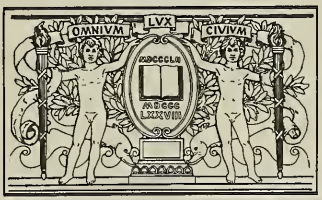

BOSTON
PUBLIC
LIBRARY

PROPOSED

A SYSTEM OF FIRE STATIONS

for the City of Boston

City Planning Board-Sept. '56

PROPOSED

A SYSTEM OF FIRE STATIONS

for the

CITY OF BOSTON

BOSTON CITY PLANNING BOARD

Boston, Massachusetts August , 1956

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Illustrations

ACKNOWLEDGMENTS

We wish to express appreciation to Fire Commissioner Francis X. Cotter and other members of his staff for their cooperation in making available necessary source material for this study; and to Mr. Warren Kimball, representative of the ~~National Bureau of~~ Fire Underwriters, for valuable help in developing ~~the NBFU~~ standards for Boston.

FOREWORD

The accompanying report on the relocation of fire stations in Boston is the third in a series of studies to be issued by the Planning Board on various City systems. Each of these studies has been developed by the staff of the Planning Board in cooperation with other City Departments. It is intended that they shall serve as a guide to orderly City development and provide a framework for scheduling needed capital improvements. Compiling the data for the City's capital improvement program is now an annual function of the City Planning Board in accordance with Chapter 4 of the Revised Ordinances of 1952.

The following system studies have been completed or are in preparation:

1. A Parking Program for the Boston Central Business Area (part of City's circulation system) - 1954
2. A Branch Library System for Boston - 1955
3. Proposed System of Fire Stations - 1956
4. School and Recreation Play Space (in preparation)
5. Proposed Circulation System (in preparation)
6. Proposed System of Police Stations - (scheduled) and Court Houses

SUMMARY FINDINGS

Boston is presently served by a total of 49 fire stations. Thirty of these - or 61% - were built prior to 1910 and therefore designed to function with horse-drawn vehicles. Well over 60% are obsolete in design, too small and consequently inadequate to meet the present-day requirements for fire fighting.

Application of nationally accepted standards also shows the distribution of fire stations to be overly generous and far greater than the number necessary to efficiently serve the City. The sites themselves are too small to meet present-day expanded requirements for:

- housing and storing equipment
- living quarters for personnel
- training purposes
- recreation space, inside and out
- off-street parking space for personnel
- maneuvering and servicing equipment

Present conditions therefore, point to a re-evaluation of the existing system in line with modern fire-fighting methods for a City the size of Boston.

PURPOSE OF STUDY

The purpose of the Fire Station study is to formulate a long-range development plan for the proper location of an adequate number of fire stations to protect life and property in Boston from the hazards of fire. In this plan each station is considered an integral part of a City-wide location pattern, rather than an isolated unit in itself. Ideally, the maximum running time from a station to any point of a fire should be three minutes.

SCOPE OF STUDY

This study involves only that aspect of the fire station system having to do with the distribution of stations to most efficiently serve the people of Boston. It is hence concerned with factors such as the area to be served by any given station; the number of people in that area; the character of the land and layout of streets in gaining access through the area; the kind of structures - whether residential, commercial, or industrial; the age and density of structures to be served. And of prime importance is the station itself -- how it meets the demands for modern fire-fighting methods. It is not concerned with the ~~amount~~ details ? of equipment nor the number of personnel necessary for the system.

Today's motorized equipment requires considerably more space than the horsedrawn vehicles of fifty years ago. Maintenance and storage of modern fire fighting equipment such as hose also require greater space. Living quarters for the fire-fighting staff, are now an essential part of the requirements for modern fire stations. Since this staff is on duty in shifts around the clock, space must also be available for recreation of various sorts. Each of these factors has been studied in relation to nationally accepted standards which have been adapted to the particular conditions existing in Boston.

The Planning Board recognizes that the location of fire stations is only one factor which contributes to the efficiency of a modern Fire Department, and this study is but the first step toward the selection of specific sites in the relocation program.

Preliminary work has been done by the Planning Board staff in cooperation with the Fire Commissioner on the selection of a few sites and specific data is available for discussion.

The entire study is predicated upon the assumption that Boston will continue to maintain its own Fire Department for the foreseeable future. In the event that a metropolitan fire-fighting system should be contemplated, the location of certain stations ~~on~~ near City boundaries should be reconsidered.

APPLICATION OF STANDARDS

The standards used in evaluating the existing locations of fire stations and in preparing a long-range development plan are based chiefly on standards established by the National Board of Fire Underwriters, adjusted to the physical characteristics of Boston as to

1) type of land use and population density

2) street layout, traffic ways and topography

3) building density and conditions

The end result of these standards is to achieve a maximum of 2 to 3 minutes' running time from a station to any given point. As shown below, space between stations depends largely on the type of area to be served. Also the area of Boston is relatively small -- 44 square miles -- and there are different types of development which vary from very old and crowded areas to newer and more open areas, dictating an adjustment in the generally accepted standards of the National Bureau of Fire Underwriters.

1) Service Area Standards by Types of Area

	Maximum service radius in miles for	
Type of Area	Engine Company	Ladder Company
Open or scattered residential	3	3
Closely built residential	1½	1
High value commercial	3/4	1

It is obvious that each district in Boston must be studied separately to determine proper frequency distribution of its fire stations. In crowded, congested sections, such as the high value area in Downtown Boston, or the older high density areas such as Charlestown or parts of Roxbury, service areas must be of smaller radius than the accepted standards and hence, distribution of

stations more frequent than in the more openly developed residential areas, such as West Roxbury and Hyde Park.

2) Street Layout, Trafficways, and Topography

> Fire stations should be located close to ~~or leading into~~ a major street, and in such a manner that topographic features do not create time-consuming barriers to quick response.

Analysis of the pattern of trafficways throughout the City is important in order to determine accessibility of movement for the equipment from each fire station. A station located directly on a major street close to points of congestion creates costly delays that should be avoided. In districts where streets are narrow and congested, e.g. Dudley Street in Roxbury, special care must be taken to avoid delays in access from the station.

East Boston is typical of a type of district that presents a real problem because it is physically isolated by bodies of water. Bridges, tunnels, railroads, cemeteries and topographic features such as excessively steep grades, dead-end, or impassable streets, also create time-consuming barriers to quick response in the movement of fire apparatus from any given station to the point of fire, and must be specially considered in the re-location of fire stations.

3) Building Density

> Fire stations should be located in or near high density residential districts and adjacent to commercial and industrial districts.

Areas containing a high percent of old frame structures in a dilapidated condition are more susceptible to conflagration and multiple alarms. In 1954 more than twice the number of actual fires occurred in the crowded Roxbury area of District 5 as occurred in most other parts of the City.

Generally speaking, analysis of recent fire call records showed areas of high population and building density to be areas where the greatest percentage of fire occurred.

