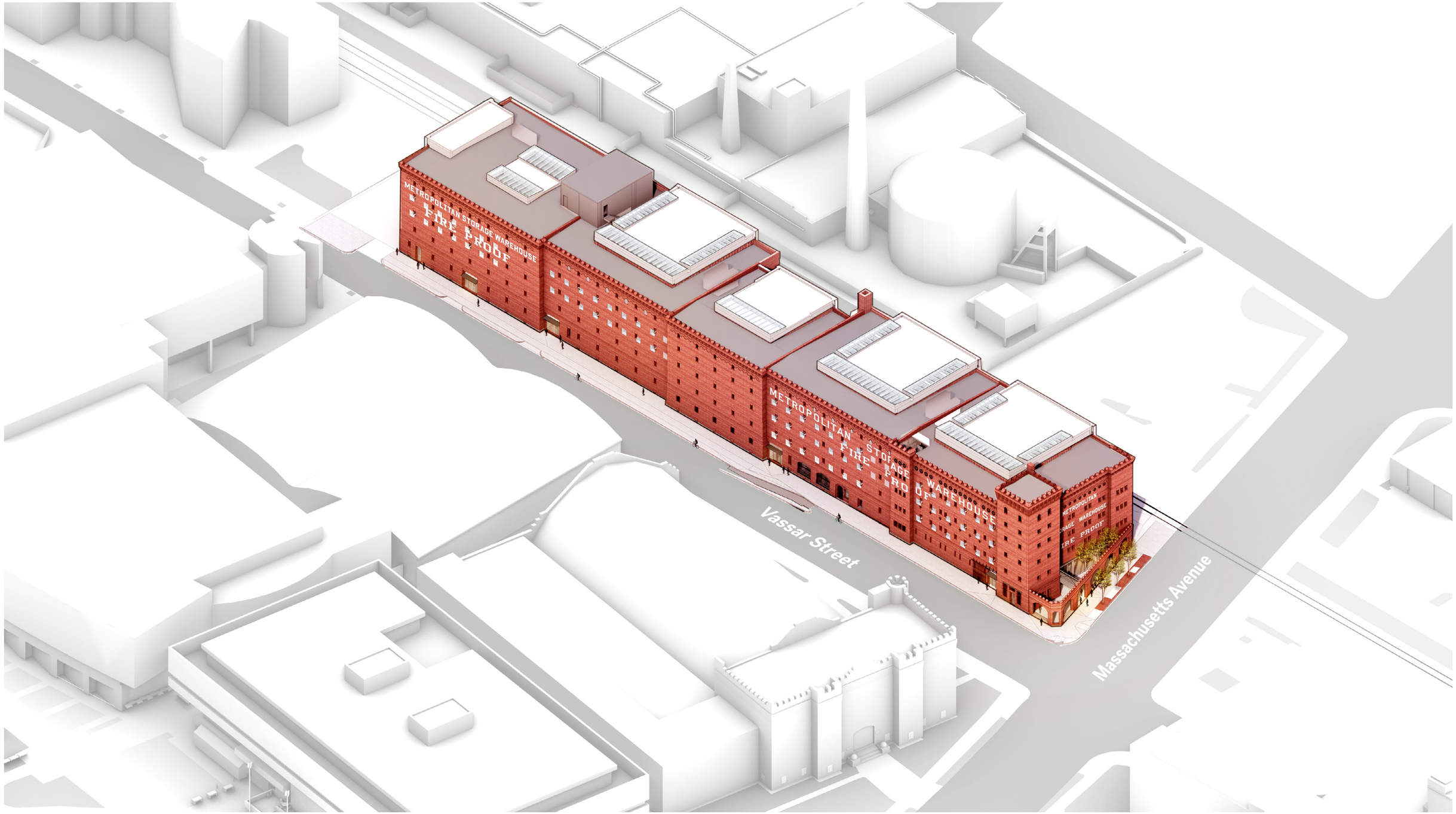
Proposed Design

Site Plan



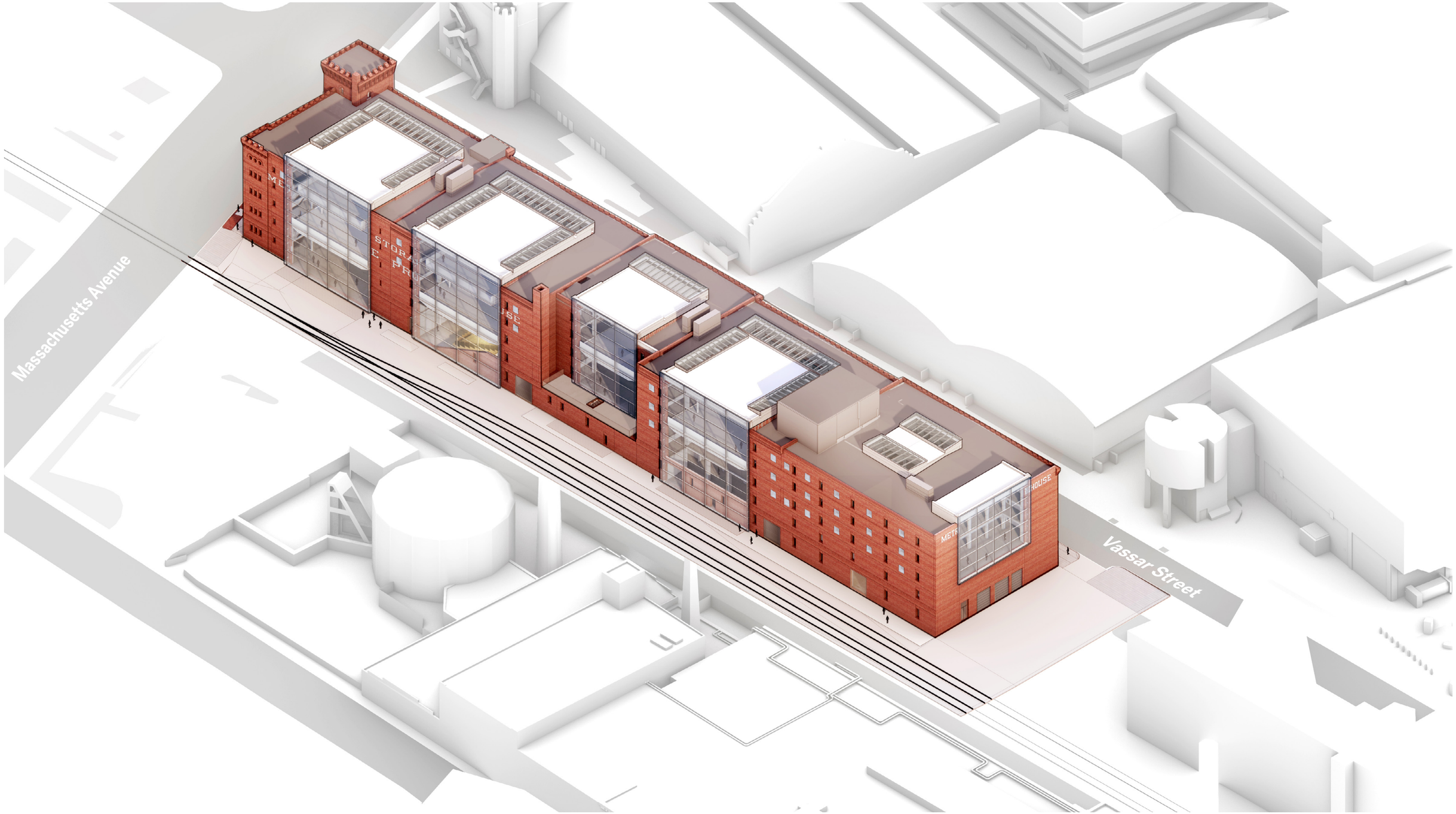
Proposed Design

South-East Axonometric View



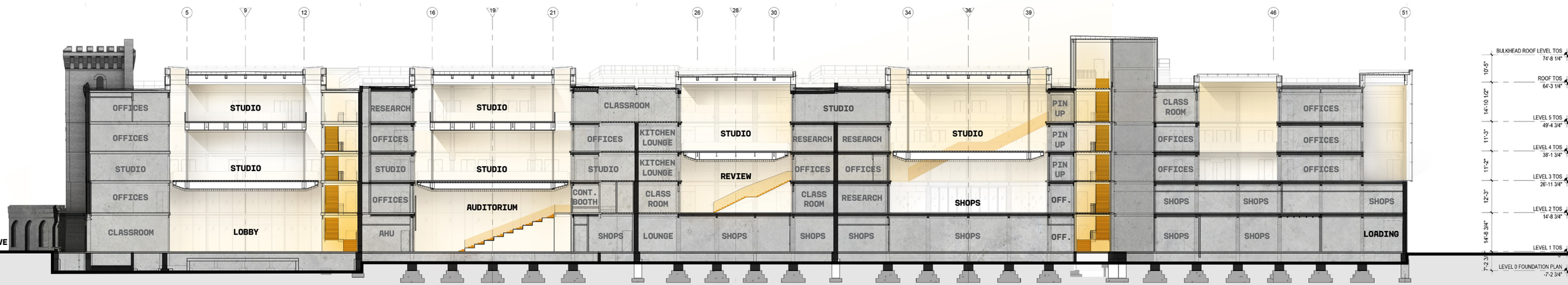
Proposed Design

North-West Axonometric View



Proposed Design

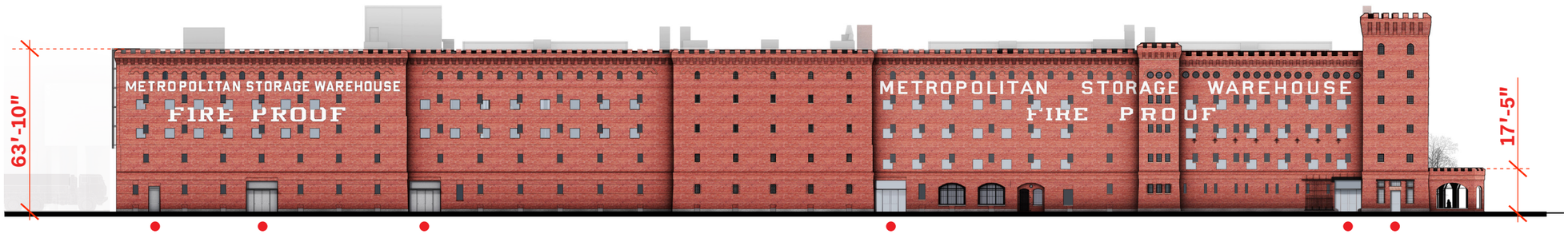
East-West Section



Proposed Design

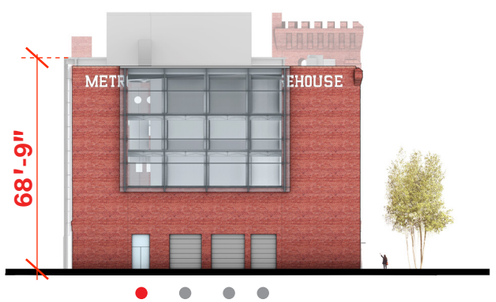
Overall Elevations

- Exterior Entrance
- Loading Dock / Back of House Entrance

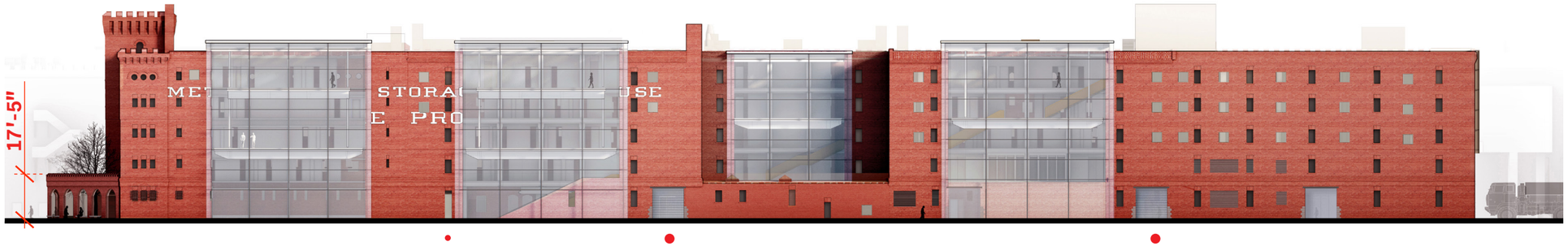


SOUTH ELEVATION

EAST ELEVATION



WEST ELEVATION



NORTH ELEVATION

Proposed Design

East Elevation

SOUTHEAST TOWER WINDOWS

MAINTAIN CHARACTER OF HISTORIC WINDOWS.

5TH FLOOR CIRCULAR WINDOWS, BUILDING 1

RESTORE BRICKED IN WINDOW OPENINGS.

EAST EXISTING OPENINGS, BUILDING 1

REPLACE EXISTING WINDOWS WITH UNDIVIDED LITE.

OUTDOOR PORTICO, BUILDING 6

PRESERVE THE EXTERIOR BRICK FACADE. REMOVE THE ROOF AND THE WINDOW GLAZING TO CREATE AN ENTRY POINT AND SEMI-OPEN PLAZA.

Proposed Design

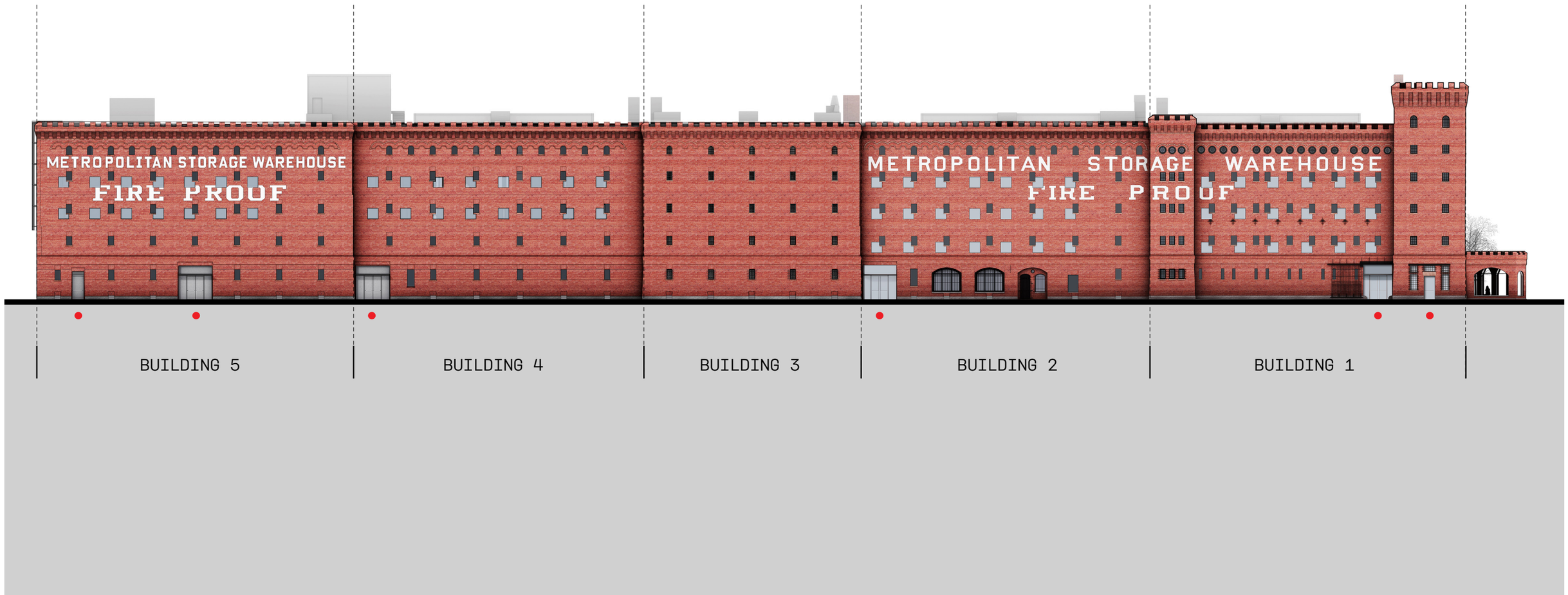
East View

Proposed Design

South-East View

Proposed Design

South Elevation



Proposed Design

South Elevation, Buildings 1 and 2

EXISTING AND NEW OPENINGS, BUILDINGS 1 & 2

REPLACE EXISTING WINDOWS WITH UNDIVIDED LITE.

NEW PUNCHED WINDOWS INTRODUCED TO SUPPORT THE NEW ACADEMIC PROGRAM.

5TH FLOOR CIRCULAR WINDOWS, BUILDING 1

