

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Lower Roxbury Historic District
NAME:

MULTIPLE
NAME:

STATE & COUNTY: MASSACHUSETTS, Suffolk

DATE RECEIVED: 11/21/94 DATE OF PENDING LIST: 12/08/94
DATE OF 16TH DAY: 12/24/94 DATE OF 45TH DAY: 1/05/95
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 94001494

NOMINATOR: STATE

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 12/9/94 DATE Entered in the
National Register

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA _____
REVIEWER _____
DISCIPLINE _____
DATE _____

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



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INTERAGENCY RESOURCES DIVISION
NATIONAL PARK SERVICE

17 November 1994

Carol Shull
National Register of Historic Places
Department of the Interior
National Park Service
P. O. Box 37127
Washington, D. C. 20013-7127

Dear Ms. Shull:

Enclosed please find the following nomination form:

Lower Roxbury Historic District, Boston (Suffolk County),
Massachusetts, 02119.

The nomination has been voted eligible by the State Review Board and has been signed by the State Historic Preservation Officer. Owners were notified of pending State Review Board consideration 60-120 days before the meeting and were afforded the opportunity to comment.

With the understanding that a waiver of the customary 15-day Federal Register commenting period is necessary to assist in the preservation of the Lower Roxbury Historic District, the Massachusetts Historical Commission respectfully requests that the commenting period be waived (36 CFR 60.13(a)).

Sincerely,

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

enclosure

cc: Dianne Siergiej, Commonwealth Collaborative
Carol Chirico, Boston Landmarks Commission
Thomas Menino, Mayor, City of Boston
Janice Chadbourne, Fine Arts Dept., Boston Public Library

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

1496
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OMB No. 1024-0018

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INTERAGENCY RESOURCES DIVISION

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This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Lower Roxbury Historic District

other names/site number _____

2. Location

street & number Properties on Columbus Ave., Cunard St., Tremont St., and Walpole St. N/A not for publication

city or town Boston N/A vicinity

state Massachusetts code MA county Suffolk code 025 zip code 02119

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this ☒ nomination
☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of
Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property
☒ meets ☐ does not meet the National Register Criteria. I recommend that this property be considered significant
☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Judith B. McDonough
Signature of certifying official/Title Judith B. McDonough, Executive Director
Massachusetts Historical Commission, State Historic Preservation Officer

11/18/94
Date

State or Federal agency and bureau _____

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

Signature of certifying official/Title _____

Date _____

State or Federal agency and bureau _____

4. National Park Service Certification

I, hereby certify that this property is:

☒ entered in the National Register

☐ See continuation sheet.

☐ determined eligible for the
National Register

☐ See continuation sheet.

☐ determined not eligible for the
National Register

☐ removed from the
National Register

☐ other (explain): _____

Signature

Edson H. Beall

Date of Action

12-9-94

Lower Roxbury Historic District
Name of Property

Suffolk County, Massachusetts
County and State

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

- ☐ **A** owned by religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commendorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

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

9. Major Bibliographical References

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

Previous documentation on file (NPS):

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

Areas of Significance

(Enter categories from instructions)

ARCHITECTURE

COMMUNITY PLANNING AND DEVELOPMENT

Period of Significance

ca. 1850-1944

Significant Dates

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

See continuation sheets

Primary location of additional data:

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

Name of repository:

United States Department of the Interior
National Park Service

National Register of Historic Places
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OMB Approval No. 1024-0018

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INTERAGENCY RESOURCES DIVISION

Lower Roxbury Historic District
Boston (Suffolk County)
Massachusetts

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7. DESCRIPTION

The Lower Roxbury Historic District, Boston, is a 3.2 acre, well-preserved, turn-of-the-twentieth-century apartment and mixed commercial/residential neighborhood in an area of flat terrain traversed by broad avenues. Roxbury, once a separate community, is now a neighborhood at the geographical center of the City of Boston to which it was incorporated in 1868 during a period of metropolitanization in the second half of the nineteenth century.

The district encompasses several blocks and is bounded by Tremont Street on the south, Columbus Avenue on the north, and the western boundaries of west side lots on Walpole Street on the west. The eastern bound is less regular. It runs to Burke Street at Tremont Street and to 748 Columbus Avenue, but excludes property fronting Burke Street as well the vacant lots and a couple of modern buildings along Coventry Street. Streets in Lower Roxbury Historic District form a grid of rectangular city blocks. Tremont Street and Columbus Avenue are wide, straight, major thoroughfares. Coventry, Cunard and Walpole Street (aka St. Cyprian's Place) are short, straight streets connecting these two boulevards.

The Lower Roxbury Historic District is densely built-up and entirely urban in character. The architecture of the Lower Roxbury Historic District is characteristic of the larger Lower Roxbury/South Boston neighborhood as it developed along Tremont Street and Columbus Avenue in the late nineteenth and early twentieth centuries. Existing as a sizeable cluster of closely-built, historic structures, the district's strength is its collection without intrusion of multi-story, turn-of-the-century, brick, Revival style, residential and mixed commercial/residential buildings. Most were designed by local architects of varying notoriety, but experienced in multi-family residential design.