SUMMARY RECOMMENDATIONS

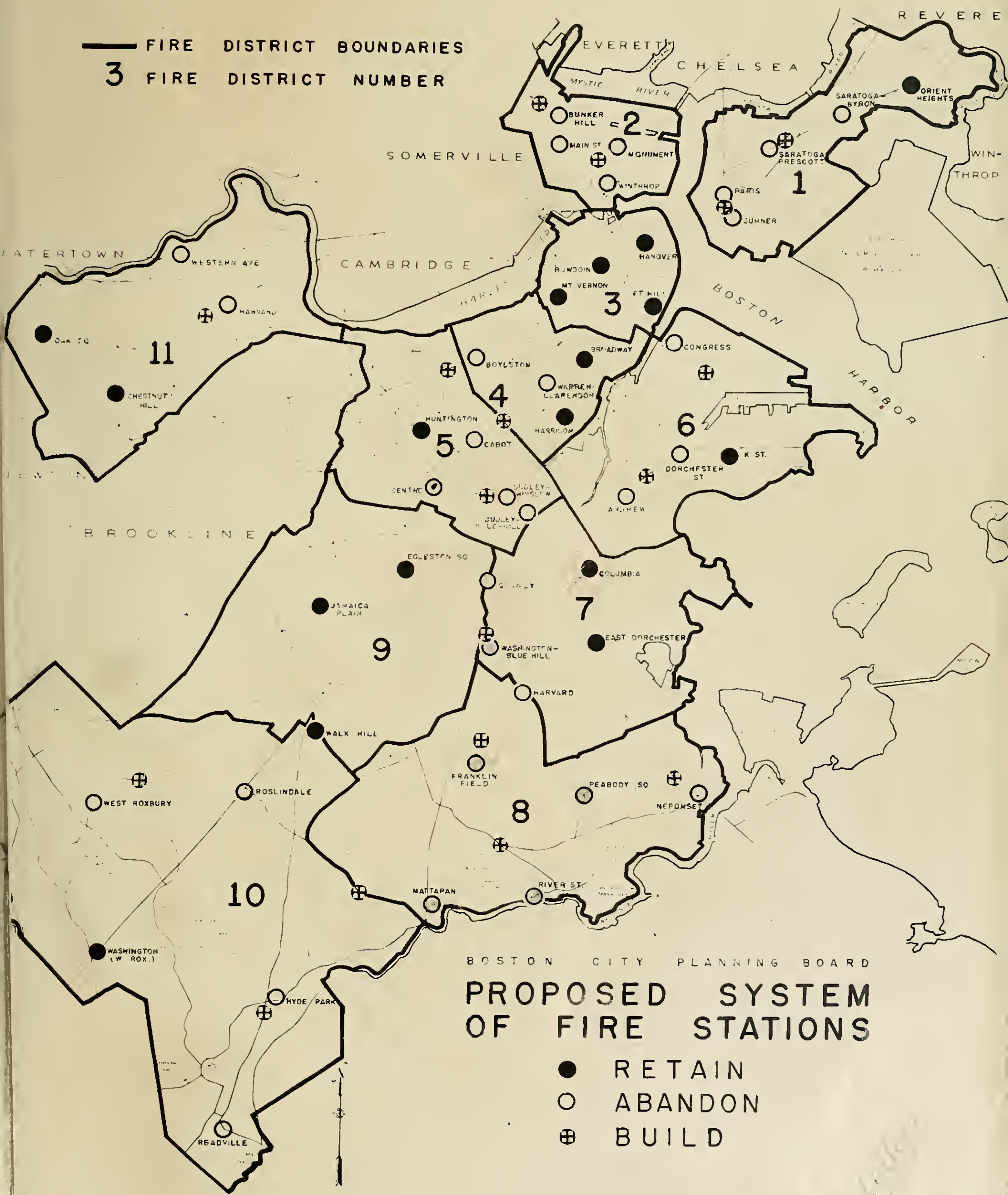
In summary, the following program is proposed for the relocation of fire stations;

That the distribution of fire stations be planned in relation to an OVERALL CITY-WIDE PATTERN OF 35 FIRE STATIONS to adequately and efficiently serve the people of Boston.

That 18 EXISTING STATIONS, ~~presently~~ now in good condition and sufficiently well located, BE RETAINED to form the basis for this City-wide pattern.

That 31 EXISTING STATIONS, inadequate and poorly located, BE ABANDONED.

That 17 NEW STATIONS BE BUILT, properly located to complete the City-wide pattern of distribution. These 17 new stations have been assigned a first or second priority, depending on the degree of urgency for replacement. The time schedule for construction would be related to the City's capital improvement programming.



FIRE DISTRICT BOUNDARIES
3 FIRE DISTRICT NUMBER
REVERE
EVERETT
CHELSEA
MYSTIC RIVER
SOMERVILLE
WATERTOWN
CAMBRIDGE
BROOKLINE
WIN-THROP
BOSTON HARBOR
BUNKER HILL
MAIN ST
MONUMENT
WINTHROP
SARATOGA-BYRON
ORIENT HEIGHTS
SARATOGA PRESCOTT
PARIS
SUMNER
WESTERN AVE
HARVARD
OAK SQ
CHESTNUT HILL
BOWDOIN
HANOVER
MT VERNON
FT HILL
BROADWAY
BOYLSTON
WARREN-CLARENDON
HARRISON
CONGRESS
HUNTINGTON
CABOT
CENTRE
K ST.
DORCHESTER ST
EGLESTON SQ
JAMAICA PLAIN
COLUMBIA
EAST DORCHESTER
WASHINGTON-BLUE HILL
HARVARD
WALK HILL
FRANKLIN FIELD
PEABODY SQ
NEPONSET
WEST ROXBURY
ROSLINDALE
MATTAPAN
RIVER ST.
WASHINGTON (W. ROX.)
HYDE PARK
READVILLE
1
2
3
4
5
6
7
8
9
10
11
BOSTON CITY PLANNING BOARD
PROPOSED SYSTEM OF FIRE STATIONS
RETAIN
ABANDON
BUILD

TABLE 1. FIRE STATIONS, CITY OF BOSTON, EXISTING AND PROPOSED - 1956

Fire District		EXISTING						PROPOSED			
		Tot. No. Stas.	Station		Year Built	Company		Recommended to Retain	Recommended to Abandon	Tot. No. Stas.	Proposed Schedule of New Stations
No.	Name		Name	Address		Engine	Ladder				1st Priority / 2nd Priority
1	EAST BOSTON*	5								3*	
			Paris	60 Paris St.	1873	E-9	L-2		x		Maverick Sq.
			Orient Heights	3 Ashley St.	1949	E-56	-	x			
			Saratoga-Byron	761 Saratoga St.	1885	E-11	L-21		x		
			Saratoga-Prescott	381 Saratoga St.	1901	5	-		x		Day Sq. / -
			Sumner	250 Sumner St.	1924	40	-		x		
2	CHARLESTOWN*	4								2*	
			Bunker Hill	440 Bunker Hill St.	1872	32			x		Main St. / -
			Main St.	333 Main St.	1884	27	9		x		
			Monument	44 Monument St.	1884	36	22		x		
			Winthrop	34 Winthrop St.	1876	50	-		x		High St. / -
3	CENTRAL BUSINESS DISTRICT-NORTH & WEST ENDS	4								4	
			Fort Hill	Fort Hill Sq.	1952	25	8	x			
			Hanover	392 Hanover St.	1949	8	1	x			
			Bowdoin	Bowdoin Sq.	1929	4	24	x			
			Mt. Vernon	60 River St.	1949	10		x			
4	BUSINESS DIST. SOUTH END & BACK BAY *	4								4*	
			Broadway	194 Broadway	1926	26-Sq.7	17	x			
			Harrison	440 Harrison Ave.	1947	3	3	x			
			Warren-Clarendon	72 Warren Ave.	1899	22	13		x		Mass.at Tremont
			Boylston	941 Boylston	1888	33	15		x		Fens
5	ROXBURY & BACK BAY *	5								2*	
			Cabot	1046 Tremont St.	1885	13	12		x		
			Centre	27 Centre St.	1870	Sq-14	-		x		
			Dudley-Winslow	198 Dudley St.	1873	-	4		x		Dudley St.
			Huntington	530 Huntington Av.	1933	37	26	x			
			Dudley-Blue Hill	407 Dudley St.	1871	12	-		x		

TABLE 1. FIRE STATIONS, CITY OF BOSTON, EXISTING AND PROPOSED - 1956 (cont'd)

Fire District		EXISTING						PROPOSED			PROPOSED	
		Tot. No. Stas.	Station Name	Address	Year Built	Company Engine	Company Ladder	Recommended to Retain	Recommended to Abandon	Tot. No. Stas.	Proposed Schedule of New Stations 1st Priority	Proposed Schedule of New Stations 2nd Priority
No.	Name											
6	SOUTH BOSTON	4								3		
			Andrew	5 Boston St.	1893	43	20		x			Old Colony & Dor. St.
			Congress	344 Congress St.	1895	39	18		x			
			Dorchester St.	119 Dorchester St.	1867(1947)	1	-		x			Summer & D Sts.
			K-St.	700 E. Fourth St.	1923	2	19	x				
7	ROXBURY & DORCHESTER NO.	4								3		
			Columbia	641 Columbia Rd.	1926	21	-	x				
			East Dorchester	6 Parish St.	1928	17	7	x				
			Quincy	434 Warren Av.	1873	24	-		x			Warren Av.
			Wash-Blue Hill	36 Washington St.	1874	-	23		x			
8	DORCHESTER SO.	6								4		
			Franklin Field	120 Lyford St.	1910	52	29		x			
			Harvard	30 Harvard St.	1877	18	-		x			Talbot Av.
			Mattapan	128 Babson St.	1868	19	6		x			Cummins Hgy.
			Neponset	32 Walnut St.	1895	20	-		x		Neponset Av.	
			Peabody Sq.	1884 Dorchester Av.	1907	46	27		x			
			River St.	51 River St.	1873	16	-		x		Morton St.	
9	JAMAICA PLAIN & ROXBURY	3								3		
			Egleston Sq.	1870 Columbus Av.	1952	42	30	x				
			Jamaica Plain	659 Centre St.	1898	28	10	x				
			Walk Hill	16 Walk Hill St.	1908	Sq-53		x				
10	ROSLINDALE, WEST ROXBURY, HYDE PARK	5										
			Hyde Park	30 Winthrop St.	1908	48	28		x			Hyde Park & Dana Av
			Readville	209 Neponset V.P.	1917	49	-		x			
			Wash-W.Roxbury	5115 Washington St.	1949	55	-	x				
			West Roxbury	1940 Centre St.	1898	30	25		x			Centre St.
			Roslindale	4244 Washington St.	1888	45	16		x			