RESTORE HISTORIC WINDOW. ADD A NEW FIXED WINDOW BEHIND FOR THERMAL AND WATER TIGHTNESS.

SOUTHEAST TOWER WINDOWS

MAINTAIN CHARACTER OF HISTORIC WINDOWS.

GROUND FLOOR BUILDING 2 ENTRY

INTRODUCE NEW STOREFRONT WITHIN EXISTING OPENING.

GROUND FLOOR ARCHWAYS, BUILDING 2

REPLACE EXISTING WOOD WINDOW WITH REPLICA WINDOWS TO MATCH HISTORICAL PROFILES.

PRESERVE HISTORIC DOOR IN PLACE. FIX IN CLOSED POSITION.

MAINTAIN EXISTING EXTERIOR GRILLS.

WEST TOWER, BUILDING 1

PRESERVE HISTORIC WINDOWS IN PLACE. FIX IN CLOSED POSITION.

MAINTAIN EXISTING EXTERIOR GRILLS AT THREE GROUND FLOOR OPENINGS.

VASSAR ENTRY, BUILDING 1

INTRODUCE NEW STOREFRONT WITHIN EXISTING OPENING.

RESTORE METAL GATE AND RAILS. FIX IN OPEN POSITION.

TOWER VASSAR ENTRY

REPLACE WITH UNDIVIDED LITES.

MAINTAIN EXISTING EXTERIOR GRILLS.

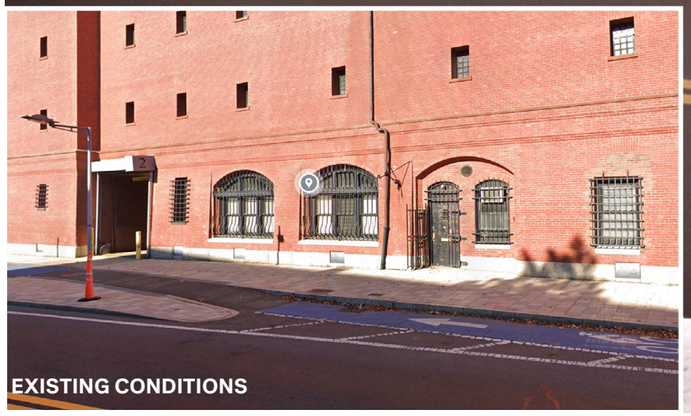
Proposed Design

Vassar Street, Building 1

EXISTING CONDITIONS

Proposed Design

Vassar Street, Building 2



EXISTING CONDITIONS

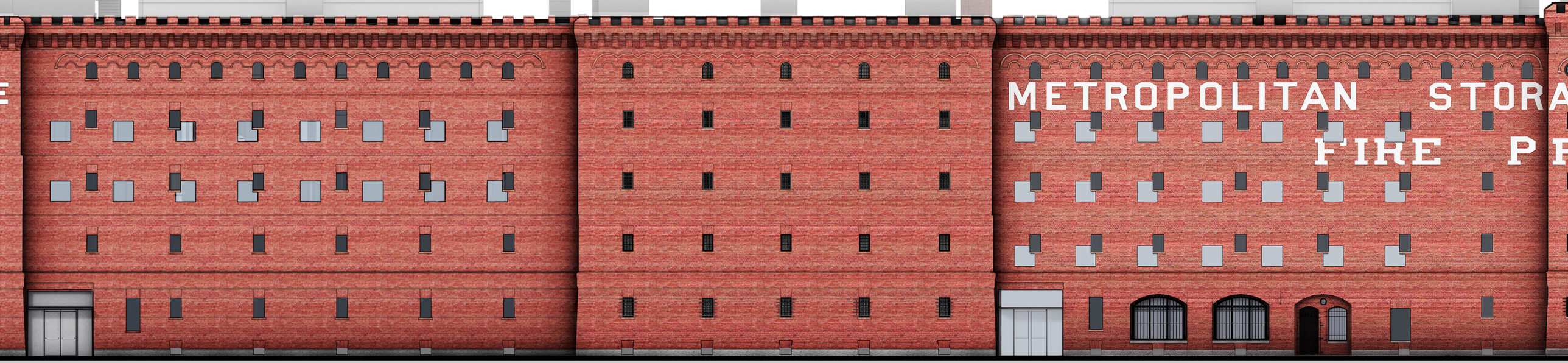
Proposed Design

South Elevation, Buildings 3 and 4

EXISTING AND NEW OPENINGS, BUILDING 4

REPLACE EXISTING WINDOWS WITH UNDIVIDED LITE.

NEW PUNCHED WINDOWS INTRODUCED TO SUPPORT THE NEW ACADEMIC PROGRAM.



GROUND FLOOR BUILDING 4 ENTRY

INTRODUCE NEW STOREFRONT WITHIN EXISTING OPENING.

BUILDING 3

PRESERVE HISTORIC WINDOW IN PLACE. FIX IN CLOSED POSITION.

MAINTAIN EXISTING EXTERIOR GRILLS AT GROUND FLOOR OPENINGS.