TABLE 1. FIRE STATIONS, CITY OF BOSTON, EXISTING AND PROPOSED - 1956 (Cont'd)

Fire District No.	Fire District Name	EXISTING: Tot. No. Stas.	Station Name	Station Address	Year Built	Company: Engine	Company: Ladder	PROPOSED: Recommended to Retain	PROPOSED: Recommended to Abandon	Tot. No. Stas.	PROPOSED: Proposed Schedule of New Stations — 1st Priority	PROPOSED: Proposed Schedule of New Stations — 2nd Priority
11	BRIGHTON	4								3		
			Chestnut Hill	138 Chestnut Hill Av.	1929	29	11	x				
			Harvard	16 Harvard Av.	1891	41	14		x		Union Sq.	
			Oak Square	425 Faneuil St.	1913	51	-	x				
			Western Av.	444 Western Av.	1887	Sq-34			x			
	LONG ISLAND	1								1		
	TOTAL	49								35		

*ALTERNATE PROPOSALS:

Dist. 1 - Retain Orient Heights, Saratoga-Prescott and Sumner Stations; replace Paris St. and Saratoga-Byron with one station in vicinity of Central Square.

" 2 - Same plus one additional station in vicinity of City Square may be necessary because of difficult topography and high building density.

" 4 - Same except replace Boylston St. with two stations: one located in vicinity of Commonwealth Av. and Sherborn St. and other in vicinity of Huntington Av. and Exeter St.

" 5 - Retain Huntington and Centre, and replace Dudley-Winslow and Dudley Blue-Hill with a new station in vicinity of Dudley Blue-Hill

PROPOSED PLAN FOR STATION RELOCATION

Objective

The ultimate objective of the recommended plan is to consolidate where possible by eliminating small inadequate and poorly-located stations and substituting in their place modern, well-located stations, properly designed to meet present-day requirements.

Proposed Plan

The accompanying map shows, within each Fire District, the present stations to be retained and those to be abandoned, as well as the proposed stations to be constructed. This report is only the first step in a relocation program. Detailed study of specific sites for all proposed new stations is necessary. Preliminary work has been done on a few sites in collaboration with the Fire Commissioner and data is available for discussion.

Proposals for Station Relocation, by Fire Districts

District #1 - EAST BOSTON — 3 Stations

1) Retain Orient Heights (E-56)

2) Replace Saratoga-Byron (E-11 and L-21) and Saratoga-Prescott (E-5) with one new station in the vicinity of Eagle or Day Square

3) Replace Sumner (E-40) and Paris (E-9 and L-2) with one new station in vicinity of Maverick and Chelsea Streets

Alternate proposal: Retain Orient Heights, Saratoga-Prescott, and Sumner stations; and replace Paris Street and Saratoga-Byron stations with one in the vicinity of Central Square.

District #2 - CHARLESTOWN — 2 Stations

1) Replace Bunker Hill (E-32) and Main Street (E-27 and L-9) with a new station in vicinity of Sullivan Square and Main Street

2) Replace Monument (E-36 and L-22) and Winthrop (E-50) with a new station in vicinity of Bunker Hill Monument ~~and~~ High Street

Alternate proposal: One additional station in vicinity of City Square may be necessary because of difficult topography and high building density.

District #3 - CENTRAL BUSINESS, North & West Ends — 4 Stations

All four stations now exist. No changes contemplated.

District #4 - BUSINESS DISTRICT, SOUTH END & BACK BAY — 4 Stations

1) Retain Broadway (E-26, L-17 and Sq. 7)

2) Retain Harrison (E-3 and L-3)

3) Replace Warren-Clarendon (E-22 and L-13) and Cabot (District #5 Roxbury) (E-13 and L-12) with one new station located ~~in vicinity of Massachusetts Avenue and Columbus Avenue or~~ on Tremont Street at West Concord St.

4) Replace Boylston (E-33 and L-15) with one station in Fens.

Alternate proposal: Same plan as above except replace Boylston Street with two stations: one located in vicinity of Commonwealth Avenue & Sherborn Street, and the other in vicinity of Huntington Avenue and Exeter Street.

District #5 - ROXBURY & BACK BAY — 2 Stations

1) Retain Huntington (E-37 and L-26)

2) Replace Centre (Sq. 14), and Dudley-Winslow (L-4) and Dudley Blue-Hill (E-12) with one new station located in the vicinity of Dudley Street and Harrison Avenue, or Washington Street. (Cabot would be replaced by one proposed for District #4.)

Alternate proposal: Retain Huntington and Centre and replace Dudley-Winslow and Dudley Blue-Hill with a new station in vicinity of Dudley-Blue Hill

District #6 - SOUTH BOSTON — 3 Stations

1) Retain K Street (E-2 and L-19)

2) Replace Andrew (E-43 and L-20) and Dorchester (E-1) with one new station in vicinity of Old Colony and Dorchester Street

3) Replace Congress (E-39 and L-18) with one new station in vicinity of Summer and D Streets

District #7 - ROXBURY & DORCHESTER NORTH — 3 Stations

1) Retain Columbia (E-21)

2) Retain East Dorchester (E-17 and L-7)

3) Replace Quincy (E-24) and Washington-Blue Hill (L-23) with one new station ~~in vicinity of Warren Avenue and Washington Streets~~ at GROVE HALL

District #8 - DORCHESTER SOUTH — 4 Stations

1) Replace Neponset (E-20) with one new station ~~(1st priority) in vicinity of~~ Neponset Avenue and ~~Ashmont~~ Street

2) Replace River Street (E-16) and Peabody Square (E-46) ~~and (L-27)~~ with one new station ~~in vicinity of~~ Gallivan Boulevard near Morton Street ~~(1st priority)~~

3) Replace Franklin Field (E-52 and L-29) and Harvard (E-18) with a new station in vicinity of Talbot Avenue and Bernard Street

~~4) Replace the Mattapan (E-19 and L-6) with a new station in the vicinity of Cummins Highway and Greenfield Street~~

District #9 - JAMAICA PLAIN — 3 Stations

All stations now exist. No changes contemplated.

District #10 - HYDE PARK, WEST ROXBURY, ROSLINDALE — 3 Stations

1) Retain Washington-West Roxbury (E-~~55~~)

2) Replace Hyde Park (E-48 and L-28) and Readville (E-49) with one new station in vicinity of Hyde Park and Dana Avenue

3) ~~Replace~~ Retain West Roxbury (E-30 and L-25) ~~and~~ Roslindale (E-45 and L-16) with one large new station ~~in vicinity of West Roxbury Parkway and Centre Street~~ and walk Hill (E-53) 4) Replace as on Cummins Highway and Canterbury St

District #11 - BRIGHTON — 3 Stations

1) Retain Chestnut Hill (E-29 and L-11)

2) Retain Oak Square (E-51)

3) Replace Harvard (E-41 and L-14) and Western Avenue (Sq. 34) with one new station located in the vicinity of ~~North~~ Beacon and Everett Streets at Union Square at North

COST OF PROGRAM

Pending a more detailed study of specific requirements to determine exact costs for each new station, preliminary estimates have been developed, based on a unit cost of $250,000 per station and unit site area of 22,400 sq. ft. acquired at an average cost of $1.50 per sq. ft.

Preliminary Cost of Program

Estimated Costs:

Construction @ $250,000 per station x 17 new stations	$4,250,000
Site Acquisition (approx. 140'x160') = 22,400 sq.ft. @ $1.50 per sq.ft.= $33,600 x 17 new sites	571,200
Total Gross Cost of 17 new stations	$4,821,200

The gross estimated cost of proposed program is less than half the Fire Department's 1954 expenditures.

Net Program Cost

A true picture of the net program cost, however, would deduct the cost of operating and maintaining thirty-one old stations and the revenue from the sale of at least twenty of the sites which could be returned to the tax rolls as revenue-producing properties. Disposition of the buildings presents a real task in view of the difficulty of conversion to other purposes.

If the sites only are considered to be useful, salvage operations may offset the cost of building demolition. Several sites may be of substantial sale value for potential business developments. Six or more may be well suited to off-street parking, either public or private, in badly congested business centers.

Total Value of Fire Station Properties

The total assessed value of all existing fire station properties is $3,497,500. Of fire stations proposed to be retained, the total value of land and buildings is $2,319,600.

Of those stations proposed to be abandoned, the total value is $1,177,900 or an average value of $1.20 per square foot.

1956 FIRE STATIONS - LAND AREA AND ASSESSED VALUATIONS

Proposal	No. Sta.	Total Area in sq.ft.	1956 Assessed Valuations		
			Land	Building	Total
Retained	18	606,443	$493,900	$1,825,700	$2,319,600
Abandoned	31	222,595	268,400	909,500	1,177,900
Total	49	829,038	$762,300	$2,735,200	$3,497,500

Possible Future Use of Abandoned Properties

Seven of the properties proposed to be abandoned may be of possible use for future schools or playgrounds. The seven properties total $44,100 for land and $284,700 for buildings. The remaining stations proposed to be abandoned and suggested for re-sale are valued at $224,300 for land and another $624,800 for buildings.

Time Schedule

It is recommended that the Construction Program as shown by first and second priorities on Table 1 be carried out within 12 years, or the period of two Capital Improvement Programs. The schedule of eight stations slated for first priority would be constructed within the first six years and the nine stations which rate a second priority would be constructed within the second six-year period. No further new construction would be contemplated as essential for at least another ten years. At that time some of the stations which are now given a life span of another twenty-five years may need rebuilding. In terms of the distribution of stations throughout the City, however, the system would be presumed to be sound.

TABLE 2. PROPERTY DATA - FIRE STATIONS, CITY OF BOSTON, LAND AND BUILDINGS - 1956

(A) TO BE RETAINED (17 Stations & Long Island)

Fire District No.	Fire District Name	Station Name	Station Address	LAND Area in Sq.Ft.	LAND Assessed Value	BUILDING Year Built	BUILDING Assessed Value.	Total Assessed Valuation Land & Building
1	EAST BOSTON	Orient Hgts.	3 Ashley St.	11,950	$21,600	1949	$10,000	$31,600
3	CENTRAL BUS.DIST. NORTH & WEST ENDS	Fort Hill	Fort Hill Sq.	16,266	81,300	1952	388,700	470,000
		Hanover	392 Hanover St.	7,477	25,200	1949	195,000	220,200
		Bowdoin	Bowdoin Sq.	17,593	176,000	1929	174,000	350,000
		Mt. Vernon	60 River St.	2,174	9,800	1949	90,200	100,000
4	BUS. DIST. SO. END & BACK BAY	Broadway	194 Broadway	8,150	24,500	1926	200,500	225,000
		Harrison	440 Harrison Av.	3,816	7,600	1947	27,400	35,000
5	ROX. & BACK BAY	Huntington	560 Huntington Av.	24,628	49,300	1933	83,700	133,000
6	SOUTH BOSTON	K-ST.	700 East 4th St.	20,198	20,200	1923	159,800	180,000
7	ROXBURY And DORCHESTER NO.	Columbia	641 Columbia Rd.	10,341	12,900	1926	65,000	77,900
		East Dorchester	6 Parish St.	9,450	3,300	1928	96,700	100,000
9	JAMAICA PLAIN & ROXBURY	Egleston Sq.	1870 Columbus Av.	30,847	21,300	1952	150,000	171,300
		Jamaica Plain	659 Centre St.	10,377	20,700	1898	24,300	45,000
		Walk Hill	16 Walk Hill St.	11,253	5,600	1908	14,400	20,000
10	HYDE PARK, W. ROX., ROSLINDALE	Wash.-W.Rox.	5115 Washington St.	397,649	4,000	1949	71,000	75,000
11	BRIGHTON	Chestnut Hill	138 Chestnut Hill Av	14,385	8,600	1929	35,000	43,600
		Oak Square	425 Faneuil St.	9,889	2,000	1913	40,000	42,000
TOTALS				606,443	$493,900		$1,825,700	$2,319,600

TABLE 2 PROPERTY DATA - FIRE STATIONS CITY OF BOSTON LAND AND BUILDINGS - 1956

(B) TO BE ABANDONED - (31 Stations)

No.	Fire District And Stations		LAND Area In Sq.Ft.	LAND Assessed Value	BUILDING Year Built	BUILDING Assessed Value	Total Assessed Valuation Land & Bldg	Possible Future Use: Public Purpose	Possible Future Use: Sale For
1	EAST BOSTON								
	Paris	60 Paris St.	4720	$4,700	1873	$58,600	$63,300	near proposed school site	
	Saratoga-Byron	761 Saratoga St.	10000	5,000	1885	40,000	45,000	school or add'l plgd.	
	" -Prescott	381 " "	9300	5,600	1901	52,400	58,000	school or plgd.	
	Summer	250 Summer St.	4000	3,000	1924	64,000	67,000		?
2	CHARLESTOWN								
	Bunker Hill	440 Bunker Hill St	8188	7,400	1872	20,000	27,400		?
	Main St.	333 Main St.	4290	3,400	1884	10,900	14,300		?
	Monument St.	44 Monument St.	5668	2,800	1884	23,200	26,000	need plgd. space	
	Winthrop	34 Winthrop St.	3000	1,500	1876	25,000	26,500	better loc. than pres plgd.	
4	SOUTH END								
	Warren-Clarendon	72 Warren Ave.	7500	15,000	1899	50,000	65,000	plgd.	
	Boylston	941 Boylston St.	5676	45,400	1888	44,600	90,000		parking
5	ROXBURY WEST								
	Cabot	1046 Tremont St.	4311	8,600	1885	20,000	28,600		?
	Centre	27 Centre St.	5713	4,600	1870	20,400	25,000	may be retained	
	Dudley-Winslow	198 Dudley St.	3923	5,900	1873	39,100	45,000		?
	Dudley-Blue Hill	407 Dudley St.	7320	9,100	1871	29,100	38,200		?
6	SOUTH BOSTON								
	Andrew	5 Boston St.	5133	4,600	1893	15,000	19,600	Southeast expressway	
	Congress	344 Congress St.	4000	26,000	1895	27,000	53,000		
	Dorchester St.	119 Dorchester St.	8169	10,800	1867	40,600	51,400		parking
7	NO. DORCHESTER								
	Quincy	434 Warren Av.	4186	4,200	1873	25,800	30,000		business
	Wash.-Blue Hill	36 Washington St.	6815	3,400	1874	21,600	25,000		parking?

TABLE 2 PROPERTY DATA - FIRE STATIONS CITY OF BOSTON LAND AND BUILDINGS - 1956 (Cont'd)

(B) TO BE ABANDONED - (31 Stations)

No.	Fire District And Stations		LAND Area In Sq.Ft.	LAND Assessed Value	BUILDING Year Built	BUILDING Assessed Value	Total Assessed Valuation Land & Bldg	Possible Future Use Public Purpose	Use Sale For
8	DORCHESTER								
	Franklin Field	120 Lyford St.	7200	$1,200	1910	$12,000	$13,200		related res. use only
	Harvard	30 Harvard St.	9450	9,500	1877	35,500	45,000	plgd.	
	Mattapan	128 Babson St.	7683	1,500	1868	14,500	16,000		?
	Neponset	32 Walnut St.	7500	3,000	1895	15,200	18,200		?
	Peabody Square	1884 Dorchester Av.	4875	3,700	1907	30,000	33,700		parking
	River St.	51 River St.	12736	3,200	1873	17,400	20,600		?
10	HYDE PARK - WEST ROX. - ROSLINDALE								
	Hyde Park	30 Winthrop St.	9450	9,500	1908	35,500	45,000		bus.or lib.-rary parking
	Readville	209 Neponset V.P.	14060	8,000	1917	32,000	40,000		? bldg too?
	West Roxbury	1940 Centre St.	12251	9,200	1898	20,800	30,000		parking or bus.
	Roslindale	4244 Washington St.	14729	37,000	1868	23,000	60,000		business
11	BRIGHTON								
	Harvard	16 Harvard Av.	6112	10,700	1891	23,300	34,000		off-st. parking
	Western Av.	444 Western Av.	4637	900	1887	23,000	23,900		?
TOTALS - Abandoned (Table 2B)			222595	$268,400		$909,500	$1,177,900		
TOTALS - Retained (Table 2A)			606443	493,900		1,825,700	2,319,600		
GRAND TOTALS of All Existing Stations			829038	$762,300		$2,735,200	$3,497,500		

A P P E N D I X

EXISTING SYSTEM OF FIRE STATIONS

An inventory of existing fire stations by fire districts - evaluations and recommendations

EXISTING FIRE STATIONS SYSTEM

Present Conditions

The Boston Fire Department ~~presently~~ maintains forty-nine fire stations, including the station on Long Island. The oldest, Dorchester station, was built in 1867 although it was remodelled in 1947 and the newest, Fort Hill Square, was constructed in 1952. Between these two extremes, spanning eighty-five years, every condition and age of structure is represented.