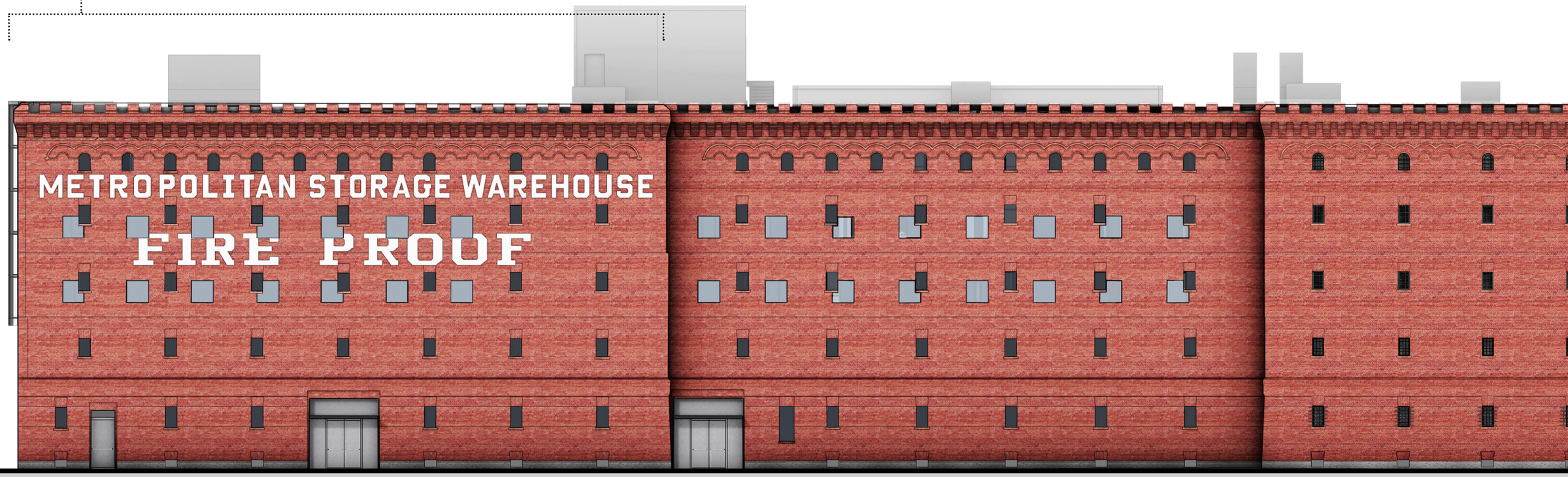
Proposed Design

South Elevation, Building 5

EXISTING AND NEW OPENINGS, BUILDING 5

REPLACE EXISTING WINDOWS WITH UNDIVIDED LITE.

NEW PUNCHED WINDOWS INTRODUCED TO SUPPORT THE NEW ACADEMIC PROGRAM.



GROUND FLOOR BUILDING 5 ENTRIES

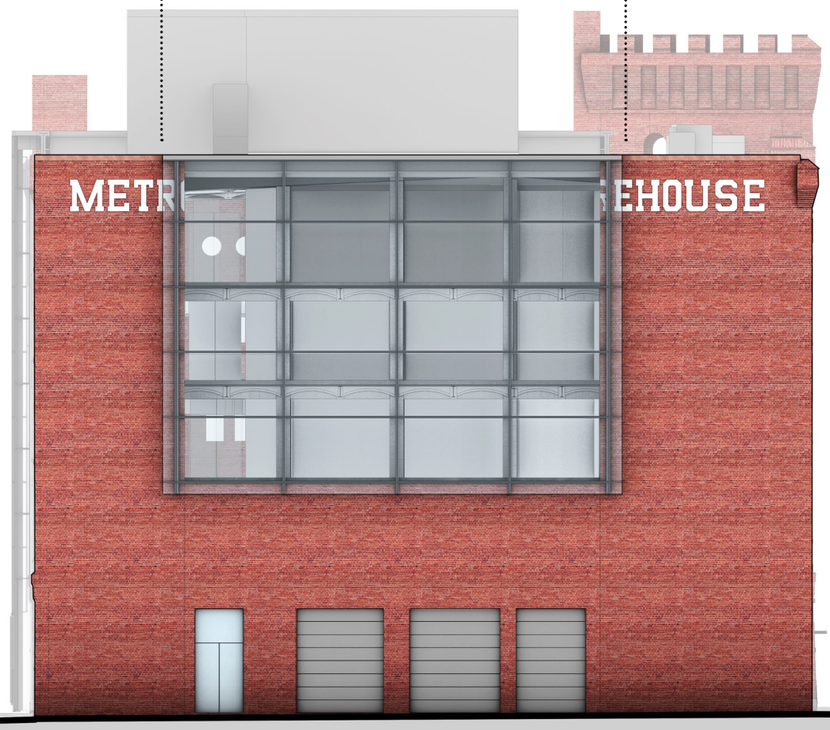
INTRODUCE NEW STOREFRONT WITHIN EXISTING OPENING.

Proposed Design

West Elevation

WEST NEW OPENING

GLASS FACADE INTRODUCED TO SUPPORT
THE NEW ACADEMIC PROGRAM.



WEST GROUND FLOOR ENTRIES

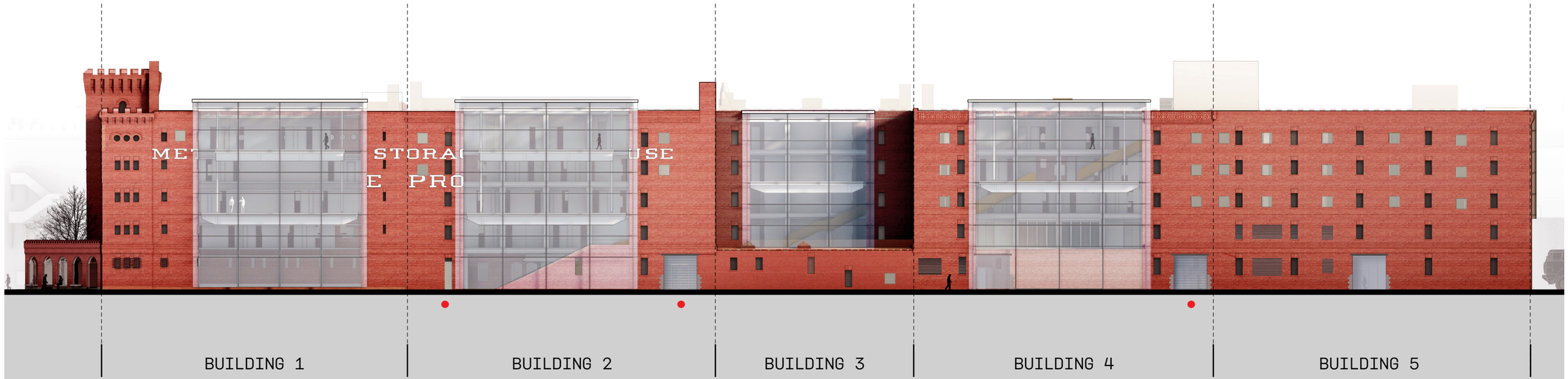
INTRODUCED 4 NEW OPENINGS TO SUPPORT ACCESS TO
LOADING DOCK AND BACK OF HOUSE SPACES.

Proposed Design

South-West View

Proposed Design

North Elevation



Proposed Design

North Elevation, Buildings 4 and 5

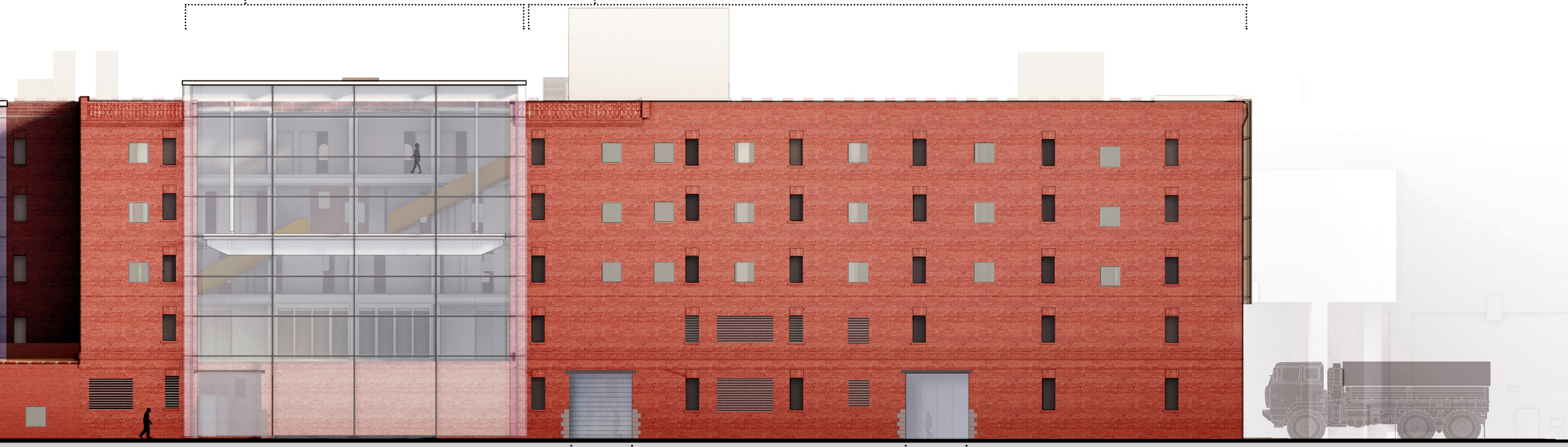
NORTH NEW OPENING, BUILDING 4

GLASS FACADE INTRODUCED TO SUPPORT THE NEW ACADEMIC PROGRAM.

EXISTING AND NEW OPENINGS, BUILDINGS 4 AND 5

REPLACE EXISTING WINDOWS WITH UNDIVIDED LITE.

NEW PUNCHED WINDOWS INTRODUCED TO SUPPORT THE NEW ACADEMIC PROGRAM.



GROUND FLOOR BUILDING 5 ENTRY

INTRODUCE NEW STOREFRONT WITHIN EXISTING OPENING.

Proposed Design

North Elevation, Buildings 2 and 3

EXISTING AND NEW OPENINGS, BUILDINGS 4 AND 5

REPLACE EXISTING WINDOWS WITH UNDIVIDED LITE.

NEW PUNCHED WINDOWS INTRODUCED TO SUPPORT THE NEW ACADEMIC PROGRAM.

NORTH NEW OPENING, BUILDING 2

GLASS FACADE INTRODUCED TO SUPPORT THE NEW ACADEMIC PROGRAM.

NORTH NEW OPENING, BUILDING 3

GLASS FACADE INTRODUCED TO SUPPORT THE NEW ACADEMIC PROGRAM.

GROUND FLOOR BUILDING 2 ENTRY

OPEN UP EXISTING BRICKED IN OPENING AND PLACE A NEW STOREFRONT.