The following pages present an inventory of existing fire stations, by fire districts, evaluated after field study and office analysis of factors pertaining to building, site and location.

Building evaluations were made by age, size, condition and general appearance. (61% of the 49 buildings were built previous to 1910 and consequently designed for horse-drawn vehicles. All of these stations are limited in size for the storing of modern equipment as well as inadequate as living quarters for present personnel. Of the existing 49 stations only a third could be considered useful beyond the next 25 years. Some could be remodelled to be more efficient, but they are poorly located in relation to an overall city picture. Moreover, they are costly to maintain and inefficient to operate.

write out

Site evaluations were made by field study and the use of traffic way, land use and topographic maps. Many existing sites are too limited for fire station facilities and continued use of them is impractical. A site should be large enough for a standard size building, plus outside space for servicing equipment, training purposes, parking and recreation for personnel. Clear access from a station is necessary, and a site should be studied in detail in regard to its surrounding trafficway pattern. Since good sites in Boston are limited, site evaluations are relatively lenient.

Location evaluations were established mostly with the aid of maps, and of field appraisals of the type of area each station serves.

Many existing locations are too close to the City boundary to be fully effective. Some are located on minor congested streets that impair fast call responses; others are on major streets adjacent to points of congestion which cause the greatest possible conflict with moving traffic as the fire apparatus leaves the station. Delays are dangerous and costly to the community.

Recommendation appears to be at variance with evaluation of building, site &/or location.

{ some such statement
essential for consideration

INVENTORY OF EXISTING FIRE STATIONS, By FIRE DISTRICTS
Evaluations and Recommendations

DISTRICT #1 - EAST BOSTON

The one district that is physically isolated from the rest of the city by bodies of water, and hence difficult of access from stations in other parts of the City. Maverick Square and the approach to the Sumner Tunnel represent a bad point of traffic congestion especially during the Revere race track season of both dogs and horses.

The wharf area along the waterfront includes a heavy concentration of oil storage tanks which are a potential fire hazard. Twenty per cent of all substandard housing units in the City are located in East Boston. This means that one out of every three structures here would be considered substandard. They are mostly three-deckers of frame construction, many with no central heating which means a prevalence of space heaters and small oil stoves.

Paris Station Engine 9, Ladder 2, (1873)
60 Paris Street, East Boston

Building 3 story yellow brick. Two doors, Dutch type, open in. Setback 5'. Cement floor inside. Quarters on second floor. Appearance fair.

Site Fair. Limited parking, training, servicing and other outside space. Wide entrance at junction of two streets. Easily accessible to other major streets. Buses use street. Moderate traffic. Surrounded by business and public buildings. Vacant land on left side.

Location Density medium to high. Building conditions fair. Mixed multiple residence and business section. Street pattern fair. Fire hazard high.

Recommended: To be abandoned

Orient Heights Station Engine 56, (1949)
3 Ashley Street, East Boston

Building 2-story red brick. One wide overhead door. 10' setback. Tile and cement floor inside. Quarters on second floor. Appearance good.

Site Good. Minor street on one side, vacant land on left and rear. Room for expansion. Limited room for training and servicing equipment. Two-and three-family dwellings surround the station. Parking prohibited adjacent to the station. Light traffic. Accessible to other major streets. Located on a major street near intersection for a wide area of accessibility.

Location Good. Light to medium building density. One- two- and three-family dwellings in fair to good condition with scattered business and industry. General street pattern fair.

Recommended: To be retained.

Saratoga-Byron Station Engine 11, Ladder 21, (1885)
761 Saratoga Street, East Boston

Building 2½-story red brick. Two overhead doors. Setback 10'. Cement floor inside. Quarters on second floor. Appearance fair to good.

Site Good. Minor street on left. Big open parking and possible training yard on right. Surrounded by two and three family dwellings. No parking around the station. Located on a major street with good accessibility to other major streets. Traffic moderate.

Location Fair. Medium building density. Two- and three-family dwellings in fair condition with scattered business and industry. Street pattern fair.

Recommended: To be abandoned

Saratoga-Prescott Station Engine 5, (1901)
381 Saratoga Street, East Boston

Building 2½-story red brick. Two overhead doors, newly painted. Setback 10'. Quarters on second floor. Appearance old but fair.

Site — Fair. Minor street on right, small parking area on left. No room for expansion, training or servicing purposes. Multiple family dwellings and school surround building. Parking prohibited but not enforced. Traffic moderate. No transportation. Narrow major street easily accessible to other major streets.

Location — Good. Building density high. Condition fair. Multiple family dwellings with scattered business. Street layout good.

Recommended: To be abandoned

Sumner Station — Engine 40 (1924)
258 Sumner Street, East Boston

Building — 3-story red brick. Two doors, Dutch type, open in. Setback 8'. Tile roof. Tile and cement floor inside. Quarters on second floor. Appearance fair.

Site — 100% building coverage. No room for parking, training, etc. Surrounded by minor street and multiple family dwellings on both sides. Wide major street. Moderate traffic. Used by transportation companies. Accessible to other major streets.

Location — Good. Building density medium to high. Mixed residence and business. Fire hazard high. Street layout fair. Area warrants ladder company.

Recommended: To be abandoned

DISTRICT #2 - CHARLESTOWN

Semi-isolated section of the City. Connected with bridges, but easily accessible from ~~South~~ New Boston. Irregular topography with steep hills, narrow streets. High building density. Few major streets. Elevator structure on Main Street a real hazard to fast call responses. Old residence area with newer, highly concentrated housing projects. Surrounded by Navy Yard and industrial uses.

Bunker Hill Station Engine 32, (1782)
440 Bunker Hill Street, Charlestown

Building — 2½-story red brick. Two overhead doors. Setback 15'. Quarters on second floor. General appearance poor.

Site — Poor. Building coverage 70%. Surrounded by vacant land and multi-family dwellings. On major street with heavy traffic and buses. Halfway up a steep hill. Accessibility to other major streets fair.

Location — Medium building density. Multi-family dwellings and scattered business and industry. Buildings in poor condition. Fire hazard high. Irregular topography. Street pattern poor. Need ladder company.

Recommended: To be abandoned

Main St. Station Engine 27, Ladder 9, (1884)
333 Main Street, Charlestown

Building — 2-story red brick. Two double doors open in. Setback 5'. Cement with brick-tile floor inside. Appearance of being remodelled. General appearance poor.

Site — Bad. 80% land coverage. Vacant land for sale on left, small driveway and parking on right. Surrounded by multi-family dwellings and scattered business. No room for parking, etc. On a major street. Traffic heavy and disorganized by elevated

structure columns. Immediate area irregular topography. Accessibility to other major streets poor.

Location — Fair. Medium to high building density. Multi-family dwellings in very poor condition. Fire hazard very high. Street pattern poor.

Recommended: To be abandoned

Monument Station — Engine 36, Ladder 22, (1884)
44 Monument Street, Charlestown

Building — 2-story red brick. Two double doors, open in. Setback 5'. Cement floor inside. General appearance fair to good.

Site — Poor to fair. Building coverage approximately 75%. Small space on right for parking. No room for expansion, training or servicing equipment. Located with a housing project on narrow minor street. Easy accessibility to a major street and accessible to other points. Heavy traffic on major street with buses.

Location — Good. Building density medium to high. Mostly multi-family dwellings in very poor condition. Scattered business and industry throughout entire area.

Recommended: To be abandoned

Winthrop Station — Engine 50, (1876)
34 Winthrop Street, Charlestown

Building — 3-story red brick. Two overhead doors. Cement floor inside. Setback 5'. Quarters on second floor. Appearance good.

Site — Poor to fair. 100% coverage. Small space in rear for parking. No room for training, servicing equipment. Multi-family dwellings on both sides. Narrow street with light traffic. Half block to nearest major street. No on-street parking near station. Immediate topography uneven.

Location — Fair to good, building density high. Buildings in poor condition. Fire hazard extremely high. Topography is extremely irregular. Street pattern complex.

Recommended : To be abandoned

DISTRICT #3 - CENTRAL BUSINESS - NORTH & WEST END

This district is the high value commercial and financial section of the City and the core of Boston's retail and wholesale area. Streets are narrow, carry heavy traffic, and are further congested by much illegal curb parking. Storage and warehouse facilities in old dilapidated frame structures along the waterfront are a constant fire hazard. The residential areas have a high building and population density. The North and West Ends are mostly frame or old brick multi-family structures in poor or dilapidated condition, many with no central heating, and creating a high degree of fire susceptibility. Beacon Hill, on the other hand, while a high rental area, is also densely built with multi-family structures and many frame structures. Altho the maintenance, particularly in the historic district, is on a much higher level than the rest of the Hill, the entire area is one of high fire susceptibility.

Fort Hill Station Engine 25, Ladder 8, (1953)
Fort Hill Square, Boston

Building — New. 2 story sandstone brick. Five overhead doors. Setback 5'. Inside excellent. Quarters second floor. General appearance excellent.

Site — Fair to good. No room on side. Small space in rear for outside purposes, parking, etc. Surrounded by office buildings and warehouses. On narrow one-way major street. Traffic moderate. Parking prohibited. Accessible to other major streets.

Location — Good. High building density. Buildings generally old but in good condition. Fire hazard high. Street pattern irregular.

Recommended: to be retained

Hanover Station Engine 8, Ladder 1, (1949)
392 Hanover Street, Boston

Building 2 story red brick. Two overhead doors. Cement and tile floor inside. Quarters second floor. Setback 5-10'. General appearance good.

Site Fair to good. Coverage high. No room for parking, training or servicing equipment. Adjacent buildings are school, multi-family residences, and scattered business. Located on wide major street. Easily accessible to other major streets. Heavy traffic and bus traffic.

Location Good. In the center of a blighted multi-family residence and business area. Also near to central business district. Street pattern fair.

Recommended: to be retained

Bowdoin Station Engine 4, Ladder 24, (1929)
Bowdoin Square, Boston

Building 2 story cement block. Doors - five Dutch type, two overhead. Setback 5'. Training tower, 5 stories, in rear. Inside brick, tile and cement floors. Good to excellent appearance.

Site Ideal. Room in rear for parking, training, and servicing equipment. Surrounded by multi-family dwellings in the rear, and business. Very accessible in all directions. Parking prohibited near station. Heavy traffic and buses, but organized.

Location Good. Density high. Central business district to the right. Multi-family residences in poor condition to the left. Fire hazard high. Topography irregular. Street pattern of surrounding area poor.

Recommended: to be retained

Mt. Vernon Station Engine 10, (1949)
60 River Street, Boston

Building — 2 story red brick. One overhead door. Set-back 10'. Quarters second floor. Tile and cement floor inside. General appearance good.

Site — 100% coverage. No open space. On corner of minor and secondary major streets, near to major street. Accessible to all points. Surrounded by 3 story multi-family dwellings in good condition. Traffic moderate. Immediate exit is good.

Location — Good. Moderate to high building density. Buildings old but in fair condition. Apartment houses and multi-family dwellings with scattered business. Surrounding area irregular. Streets narrow and of irregular pattern. Extreme fire hazard.

Recommended: to be retained

DISTRICT #4 - BUSINESS DISTRICT, SOUTH END & BACK BAY

The district fire alarm rate for the South End and the area south of Huntington Avenue in District 5 is the highest in the City. With the demolition of substandard structures in the New York Streets area the number of fire calls in this area was cut in half. This is an indication of the high degree of fire susceptibility in the remainder of the South End created by high building density, old dilapidated structures, both brick and frame, many with no central heating.

Wholesale jobbers and distributors in parts of the area create a heavy truck flow and on-street loading operations only add to bad traffic congestion on narrow streets.

Broadway Station Engine 26, Ladder 17, Squad 7, (1926)
194 Broadway, South Boston

Building — 3 story grey stone. Four double doors, open in. Setback 5-10'. General appearance good.

Site — No room for expansion in rear. Accessibility good. Heavy traffic on major street. Parking prohibited.

Location — Good. Building density high. Buildings in fair condition. Street pattern fair. Fire hazard high.

Recommended: to be retained

Harrison Station Engine 3, Ladder 3, (1947)
440 Harrison Avenue, Boston

Building — 2 story white brick. Two overhead doors. Setback 5'. Quarters second floor. General appearance good. Cement floor inside.

Site — Fair. Small playground left side. Small space for expansion. Accessibility fair. On major one-way street opposite major street.

Location Surrounded by mixed uses.

Recommended: to be retained

Warren-Clarendon Station Engine 22, Ladder 13, (1899)
72 Warren Avenue, Boston

Building 3 story red brick. Two double doors, open in. Setback 5'. General appearance fair to good.

Site Poor. No room for expansion. Accessibility fair. On secondary one-way street. Traffic heavy. Leads into a major street with street cars.

Location Good. High building density. Poor condition.

Recommended: to be abandoned

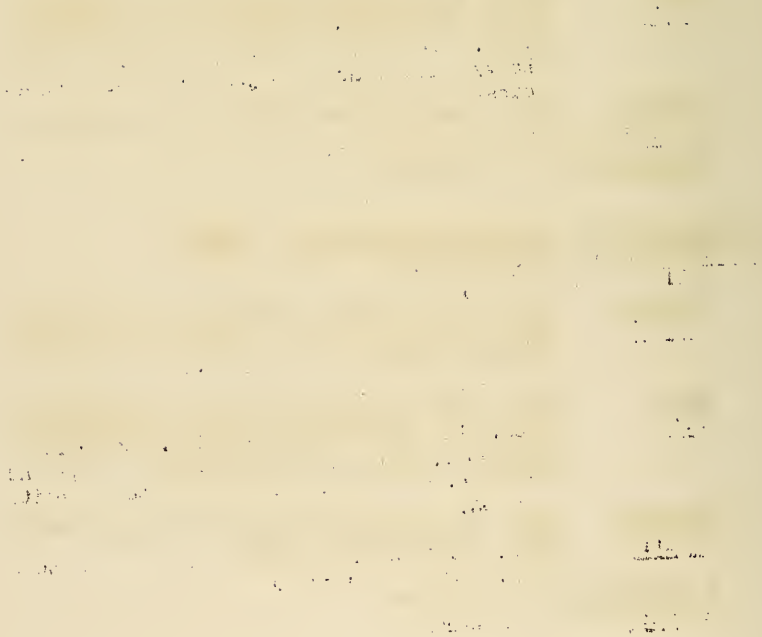
Boylston Station Engine 33, Ladder 15, (1888)
941 Boylston Street, Boston

Building $2\frac{1}{2}$ story red brick. Older type. Two overhead doors, one small door. Setback 5-10'. General appearance good.

Site Good. Limited space for parking. Accessibility very good. Surrounded by public buildings and apartment houses. Parking prohibited opposite station. No public transportation.

Location Good. Building density high but in good condition. Street pattern good.

Recommended: to be abandoned



DISTRICT #5 - ROXBURY AND BACK BAY

The area south of Huntington Avenue, continuing from District 4, has the largest number of fire calls in the City. Too few streets running in an east-west direction make access difficult in this congested area of mixed uses, many dilapidated structures and large-scale trucking operations. The street pattern is better in Back Bay, altho building density is high, and mixed uses create heavy traffic.

Cabot Station Engine 13, Ladder 12, (1885)
1046 Tremont Street, Roxbury

Building 3 story yellow brick. 2 double doors, open in. 5' setback. General appearance poor.

Site Poor. No room for expansion. On major two-way street. Traffic heavy. Street cars. Accessibility good to other streets.

Location Good access to major streets in surrounding area. Located within a high fire call district - mixed multiple residences, business and industry with many dilapidated frame structures.

Recommended: to be abandoned

Centre Station Squad 14, (1870)
27 Centre Street, Roxbury

Building 3 story. Two overhead doors. General appearance fair.

Site Fair to good. Accessibility good. Located on major street. Traffic moderate. Public transportation. Limited room for expansion.

Location On a hill.

Recommended: to be abandoned

Dudley-Winslow Station Ladder 4, (1873)
198 Dudley Street, Roxbury

Building — 3 story red brick with one door. Has been rebuilt. Setback 8'. 25' wide 50' deep.

Site — Poor. No room to expand. Small building takes 90% of lot. On major street (40' wide) with much traffic, buses and trucks. Street 10' away on left side, minor street on right side.

Location — Good. Light to heavy industrial district. Surrounding area is heavy industry, scattered business and multi-family dwellings generally in very poor condition. Building density very high. Convenient to other major streets.

Recommended: to be abandoned

Huntington Station Engine 37, Ladder 26, (1933)
560 Huntington Avenue, Roxbury

Building — 3 story red brick. Three double doors, open in. 10' setback. General appearance good.

Site — Good. Accessibility good. Room for expansion, etc.

Location — Good. On major street with good accessibility to surrounding area. District has high fire call record.

Recommended: to be retained

Dudley - Blue Hill Station Engine 12, (1871)
407 Dudley Street, North Dorchester

Building — 2 story red brick. Single door, Dutch type. Setback 15'. (25' wide 80' deep). Cramped space for equipment and quarters. General appearance poor.

Site — Fair. Vacant land on the right (100'). Police Station #9 on left 20' distant. No room for training. Small space for cars in rear. Bus transportation on street. Accessibility good to three major streets, all heavily travelled.