Proposed Design

North Elevation, Building 1

NORTH NEW OPENING, BUILDING 3

GLASS FACADE INTRODUCED TO SUPPORT THE NEW ACADEMIC PROGRAM.

NORTHWEST WINDOWS

RESTORE BRICKED IN WINDOW OPENINGS.

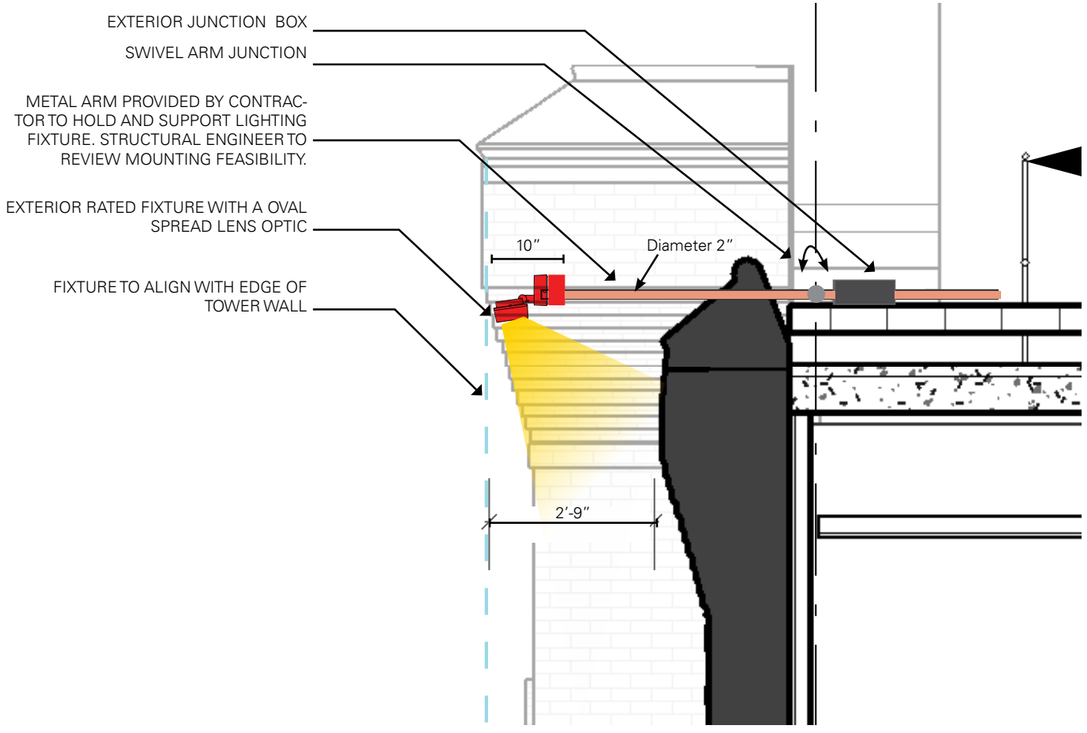
MAINTAIN EXISTING EXTERIOR GRILLS AT FOUR GROUND FLOOR OPENINGS.

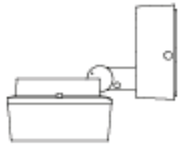
Proposed Design

East-North View

Proposed Design

Exterior Lighting Concept





DRAFT DETAIL - TO BE DEVELOPED

APPENDIX

HIGH LEVEL SIGNIFICANCE

Building or Complex	Architecture	Rarity	Condition	Integrity	History	Setting	Overall	
708 Main Street (28 Osborn); Davenport Car Works	moderate+	high; early survivor	high	moderate+	high	high	high	H
134 Mass. Ave. Metropolitan Storage Warehouse	high	high	high	high	high	high	high	H
211 Mass. Ave.; MIT Graphic Arts	high	high	high	high	high	high	high	H
254 Mass. Ave.; NECCo	moderate+	high	moderate	high	high	high	high	H
50 Memorial Drive; Sloan School	moderate	moderate+; corporate headquarters	high	high	high	high	high	H
630-640 Memorial Drive; Ford Motor Co. Assembly Plant	high	high	high	high	high	high	high	H
57-77 Vassar Street; MIT Power Plant Complex	moderate	high	moderate+	high	high	high	high	H
59 Vassar Street (part of MIT Power Plant Complex; no separate inventory form)	moderate+	high	moderate+	high	high	high	high	H

Inventory Form - Building

Massachusetts Institute of Technology 77 Massachusetts Avenue Cambridge, Massachusetts	Assessor # 56-4	MIT Bldg# n/a	Significance Level / Designation NRMRA/DOE 5/19/1986 Landmark Study Report prepared

Photograph

Historic Name
Metropolitan Storage Warehouse

Address 134 Massachusetts Avenue

Uses: Present warehouse

Uses: Original warehouse

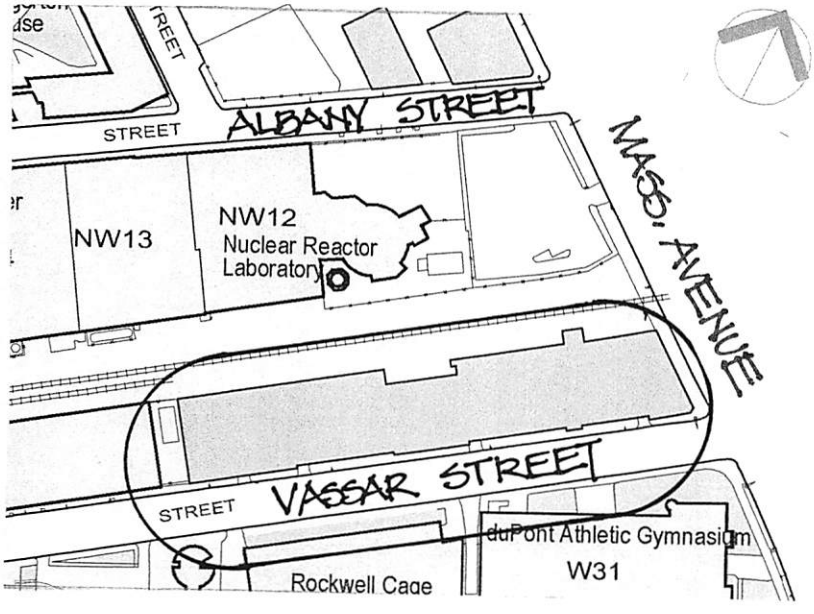
Owner MIT

MIT Occupied no

Date of Construction 1894 (1), 1895-1923 (2)

Source Christopher Hail List

Sketch Map



Architect/Builder
Frederic Pope (1)
Peabody & Stearns (2)

Style/Building Type
Romanesque Revival

Primary Exterior Materials
Red brick

General Condition Very good

Major Alterations/Historic Integrity
None

Approximate Lot Size sq. ft.

Key Site/Setting Features
Site: west side of Mass. Ave. @ Vassar; no setback;
Setting: densely developed area of primarily commercial and industrial use; some residential; masonry construction; 1-5 story height with lower heights predominant

Recorded By Wendy Frontiero and Candace Jenkins, Preservation Consultants
Organization Massachusetts Institute of Technology
Date *(month/year)* 5/2002

DESCRIPTION

- Building Construction Systems & Source: fireproof construction, brick arched floors, brick bearing walls (Sanborn map)
- Atypical brick-arched ceilings and roofs to achieve fireproof status.
- Massive size and medieval imagery
- Thick, red brick, exterior walls
- Four stories under flat or low-pitched roof
- Crenelated parapet over arched corbel table
- Small, rectangular window openings

See attached documentation

HISTORICAL NARRATIVE

See attached documentation

BIBLIOGRAPHY and/or REFERENCES

See attached documentation

METROPOLITAN STORAGE WAREHOUSE

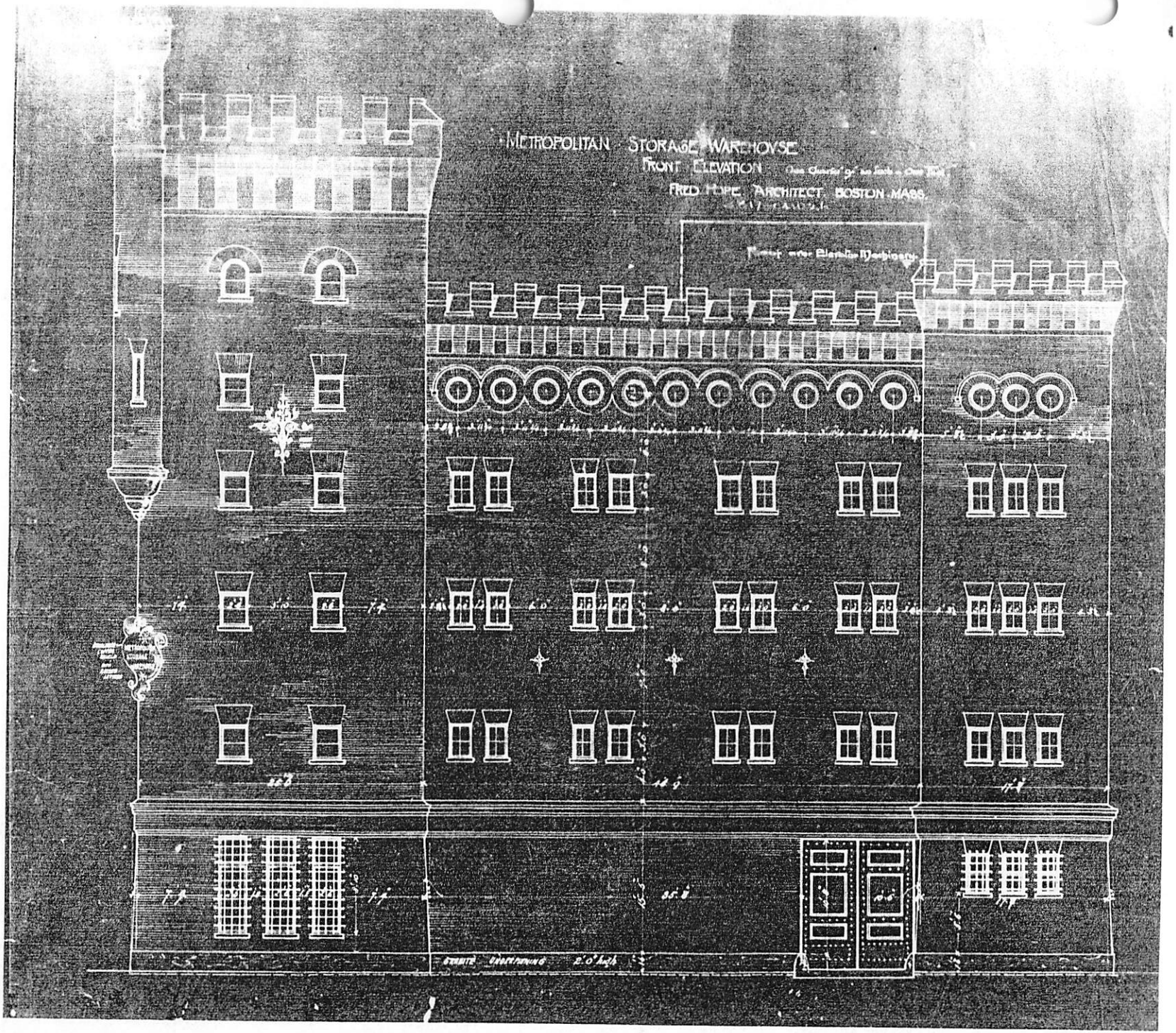
134-142 Massachusetts Avenue,
corner of Vassar Street,
Cambridge, MA