Location — Good. Area surrounded by multi-family residential, church and business.

Recommended: to be abandoned

DISTRICT #6 - SOUTH BOSTON

The circulation pattern within this area is good. Large industrial and warehouse areas are separated from residential section. Many dilapidated multi-family structures of relatively high building density are subject to multiple alarm fires. The area as a whole, however, has only average fire call record.

Andrew Square Station Engine 43, Ladder 20, (1893)
5 Boston Street, South Boston

Building — 2 story red brick. Two overhead doors. Setback 5'. General appearance fair.

Site — Small expansion possible. Accessibility good to five major streets. Traffic heavy. Trackless trolleys. Condition of street poor. No room for training, servicing equipment. Immediate area high building density. Multi-family dwellings and light industry.

Location — Good. High building density. Buildings in poor condition. Near industrial section.

Recommended: to be abandoned

Congress Station Engine 39, Ladder 18 (1895)
344 Congress Street, South Boston

Building — 3 story brick. Two doors. General appearance fair.

Site — Good. Good access to major streets. Limited land area.

Location — Good. Close to industrial district.

Recommended: to be abandoned

Dorchester Street Station Engine 1, (1867)
119 Dorchester Street, South Boston

Building — 3 story red brick. One big door, opens out. One small door. Setback 10'. Maintenance poor.

Site — Limited. No room for training and parking. On major street, heavily travelled. Blind hill on right side. In the middle of heavy industrial district. Building density high. In generally poor condition.

Location — Fair. Accessible to all surrounding points. No room for expansion.

Recommended: to be abandoned

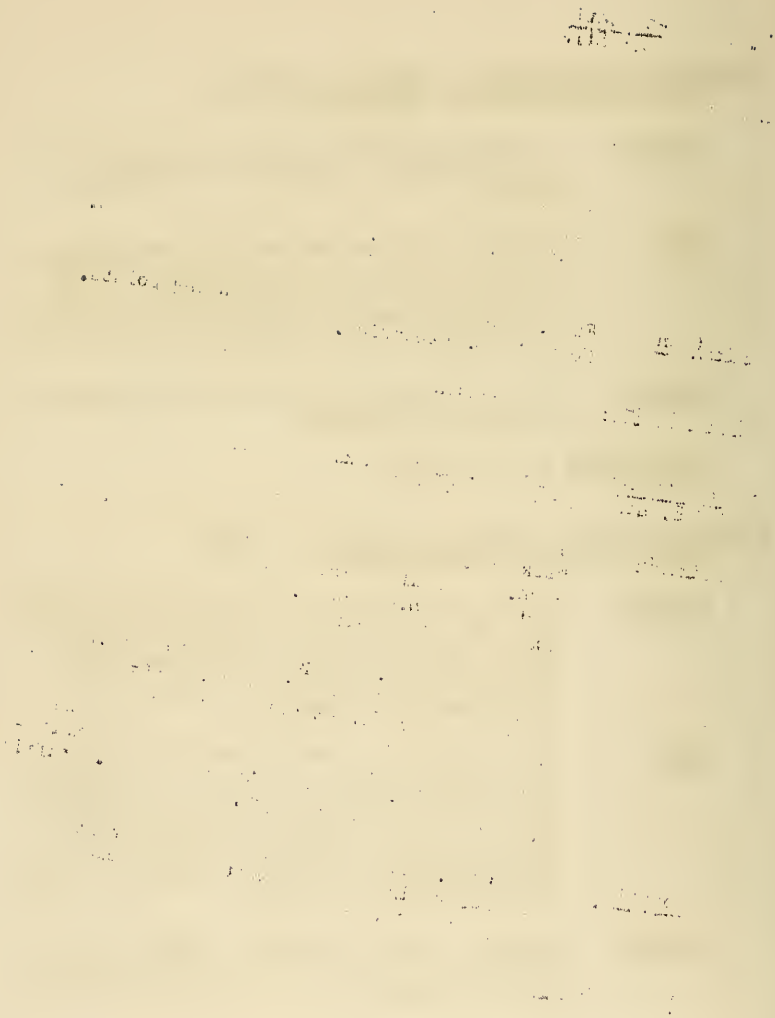
K Street Station Engine 2, Ladder 19, (1923)
700 E. 4th Street, South Boston

Building — 3 story red brick. Three doors open in. Setback 15'. Brick, tile and cement floor inside. Special training area on the right. 5 story training tower. Good appearance. Away from other buildings.

Site — Ideal for size. Adequate room for training and parking ten cars at right. Accessibility fair. Fourth Street quite narrow. Adequate room for access because street bisects the block opposite. Area is surrounded by multi-family dwellings and scattered stores. Traffic on Fourth Street is light.

Location — Central. Easily accessible to major street. Buildings in rear are multi-family dwellings in poor condition.

Recommended: to be retained



DISTRICT #7 - ROXBURY AND DORCHESTER NORTH

Building density in this area is about average for the City as a whole. Many multi-family frame dwellings, an irregular street pattern, and congestion in some areas add to the normal fire hazard. The northwest corner of the district has a high record of fire calls. Proposed expressways may eliminate part of the present congestion.

Columbia Station Engine 21, (1926)
641 Columbia Road, North Dorchester

Building — 2 story stucco building. Setback 30'. Two roll-up doors. Well landscaped. Appearance good.

Site — Fair to good. 50 by 100' lot. Space in rear for cars and servicing equipment. Small stucco garage in rear. On major street. Moderate traffic. Accessible to all major streets. No room for expansion.

Location — Surrounded by multi-family houses in fair condition and commercial district. Building density high.

Recommended: to be retained

East Dorchester Station Engine 17, Ladder 7, (1928)
6 Parish Street, Dorchester

Building — 3 story red brick. 3 doors. Concrete floors. Fireproof building. Appearance good.

Site — Good. Immediate access fair. Access to major streets good. Open land on both sides.

Location — Good. Medium-high building density. Convenient access to other parts of City.

Recommended: to be retained

Quincy Station Engine 24, (1873)
434 Warren Avenue, Roxbury

Building — 2 story red brick. Two double doors, open in. Setback 5'. Quarters second floor. General appearance poor.

Site — Poor. No space for parking, etc. Surrounded by multi-family dwellings and school. On major street. Accessibility good. Traffic heavy. Bus traffic.

Location — Good. Building density moderate. Multi-family dwellings with scattered business in fair condition. Fire hazard high.

Recommended: to be abandoned

Washington - Blue Hill Station Ladder 23, (1874)
36 Washington Street, North Dorchester

Building — 3 story red brick building. Tile roof. Two double doors, open in. Setback 15'. Quarters second floor. General appearance fair.

Site — Fair to good. No room for expansion or other outside purposes. Surrounded by filling station and scattered business. On major street with heavy traffic and buses. Accessibility to other major streets good.

Location — Good. Building density medium to high. In generally fair condition. Multi-family residential and scattered business. Street pattern good.

Recommended: to be abandoned

DISTRICT #8 - DORCHESTER (SOUTH)

Predominantly two and three family structures of average building density comprise the bulk of this district. Structures are in fair condition. Although street pattern is irregular and congested at certain times of the day, past fire call records are relatively low. What industry exists is fairly well concentrated and does not substantially add to fire hazard. Ins. stitutions and cemeteries absorb considerable acreage.

Franklin Field Station Engine 52, Ladder 29, (1910)
120 Lyford Street, South Dorchester

Building — 2 story brick. Fair appearance and condition. Setback 5'. Two doors.

Site — Poor. On narrow street with poor access to other major streets. Adequate size lot, parking area etc.

Location — Poor. Too close to proposed new station.

Recommended: to be abandoned

Harvard Station Engine 18, (1877)
30 Harvard Street, South Dorchester

Building — 2½ story red brick. Two double doors, open in. Setback 15'. Inside poor. Quarters second floor. General appearance poor.

Site — Poor. 100% building coverage. No room for parking, etc. Surrounded by 2 and 3 family dwellings. On heavy travelled minor street. Parking prohibited opposite. Accessibility to major streets poor.

Location — Fair. 2 and 3 family residences and scattered business in poor condition. Fire hazard high. Street pattern poor. Ladder company needed.

Recommended: to be abandoned

Mattapan Station Engine 19, Ladder 6, (1868)
128 Babson Street, South Dorchester

Building — 2½ story red brick. One double door, opens in. Setback 5-10'. Quarters second floor. General appearance fair.

Site — Bad to poor. Limited size. Parking on left. Surrounded by school and residences. On minor street. Accessible to major street. Traffic on major street heavy. Parking prohibited. Topography irregular. Accessibility to other major streets good in one direction.

Location — Fair. Moderate building density. Building in fair condition. Mixed residence and business. Street pattern fair.