Designed by Peabody & Stearns, in 1895, the Metropolitan Storage Warehouse was the first building on the filled land created by the construction of a seawall along the Charles River in the 1890s, and one of half a dozen structures in the medieval or Tudor styles that were intended as prototypes for future development in this area. The building is stylistically reminiscent of a medieval castle, featuring a square corner tower, a crenellated corbelled cornice, and small slit windows. Its internal structure is of brick rather than reinforced concrete, yet it is still fireproof, the ceiling and roof being brick-arched. Brick bearing walls compartmentalize the interior, and even more extensive divisions form 1,600 separate storage rooms. The warehouse consists of five stories, and is 480 by 90 feet, having been extended in 1911. The building was acquired by M.I.T. in 1962.

source
Cambridge [illegible] Commission

Metropolitan Storage Warehouse, 134 Mass. Ave
CHC Photo #10-7-60

Metropolitan Storage Warehouse, 134 Mass. Ave
DCA-SF Collection, #03513 – SINEA


METROPOLITAN STORAGE WAREHOUSE
FRONT ELEVATION
FRED. HOPE, ARCHITECT, BOSTON, MASS.

METROPOLITAN STORAGE WAREHOUSE
134 MASSACHUSETTS AVENUE

LANDMARK DESIGNATION STUDY REPORT
PREPARED BY ALBERT S. REX
FOR THE CAMBRIDGE HISTORIC COMMISSION
MAY 1, 1993

The Metropolitan Storage Warehouse is significant for its role in the social and developmental history of the area which is now the campus of M.I.T. Architecturally it set the precedent for surrounding buildings and was the first building of its type and use in New England.

1. The height of the other buildings or portions of buildings constructed in the district is reduced to significantly below the one hundred (100) foot height permitted as of right.
2. In the vicinity of Fort Washington buildings are constructed below the one hundred (100) foot height permitted or green space is created so as to increase the views from Fort Washington across the MIT campus to the river and to the Boston skyline beyond.
3. The view corridors along residential Cambridgeport streets, such as Erie and Pacific Streets, are uninterrupted by buildings, wherever possible.
4. Green space is created in the district at grade where it can be visible to the general public.
5. The buildings are distributed in the district so as to create a visual penetration as viewed from the residential Cambridgeport neighborhood to the MIT campus and to the River Beyond.

17.64 *Off Street Parking and Loading Requirements*

Off street parking and loading requirements shall be the same as specified in Article 6.000 for uses in the Residence C-3 District except as provided below.

17.64.1 Minimum Parking Requirement. The minimum parking requirement shall be one space for each two thousand (2,000) square feet of gross floor area for any use in the District, except that for residential uses, Section 4.31 a-h, one parking space shall be required for each dwelling unit, and for dormitory uses, Section 4.33 b(7) one parking space for each twelve (12) beds.

17.64.2 Maximum Parking. The maximum accessory parking permitted for all uses in the district shall be one parking space for each six hundred and fifty (650) square feet of floor area, except that for residential uses, Section 4.31 a-h, there shall be no maximum accessory parking. No parking shall be provided which exceeds the maximum parking permitted, notwithstanding the provisions of Section 6.31.3.

17.70 SPECIAL DISTRICT 7

17.71 *Scope.* This Section 17.70 regulates development within the Special District 7 as shown on the Zoning Map of the City of Cambridge, as amended. Except as herein provided in this Section 17.70, all requirements of and regulations applicable to the Business B District as modified by the Central Square Overlay District shall apply equally to the Special District 7.

17.72 *Additional Permitted Uses*

a. The following uses shall be permitted as of right:

Assembly or packaging of articles (Section 4.37a) and manufacture, processing, assembly and/or packaging of specified articles and products (Section 4.37 b, 1-15) shall be permitted on any lot on which any one or combination of the above uses has been established on or before January 1, 1991 and which uses remain

II. Description:

A. Type and Use:

The building has been used as a storage warehouse since its initial construction in 1894. There are currently 1600 rooms in the warehouse ranging in size from 150 cubic feet to 5,000 cubic feet. They are rented on a monthly basis, the smallest room rents for $55.00 a month. A range of different belongings are stored in the warehouse from automobiles to pianos and business files to architectural drawings. There is a one story restaurant attached to the front facade and a retail audio store occupies the first floor of the main tower on the Vassar Street/Massachusetts Avenue corner.

B. Physical Description:

The Metropolitan Storage Warehouse is a five story brick building in the castellated style. It is located on a lot which is bounded by the Boston and Albany Rail Road on the North Side, Vassar Street on the South side, Massachusetts Avenue on the East and a parking garage on the West side. There is 41, 666 square feet of floor space in the warehouse. The first section, designed by architect Fred Pope and built by Woodbury and Leighton, dates from 1894. Four additional sections were added over the next eighteen years, designed by the firm of Peabody and Stearns and built by Cutting, Bardwell, and Company.

Section one is 90 feet in width, 115 feet in length, and a has a 6 story tower, which anchors the Massachusetts Avenue /Vassar Street corner. The tower is set out from the two facades by 3 1/2 feet. When the building was built a turret rose from the fourth floor level to a approximate height of 90 feet, but it was removed at the turn of the century. Two less substantial engaged towers, set out from the planes of their facades by 3 feet, anchor the North and South East

corners. The turret, towers, and the two street facades were crenelated with brick and topped with stone to help evoke the sense of security and power that is associated with the Twelfth century castles of southern France and northern Italy. The crenelation is supported by a denticular brick cornice which diminishes in a step like fashion into the wall, where it is supported by a stone lintel. Placement of the wrought iron window sash on the interior of the 20 inch thick walls accentuates the building's strength and mass. The windows on Vassar Street are 2 feet in width and 2 1/2 feet in height. The first floor windows are protected by 3/8 inch by 1 1/4 inch flat wrought iron bars which turn into the walls.

A molded stone cornice between the first and second floor windows wraps around all but the end wall of the building. Sixteen tie rod ends on the first section, between floors two and three, are in the shape of fleur de lis and contribute to the medieval appearance of the building. Similar fenestration was used on the tower, at a larger scale, between the fourth and fifth floors and also in the form of a hammered brass shield, carrying the warehouse's name, which hung 3 feet below the turret. Both items have been removed.

A series of round windows surrounded by two bands of brick headers and accented by articulated stone arches are the final bit of fenestration. The windows are at the fifth floor level and run from the corner of the main tower to the end of the first section on Vassar Street. There are a total of 13 windows, each 2 feet 3 inches in diameter and of the same heavy wrought iron construction of the building's other windows. Similar round windows were used on the front facade, but they have been removed and their openings bricked up. The rest of the windows are square or rectangular in form with keystone shaped brick lintels.

The windows on the North West side of the building, next to the railroad tracks, are mixed in size with some only a foot in width and help convey the sense of a fortress . A cut stone cornice is used on this side of the building instead of the crenelation. A cargo door, at ground level, near Massachusetts Avenue allows for the off loading of trains directly into the warehouse, similar doors are used in sections 2, 4, and 5. There is also a cargo door located next to the tower on Vassar Street. Ten foot high white letters on all sides of the buildings exterior advertise its name and fire proof construction.

The second section was added to the rear of the first and was completed in 1896. It is 102 feet in length with seven window bays per floor across the Vassar Street facade. The windows are vertically in line and not as tightly spaced as section one. A series of stone and brick arches, carried over from the first section, contain rectangular windows with arched tops, instead of round windows. This section is also crenelated and the wall plane is in line with the main wall of section one. Sixteen piers for section three were added during the construction of section two, since plans for that expansion were already in place.

Sections three (1898), four (1904), and five (1911) are almost identical to each other. Section four is on the same plane as section two with sections three and five being set on the same plane as the towers; this change in surface planes helps accent the castellated style of the building. The same pattern of windows and arches, found on section two, are used on all three sections.

The warehouse's interior carries through the fortress motif in both its detailing and engineering. Materials, plan, and interior finish combine to make the warehouse fire-proof. Section one uses interior brick load-bearing walls and a series of center columns to support wrought iron I-beams, which run parallel to the front facade at 4 foot intervals. Semi-porous tile blocks are used to form the fire proof segmental arches of the ceiling. These blocks are constructed of terra

cotta and are made up of hollow sections, like cinder blocks. The mixture of clay, ground-fire clay, and coal combine to make the tile fire proof. A skewer back block is used at each I beam to start forming the arch. It also protects the wrought iron, which is not fire proof, by wrapping around it. The arch is finished using filler blocks with their voids running parallel to the I-beams. A finished floor of poured concrete helps distribute the load, stiffen the floor and protect the tiles. This system of vaulting is also used for supporting the ground floor. A series of massive piers, made up of many small piles, carry the I beams which form the floor arches at ground level.

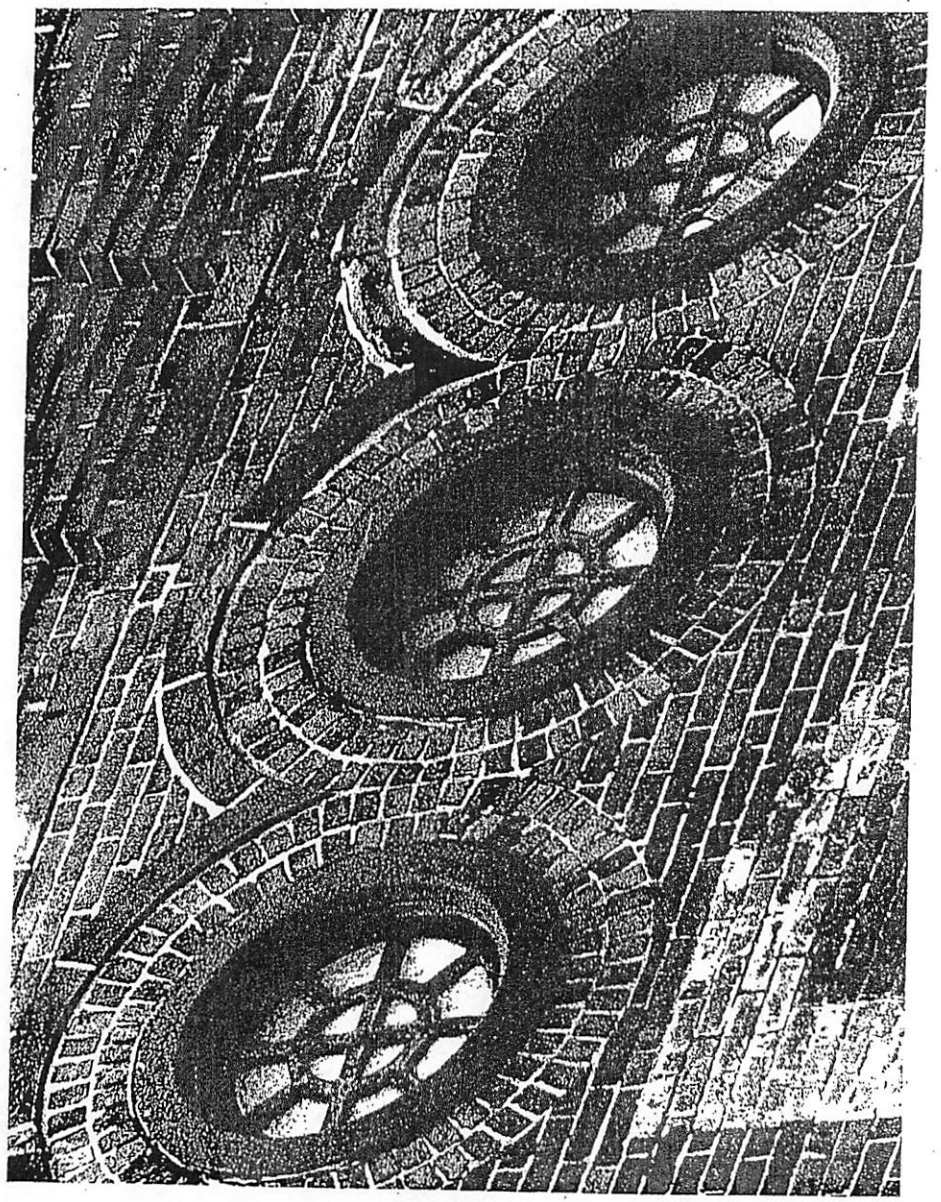
Section one uses interior brick walls and some wire lathe and plaster walls to separate each storage space. Special doors and jambs, which run floor to ceiling, complete the fire proof system by cutting off the flow of oxygen into the chamber. Wood-core doors with metal plating are part of the fire proofing system and have a slot on the full length of each side to allow for the insertion of a piece of canvas, which is held in place with a rubber tube. When the door is closed the canvas creates an air tight seal around the door. Felt, instead of canvas, is used to complete the seal of the casement windows. The doors in section one have a port hole to allow for inspection by a night watchman, this detail is not found in the other sections. There are no electric lines within the store rooms, instead lights hang from extension cords every ten feet and can be carried into each space. Water hoses were located within ten feet of each room, but have been removed. Several vaults were also located in section one for the protection of more valuable goods. There was one freight elevator in the first section, but it was removed when two larger elevators, powered by city water pressure, were added during the construction of the second section.

Sections 2 through 5 are slightly different then section 1, but still use the I beam and terra-cotta arch system, although the blocks are slightly different in geometry. These beams are supported by columns through out and do not use any interior brick load bearing walls. Large central rooms bounded on both sides by 10 foot wide corridors are used in section one. Sections two through five have one main corridor with narrow halls that branch off at 90 degrees. These halls have store rooms on both sides and windows at the ends.

There have been some minor changes to the building during its life time. In 1905 a ladies room was added and new wiring was installed. A restaurant was added to the front facade in 1923, the office was moved from the main tower to the middle of section two, and soil was excavated from under section one to add a basement level. The restaurant is a one story brick structure which uses crenelation at the roof level to carry over the castellated theme.

C. Current Photographs:

1. South East Facade
2. North East Facade
3. Section 1
4. Section 2
5. Section 3
6. Section 4
7. Section 5
8. Boiler Room
9. Window on boiler room
10. Rail road cargo door
11. 1st floor window and cover
12. Interior arch section 2
13. 5th floor windows



III. History of the Property

A. Historic Development Patterns

1. Deed history of the parcel

Metropolitan Storage Warehouse Company purchased the original 10,943 sq. ft. parcel for section one from the Charles River Embankment Company in 1894, conveyed in book 2377 of the Middlesex County Registry of Deeds January 24,1895. Soon after the completion of the first section, it was decided to purchase land for a second section and future expansion. A deed of sale for 35,723 sq. ft. of land was recorded in book 2534 of the Middlesex County Registry of Deeds on February 8, 1897 conveyed by the Charles River Embankment Company to Oliver Ames, president, and G. D. Braman, treasurer, of the Metropolitan Storage Warehouse Company. The completed parcel belonged to the company for the next sixty-five years. It was purchased by the Massachusetts Institute of Technology January 29, 1962, (book 9977 at the Middlesex County Registry of Deeds), along with a lease for the building granted to the Metropolitan Storage Warehouse Company.

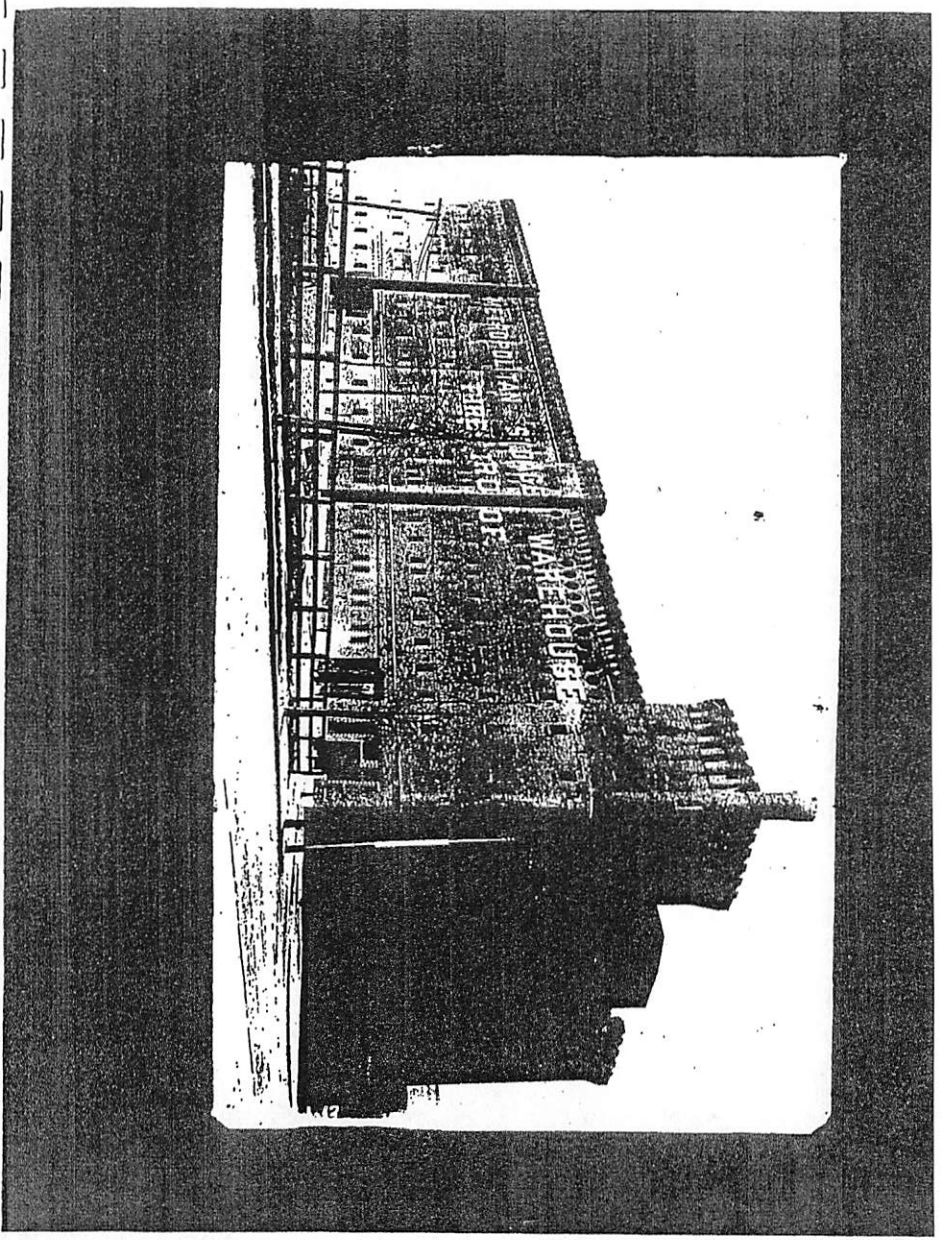
2. Development history of parcel and surroundings