Recommended: to be abandoned

Neponset Station Engine 20, (1895)
32 Walnut Street, South Dorchester

Building — 2½ story red brick. Two double doors, open in. Setback 10-20'. Quarters second floor. General appearance poor. Wooden floor in cellar that floods.

Site — Fair. Limited size. Accessibility fair. Near traffic circle. The Southeast Expressway would alter this location.

Location — Poor

Recommended: to be abandoned

Peabody Square, Engine 46, Ladder 27, (1907)
1884 Dorchester Avenue, South Dorchester

Building — 2 story brick. Two overhead doors. Building recently altered. Appearance good.

Site — Fair. Good access to major streets. Adjacent buildings too close. Limited outside space.

Location — Good in the existing system, but poorly located to retain in proposed plan for area.

Recommended: to be abandoned

River Street Station Engine 16, (1873)
51 River Street, South Dorchester

Building — 2 story red brick. One door on River Street used by V.F.W. Two doors on Temple Street. Double doors. Setback 40' on Temple Street. General appearance of building poor.

Site — Fair. Small space for parking. No other open space. Surrounded by 1 and 2 family dwellings and church. On secondary major street used by buses. Heavy traffic. Uneven topography. Bad curves approaching the station.

Location — Poor. Moderate 1, 2 and 3 family dwellings, scattered business and industry. Topography uneven. Surrounding street pattern poor.

Recommended: to be abandoned.

DISTRICT #9 - JAMAICA PLAIN

This district represents both the best and the worst conditions of fire hazards. The northern section (Roxbury) is similar to the areas of high fire call records in districts #4 and #5, with many multi-family frame structures in a dilapidated condition and a fairly high building density.

The Jamaica Plain section in the south is an average to low fire call area, partly because of the large amount of park space, and the many single homes of low building density.

The street pattern is fair throughout the area generally with major streets congested. Part of this may be eliminated with the construction of the proposed southwest expressway.

Egleston Square Station Engine 42, Ladder 30, (1952)
1870 Columbus Avenue, Roxbury

Building — 1 story brown brick. Two large overhead doors. Setback 50'. Quarters along right side. General appearance excellent.

Site — Excellent. Large enough for expansion, servicing equipment, etc. Surrounded by filling station and open lot. Major street with trolleys and heavy traffic. Accessibility good.

Location — Good. Building density high. Multi-family dwellings and scattered business in good condition. Street pattern good.

Recommended: to be retained.

Jamaica Plain Station Engine 28, Ladder 10, (1898)
659 Centre Street, Jamaica Plain

Building — 2½ story red brick. Three overhead doors. Setback 20'. General appearance fair.

Site — Fair. No room outside. On a major street with street cars and heavy traffic. Surrounded by stores and business district. Accessibility fair.

Location — In business district.

Recommended: to be retained.

Walk Hill Station — Squad 53, (1908)
16 Walk Hill Street, Jamaica Plain

Building — 2½ story red brick. Two double doors, open in. Tile roof. Setback 5-10'. Tile brick inside. Landscaped. Quarters on second floor. General appearance good.

Site — Fair to good. 60% building coverage. Parking at left. Room for outdoor recreation. On secondary major street into a major street. Traffic moderate. Parking violation across the street.

Location — Good. Located at base of a hill. Uphill in southeast direction. Two and three family residences and scattered business surrounding the area. Buildings in good condition. Fire hazard moderate. Surrounding street pattern poor. May need ladder company.

Recommended: to be retained.

DISTRICT #10 - HYDE PARK - WEST ROXBURY - ROSLINDALE

An area of predominantly one and two family dwellings with mixed business and industry in concentrated areas. Pattern of trafficways fairly good with possible exception of the Fairmount section, access to which is limited due to two railroads and the Neponset River which creates barriers between it and other areas of the city. New housing development in Stony Brook will increase need for fire protection. Record of fire alarms shows the smallest number in the city.

Hyde Park Station Engine 48, Ladder 28, (1908)
30 Winthrop Street, Hyde Park

Building — 2½ story red brick. Three doors open in. Cement floor inside. 10' setback. Quarters on second floor and to the side. General appearance good.

Site — Poor. Large enough for parking, training, etc. Surrounded by stores, dwellings, public buildings. On the corner of two minor streets. Accessibility to other major streets very poor. Parking restricted. Traffic light.

Location — Good. Building density moderate. Mixed residence and business sections. Buildings in good condition. Medium fire hazard. Street pattern poor.

Recommended: to be abandoned.

Readville Station Engine 49, (1917)
209 Neponset Valley Parkway, Readville

Building — 2 story red brick. Two doors, Dutch type, open in. Cement floor inside. Setback 20-30'. Quarters second floor. General appearance very good.

Site — Good. 50% coverage. Room for parking, etc. Surrounded by church, stores, one and two family residences. Major street. Bus line and moderate traffic. Parking prohibited. Poor accessibility to other major streets.

Location — Good. Low building density. One and two family dwellings. Moderate fire hazard. Street pattern good.

Recommended: to be abandoned.

West Roxbury Station — Engine 30, Ladder 25, (1898)
1940 Centre Street, West Roxbury

Building — 2 story red brick. Two double doors open in. Cement floor. Setback 5-10'. Quarters second floor. General appearance fair to good.

Site — Good. Ample room for parking, servicing equipment, etc. Surrounded by filling stations. On major street with moderate traffic and bus transportation. Parking prohibited around station. Accessibility to other major streets good.

Location — Good. Light to moderate density. Stores and one and two family residences in good condition. Moderate fire hazard. Street pattern fair.

Recommended: to be abandoned.

Roslindale Station — Engine 45, Ladder 16, (1888)
4244 Washington Street, Roslindale

Building — 2½ story red brick. One big double door. One door on right for reserve use. Setback 15-20'. Quarters second floor. General appearance poor.

Site — Good. Room for parking, etc. Surrounded by stores, filling stations and one and two family dwellings. On major street with heavy traffic and buses. Easy accessibility to other major streets.

Location — Fair to good. Medium density. Mixed residence and business. Building conditions fair to good. Medium fire hazard.

Recommended: to be abandoned.

Washington-West Roxbury Station Engine 55, (1949)
5115 Washington Street, West Roxbury

Building — One story red brick. One big overhead door. Setback 70-80'. New inside. Quarters along both sides, other room in basement. General appearance excellent. Area landscaped.

Site — Good. Room for parking, recreation, training and servicing equipment. School and house on other side, woods in rear. On major street. Heavy traffic and buses. Accessible in both directions. Topography level.

Location — Good. Low building density. One and two family residences in good condition with scattered business. Street pattern poor.

Recommended: to be retained.

DISTRICT #11 - BRIGHTON

Brighton is predominantly two and three family houses with a high density apartment house development along Commonwealth Avenue and an area of heavy industry concentrated in North Brighton.

The street pattern is fairly good and the number of fire calls among the lowest in the City.

Chestnut Hill Engine 29, Ladder 11, (1929)
138 Chestnut Hill Avenue, Brighton

Building — 3 story red brick. Three doors Dutch type. Approximately 50' wide by 40' deep. Tile on inside. Setback 15'. Quarters second and third floors. Appearance good.

Site — Excellent. Vacant lot on left used for parking. Nearest house two hundred yards. Large area on right with a section cement-surfaced, presumably used for drills. Ample room for expansion. Easily accessible to all streets. On a major street, newly resurfaced.

Location — Definitely key location in district. Easily accessible to apartment house area and to major shopping district. Not too near industrial district, but on direct route. Surrounding buildings are high density but in excellent condition. Parking prohibited opposite station. Traffic moderate.

Recommended: to be retained.

Harvard Station Engine 41, Ladder 14, (1891)
16 Harvard Avenue, Brighton

Building — 2½ story brick. Overhead doors. Setback 10'. Condition poor.

Site — Poor. Access directly into confused traffic area. Located in shopping center on narrow street.

Location — Good. Close to high building density and shopping center.

Recommended: to be abandoned.

Oak Square Station Engine 51, (1913)
425 Faneuil Street, Brighton

Building — 3 story red brick. Two doors Dutch type. Setback 10'. Appearance fair. Cement floor inside.

Site — Access good. Off-street parking for personnel. Adequate sized lot. Good access to major streets.

Location — Fair. In medium building density district. Close to Newton line.

Recommended: to be retained.

Western Avenue Station Squad 34, (1887)
444 Western Avenue, Brighton

Building — Old single-door station. Setback 10'. Appearance poor.

Site — Fair. On major street. On undersized lot, no outside space.

Location — Fair. Close to city line. Poor access to some areas in Brighton. Surrounding area mixed residential and industrial.

Recommended: to be abandoned.

LONG ISLAND DATA ?

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