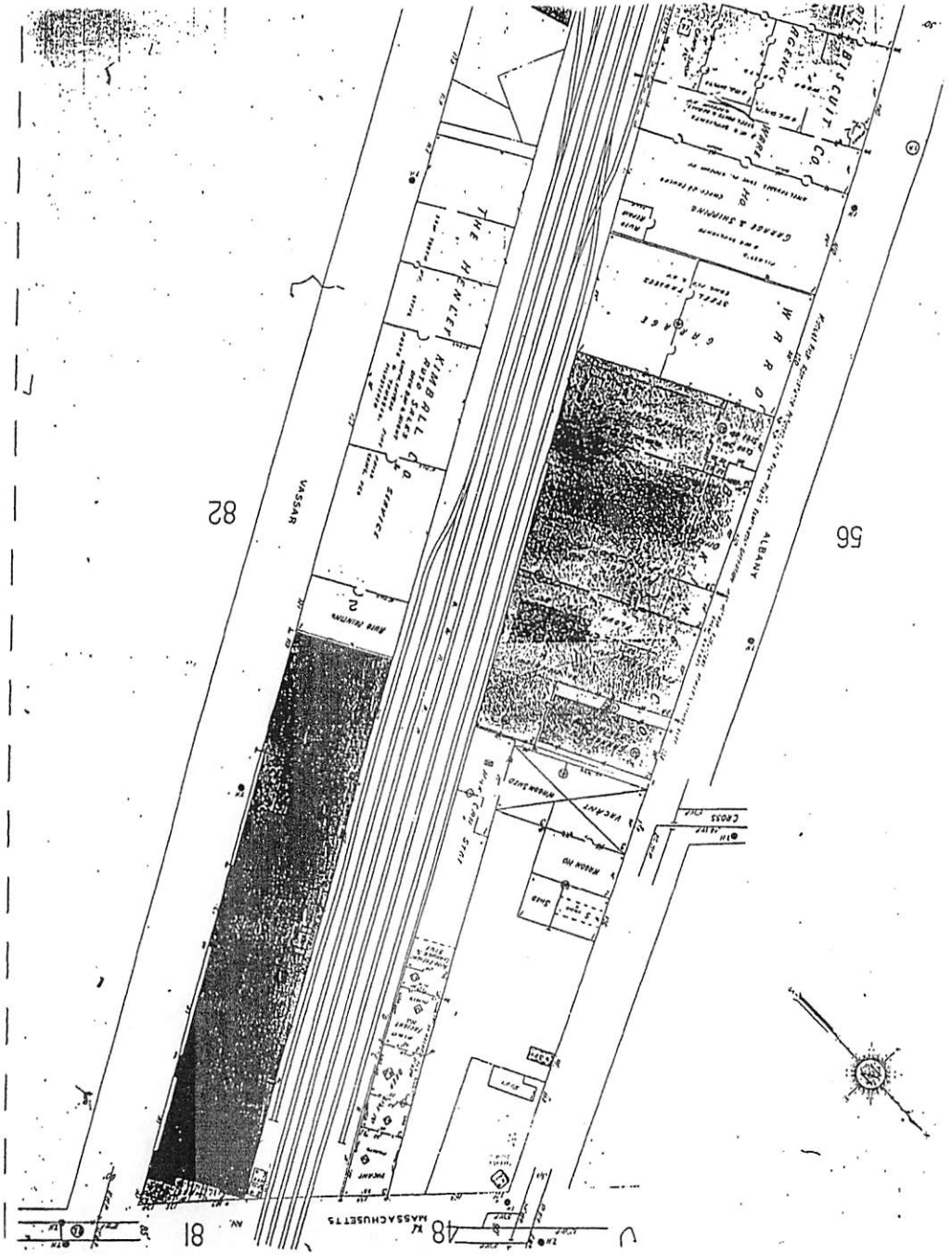
In 1881 the Charles River Embankment Company was established by Charles Davenport to develop 215 acres of marshland on the Cambridge bank of the Charles River. This area was known for the stench that came from the sludge of the river's bank and for the squatters who had settled in "tin villages" on the marshlands. Davenport saw this area as another Back Bay. He envisioned a filling in of the river's edge and eventually a dam that would control its tidal flow. Trees would run the length of the river and Memorial Drive with elegant apartment houses facing the water, unlike the Back Bay where they face away from the river. One problem facing the development of the marshland was an easy access to Boston.

Davenport looked to the Back Bay for inspiration, but had no way to get there. This piece of the puzzle was inserted in 1887-90 with the building of Harvard Bridge, so named because the continuation of Massachusetts Avenue towards Harvard. Completion of the bridge allowed for easy access to the Back Bay, but even with the bridge in place there was not a great building boom due to the tidal nature of the river and the stench that came with it. The first building to be constructed in the area was the Metropolitan Storage Warehouse which mostly serviced clients from across the river. There were no major buildings built over the next few years until the construction of Riverbank Court, 1900, on the corner of Memorial Drive and Massachusetts Avenue and the Armory, 1902, on Vassar Street. Riverbank Court was built to be the cornerstone of the row of great houses and apartments along Memorial Drive, but it never caught on. This was due to the collapse of the Charles River Embankment Company and the ten year period between Riverbank Court's construction and the building of the tidal dam. Development in the area was slow over the next decade until the arrival of M.I.T. in 1916.

B. Historic Photographs, Maps

See attached.





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IV. Significance of the Property

A. Historical Significance

The Metropolitan Storage Warehouse is a part of the historical fabric that represents social and developmental change in Cambridge and Boston at the time of its construction. With the completion of the Harvard Bridge the land around the warehouse became an annex to the wealthy residents of the Back Bay who were traveling abroad for several months or spending time at their other residences. A reference to this societal movement is found in the June 9th 1894 edition of the Cambridge Chronicle in an article about the construction of the warehouse. The third paragraph of the article reads:

> " These buildings are becoming more and more a necessity, owing to the fact that so many people are away from their city residences during a large part of each year. Leaving the household treasures behind for so long a period, even though they are under the care of watchmen and servants, is the source of such anxiety that it is fast becoming a custom to put a large part of the most valuable of the household goods in storage warehouses, thus lessening the responsibility to the owner for the time being."

A similar reference to the transient life style at the turn of the century and the need for storage is found in the April 4th 1896 edition of the Cambridge Chronicle in an advertisement for the storage warehouse:

> "At this season of the year many people are contemplating a trip abroad or into the country for three to six months or more. This involves temporary disposal of one's household goods. The management of the Metropolitan Storage Warehouse, on Massachusetts Avenue, near Harvard Bridge, will solve this difficulty for you."

Subsequent additions to the warehouse following its initial construction in 1894 are also an indicator of the necessity of such a facility and along with the building of the E & R laundry (204 Massachusetts Avenue) in 1904, demonstrate the area's growing use as a annex to the Back Bay. The warehouse's floor plan and it's division into piano, painting, and carriage rooms, horse stalls, and eventually automobile rooms is representative of the cyclical nature of society at the time. When families left the city they would store their valuables, pianos and paintings, but when they returned they would need a location to store their horse and carriage and later their automobiles. This cycle has been carried on through the present by the students of M.I.T. and the other local colleges who need storage space during their summer breaks.

B. Architectural Significance

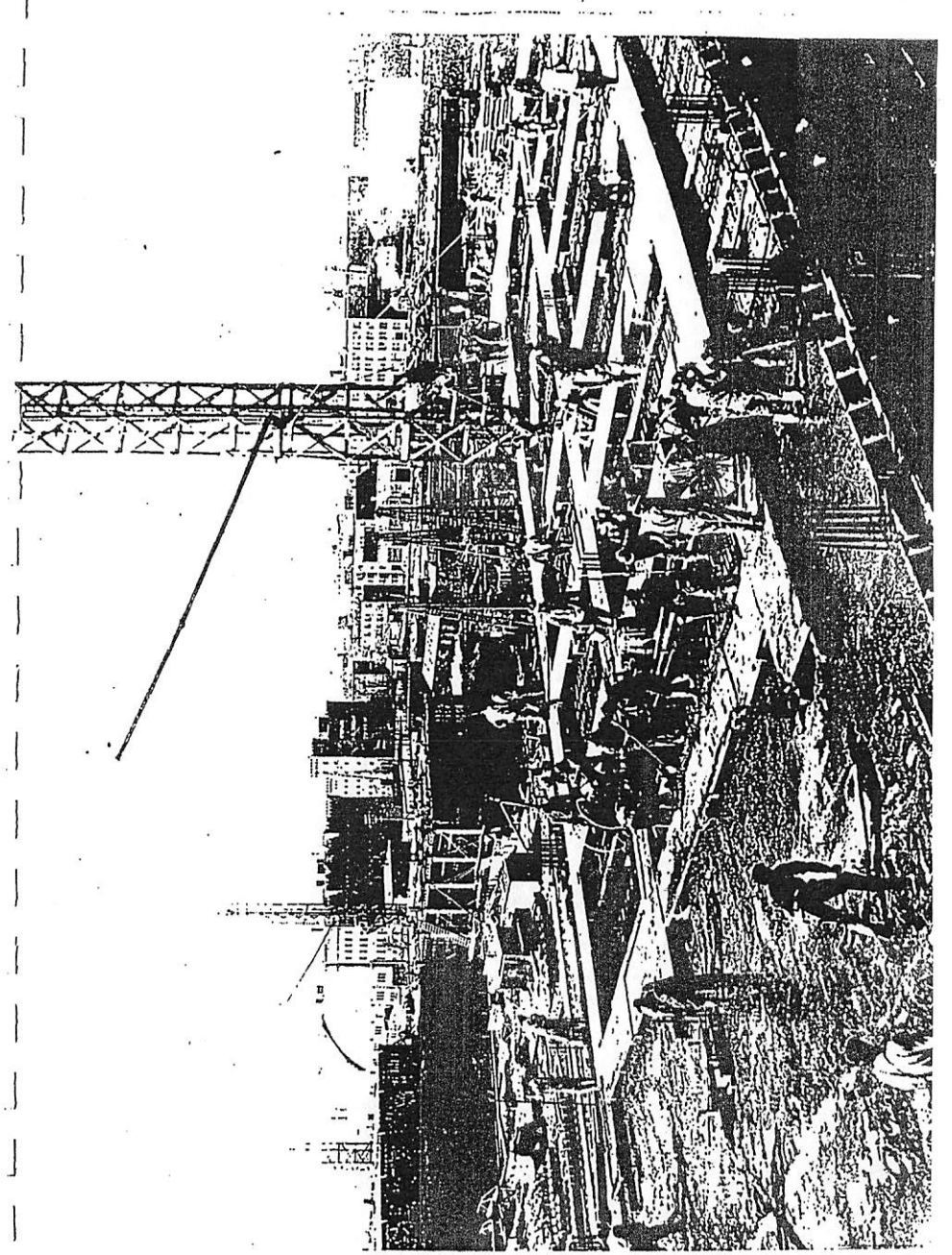
Metropolitan Storage Warehouse is an excellent example of the castellated style and due to its size and massing is a highly visible and a significant contributing element in the architectural fabric of the area. It set the architectural tone for most of the early construction along Massachusetts Avenue and is a unifying element. Riverbank Court by H.B. Ball, 1900, was one the first buildings built after the warehouse and is in the castellated style as is the Cambridge Armory, 1902, by Hartwell, Richardson, and Driver, and the E & R Laundry, 1904, by C.H. McClare.

Fred Pope's original design had an obvious effect on his peers that chose to follow his lead, including Peabody & Stearns. This is by far the most notable building he ever designed, and was referred to in his obituary as the first storage warehouse in New England. It is a physical representation of Pope's knowledge of new technology. He was the architect of four other Cambridge buildings from 1873-1886. The only other mercantile building designed by Pope in Cambridge was a factory for George Gibson on Albany Street near Main, which has been

torn down. He is best known for his work on Beacon Street in Boston and as the architect of the Rogers Building on Washington Street. He was praised by the Leading Manufacturers and Merchants of Boston in 1885 for his service to Boston architecture, especially his ability to " ...follow specifications to the letter, & keeping within the margin of estimates...". There is significant documentation of the work of Pope and Peabody and Stearns on the building in the form of 205 drawings in the holdings of the Boston Public Library. This collection also contains interior details and engineering specifications making it one the best-documented buildings in Cambridge.

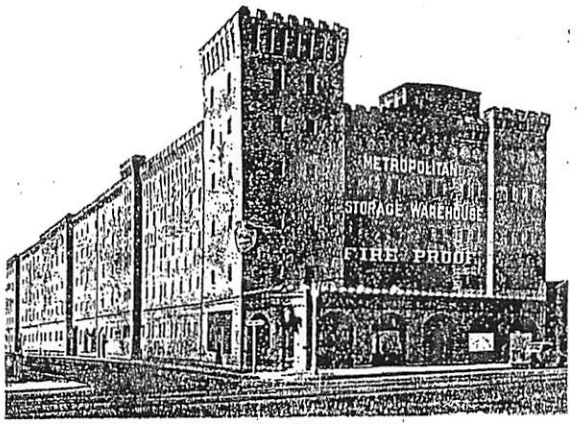
Though it is the interior which used new technology as a means of fire proofing, it is the fortress-like style of the exterior which articulates the secure protective nature of the building. The Cambridge Chronicle of April 6th 1895 makes note of the use of terra-cotta and other new technologies and points out that it is " ... unique in many of its features and pronounced the finest of its kind in the world." Also it is "... probably the first building ever erected in New England without a hole or crevice in its floors or walls ...". The continued use of the building as a warehouse emphasizes the longevity of the buildings design and has created little change in its exterior or interior features. It retains a tremendous amount of its original fabric and looks today largely as it did at the time of its completion in 1911.

C. Historic Photographs



Let us

Protect Your Furniture and Valuables



Metropolitan Storage Warehouse Company

ESTABLISHED 1894

134 Massachusetts Avenue, Cambridge, Mass.

PHONE KIRKLAND 8180

Fireproof THE WAREHOUSE *is absolutely fireproof. Iron, steel, stone, brick and cement are used throughout in the construction of the buliding.*

Security THE BUILDING, *which is practically a huge vault with numerous fireproof compartments, is patrolled by competent watchmen day and night. Every hour of the day, someone is on duty to further safeguard your property.*

Accessibility METROPOLITAN STORAGE WAREHOUSE COMPANY *is conveniently located at 134 Massachusetts Ave., Cambridge (corner of Massachusetts Ave. and Vassar St.), just across the Harvard Bridge from Boston. Adequate parking space is always available at the entrance which is on Vassar St. The Warehouse is located in an unusually favorable position to handle carload lots of furniture or other goods because of its siding on the Boston & Albany Railroad. Goods shipped by freight should be consigned to the Metropolitan Storage Warehouse Company, care of the B. & A. R.R., East Cambridge Station.*

Heated Rooms and Corridors THE CORRIDORS *are heated so that customers who wish to examine their goods, or for any reason remain in their room some time, may do so comfortably. Large heated rooms equipped with tables are available for displaying goods or distributing estates. Specially heated rooms are maintained for pianos, musical instruments and valuable paintings.*

Vaults for Valuables VALUABLES, *personal belongings and silver may be stored in special vaults with burglar alarm attachments. Under no circumstances is any person admitted to these vaults unaccompanied by attendants.*

Lift Van Service IF YOU WISH, *you may have your furniture packed in a specially constructed van and seal it at your home. This van will then be transported to the warehouse without the seal being broken.*

Skilled Workmen THE ENTIRE PERSONNEL *of Metropolitan Storage Warehouse Company is courteous and capable. Men are available to help you place additional articles in storage, remove articles from storage and pack your goods, who have been trained in the handling of valuable furniture. One of the most valued assets of the Warehouse is a group of men who will handle your property more skillfully and carefully than you would handle it yourself.*

Varied Facilities THE WAREHOUSE *with its 1575 rooms of varied size is equipped to serve every storage need. There are small individual rooms for the storage of several pieces of furniture, larger rooms for small apartments and still larger rooms suitable for storing the furniture of the largest house. Special facilities are available for the storage of pianos, paintings, statuary, valuable doors or mantles, store and office fixtures, business papers of estates, corporation records, automobiles and some types of merchandise.*

An Idea WE SUGGEST *the storage with us of especially valuable articles, or perhaps seasonal clothing, when closing either your summer or winter home, or surplus articles which may crowd your apartment.*

Estimates WE WILL GLADLY *visit your home, without charge, and make an estimate for packing, moving and storing. Phone Kirkland 8180 and a representative will call.*

Packing and Shipping

Expert handling of fine furniture and delicate china is required. Skill, long experience, special training, common sense, and an appreciation of valuable goods on the part of Metropolitan Storage Warehouse Company employees, have won the praise and confidence of our customers. Workmen who have been with the company as long as thirty years and who have handled furniture belonging to some of New England's outstanding families are prepared to care for the packing and shipping of your furniture and valuables.

Arrangements can be made through the Metropolitan Storage Warehouse Company to pack and ship goods to any point in this country by van or rail. Many of our customers have had us pack goods to ship abroad and also, while abroad, have consigned valuable goods to us for safe keeping pending their return.

Select Your Warehouse as You Select Your Bank

Your valuable household goods, silverware, and paintings represent a considerable investment. Should not the same care be used in selecting a warehouse as is used in selecting a bank for a similar sized investment? It is because we acknowledge and are willing to accept this responsibility that we cordially invite you to inspect our building and facilities so you can see to what extent we are prepared to safeguard your investment.

Officers of

Metropolitan Storage Warehouse Company

E. Sohier Welch, *Pres.* Bancroft G. Davis, *Vice-Pres.*

K. C. Streng, *Treasurer and Manager*

Directors

E. Sohier Welch
Bancroft G. Davis
Gerald Boardman
Robert H. Gardiner
Stephen W. Sleeper
Henry Webb Hyde
George E. Brown

VIII. Standards and Criteria

A. General Standards and Criteria

The Commission's primary charge under Ordinance 1002 is to review " ...all construction, demolition, or alteration that affects the exterior architectural features, other than color of any landmark." This landmark study report describes exterior architectural features that are among the characteristics which led to consideration of the property as a landmark. Except as the order designating or amending the landmark may otherwise provide, those features should be preserved and/or enhanced in any construction, demolition, or alteration of a landmark.

Section 8 of the ordinance sets general guidelines to be considered by the Historical Commission in reviewing changes to landmarks. Among other things, the Commission is directed to consider:

> " The historic and architectural value and significance of the structure, the general design, arrangement, texture and materials of features involved, and the relation of such features to similar features or structures in the surrounding area."

In all cases, a Certificate of Appropriateness, Hardship, or Non-Applicability must be issued by the Historic Commission prior to making any changes to a landmark. The Commission does not have authority to regulate interiors of landmarks nor can it control changes to exterior architectural features not subject to architectural view. Nonetheless, Certificate of Non-Applicability must generally be issued for those changes. Applications for most certificates are reviewed by the Commission at a public hearing, in accordance with Ordinance 1002.

VI Recommendations

A. Section 1, Ordinance 1002

The purpose of protected landmark designation by the city of Cambridge is to " ...preserve, conserve, and protect the beauty and heritage of the city ...and to improve the quality of it environment through identification, conservation, and maintenance of...structures which constitute or reflect distinctive features of the architectural, cultural, political, economic, or social history of the city." The social, aesthetic, and architectural significance of the Metropolitan Storage Warehouse justify its protection under the landmark ordinance.

" The report shall recommend the boundaries of any proposed landmark..." The building almost occupies the entire are of the 46,666 square feet lot it is located on. The entire exterior and interior have retained most of their original fabric and should be treated accordingly. It is recommended that in the spirit of the ordinance "...all construction. demolition, or alteration that affects the exterior architectural features..." be reviewed.

B. Preservation Options

The Metropolitan Storage Warehouse has been identified for landmark designation. It is eligible for the National Register and is part of a multi-resource nomination. This eligibility does not afford the building the necessary level of protection. Landmark status is the only means by which the exterior of this important part of Cambridge developmental history can be fully protected.

VII. Proposed Order for Designation

The Metropolitan Storage Warehouse at 134 Massachusetts Avenue is recommended to the City Council for designation as a protected landmark due to its fulfillment of the criteria for eligibility.

V. Relationship to Criteria

A. Section 4, Ordinance 1002

Elements of 134 Massachusetts Avenue conforming to criteria set forth in section 4, of ordinance 1002 passed by the city of Cambridge are as follows:

"The Historical Commission...may recommend for designation as a landmark any property within the city...(a) importantly associated with...broad architectural, aesthetic, cultural, political, economic, or social history...or (b) historically or architecturally significant (in terms of period, style method of construction, or association with a famous architect or builder)."

B. Relationship of Property to Criteria

Socially and aesthetically significant the Metropolitan Storage Warehouse fulfills criteria (a) of section 4. It was the first fire-proof storage warehouse built in New England. A necessity at the time of its construction due the mobility of the society, it is especially significant in relationship to the development of the area as a annex to the residents of Boston's Back Bay. Aesthetically the warehouse's castellated form established the architectural style for other significant buildings along Massachusetts Avenue. It is a corner stone of the M.I.T. campus and has been a important part of the building fabric in Cambridge for over 100 years.

Criteria (b) of section 4 is also met by the building. It is the last mercantile building standing in Cambridge by the architect Fred Pope and one of the few worked on by the firm of Peabody & Stearns. The Metropolitan Storage Warehouse is the most well documented building of its type in New England and is a significant example of the early methods of fire-proof construction.

13 and 15, went with Prof. Toland's house. fun. No further action

rtising Will Pay erts Say.

APANESE ANTERN PLANTS

Fogg Museum of Art Gives Way To New Museum

The William Hayes Fogg Museum of Art which has held the art treasures of Harvard university for over 30 years, closed its doors last Saturday never to open them again to admit the public to view the countless valuable works of art it contained. The work of moving Harvard's art treasures to the new museum, almost completed on Quincy street, is practically finished, and the building will be used from now on only as a classroom for students in fine arts and allied subjects of both Harvard and Radcliffe. The new museum will be opened officially on June 20 with fitting ceremonies, and from then on the public will be admitted to its exhibition rooms.

The old Fogg museum, which was located on Cambridge street, just opposite Memorial hall, was built in 1895. Many valuable gifts of original paintings, sculpture and oriental pottery, and etchings have been given to Harvard, until suitable exhibition space was not available in the original structure.

DEATH OF FREDERICK POPE, FORMER NOTED ARCHITECT

Frederick Pope, who died at his home, 149 Oxford street, on Tuesday, was formerly one of the best known architects in Boston, who had made and lost three separate fortunes. Mr. Pope was born June 19, 1838, in Walpole, N. H., son of Samuel and Sarah (Stetson) Pope. His father was a ship owner and he went to sea while still a boy as supercargo on one of his father's vessels. He became interested in architecture as a young man and was responsible for building the first storage warehouse in New England in this city. He also built a large number of the houses along Beacon street during the development of that thoroughfare between Arlington street and Dartmouth street, more than half a century ago.

Mr. Pope was a noted horseman in his younger days and a crack yachtsman having been owner of the first big steam yacht, the "Annie S." seen in this port. He was the first Bostonian to become a member of the New York Yacht club.

Mr. Pope never married. He leaves two nephews, Col. Frederick Pope, of New York, and George M. Pope, of Niagara Falls; and two nieces, Mrs. Beatrice E. Waterbury, of London, and Mrs. Mary E. Paddon, of New York.

Funeral services were held in Mount Auburn Cemetery chapel at 11.30 Thursday morning. Burial was in the family lot at Mount Auburn.