The district is distinguished from its immediate surroundings by its intact historic appearance and by its comparative density of construction. The district represents an early attempt at urban renewal in which earlier, principally-frame structures were cleared and replaced with masonry construction during a period of rapid population growth, progressing suburbanization, intense residential construction, increased capital improvements and advancing regulation including the institution of health, fire and safety codes.

The level landscape of the vicinity results in part from its formation as filled land from earlier mud flats and bays north and south of "the Neck," a narrow strip of land, originally the only connector between the City of Boston and the mainland. This filled area was laid out with broad avenues and short, interconnecting streets beginning in the third decade of the nineteenth century. The area within the district

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itself appears to span both dry ground and filled marshland with the predominance likely the latter in the eastern and southern parts of the district.

Improved transportation in the early nineteenth century ushered in a period of progress in eastern Roxbury transforming it from a rural village to a mixed-use area closely tied to the economic, physical and social development of City of Boston. The area of Lower Roxbury Historic District remained unsettled until the middle of the nineteenth century when its streets were laid out.

Dense settlement awaited the filling of marshes which surrounded the area. Lower Roxbury developed into a mixed industrial and residential area. Worker housing for those employed locally or who walked to plants in Boston was constructed near factories. Frame barracks and tenements were erected along with tiny, detached houses of the more prosperous. Mixed-use, commercial-residential buildings were constructed along the main thoroughfare, Tremont Street. Side streets filled with some factories and 2 1/2 to 3 1/2-story, worker housing built by mill owners. Despite some remaining open space along side streets, by the third quarter of the nineteenth century, Lower Roxbury Historic District was crowded with such buildings.

Suburbanization, made possible by expansion in the middle of the nineteenth century of the street railway system, also impacted on Lower Roxbury. The second wave of this process began the 1880's when construction resumed after the Depression of 1873 and was accompanied by major public investments and new, residential construction. Infrastructure improvements to the drainage system removed the annual threat of flooding which plagued the vicinity. Fire regulations introduced in 1885 required brick construction in the area below Ruggles and Ward Street where Lower Roxbury Historic District is located. Beginning in the 1890's, in combination with the widening and extension of Columbus Avenue, all frame construction within the district was demolished and replaced with the masonry buildings now standing.

Today the district is largely isolated by open space, public housing and transportation projects created during urban renewal efforts begun in the mid twentieth century and continuing to date. Directly across Tremont street from the district is a long, multi-story, modern (c. 1970's), brutalist style, public housing, apartment block with commercial space at ground level.

The view east of the district along rectilinear Tremont Street sweeps past the nearby, former Chickering Piano Factory through the South Boston neighborhood of late nineteenth-century buildings and culminates with Boston's skyscrapers in the far distance.

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West of the district along Tremont Street the urban character of the area is interrupted by the wide intersection of Melnea Cass Boulevard. Tremont Street thereafter becomes less straight and less-densely developed. Although construction of a 10-story, office building on the north side of the street has been recently completed, open lots and scattered buildings such as the campus of Roxbury Community College on the south side of the street, typify the area.

Opposite the district along Columbus Avenue is a vast, open area consisting of several, paved parking lots and a multistory, cement and glass, parking garage. The parking lots are well maintained and surrounded by clean, well designed, but comparatively stark, contemporary buildings (ca. 1980's). The expanse of the parking lots is somewhat confined by a row of trees along the street. Nevertheless, this emptiness combined with the wide, open street, contrasts strongly with the highly-articulated, urban character of the buildings in the historic district across from it.

Looking east of the historic district along Columbus Avenue provides a long, straight and distinctly urban view past a mixture of late, nineteenth-century apartments, a few factory buildings and several, post-modern apartment blocks which line both sides of the street to Boston skyscrapers in the distance. Buildings west of the historic district along Columbus Avenue are of recent, less-dense construction.

Lower Roxbury Historic District contains 36 contributing buildings and 3 vacant lots. In each block, buildings stand shoulder to shoulder sharing party walls. In almost all cases, buildings are structured to occupy nearly their entire lots except set backs and step backs to rear elevations allow light infiltration. No service alleys exist. With rare exception, no space is allowed for vehicle entrances between buildings. Open space on Burke and Coventry Streets has been excluded from the district. Nearly all of these vacant lots have remained undeveloped since the turn-of-the century reconstruction of the area. Three unimproved lots have similarly persisted on Walpole Street.

With few exceptions, buildings in the district are three to five-story, apartment buildings of red, buff, or yellow brick. Built within the span of a few years, most are Classical Revival in style or bear Classical Revival elements. Commonly repeated architectural features include prominent, Classical cornices which emphasize the nearly universal, flat roof lines and multi-story, pressed metal-clad, angled-prow, bay windows. Apartment buildings facing Tremont Street and Columbus Avenue house commercial space on the ground floor. Buildings on the side streets are entirely residential. The few storefronts found on side streets are part of buildings fronting either of the two major thoroughfares.

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The earliest building in the district appears to be the Greek Revival/Italianate 1011-1019 Tremont Street which likely dates from the 1850's. The largest number of buildings in the district were erected between 1894 and 1900. A few: 764-768 Columbus Avenue (1914), 788 Columbus Avenue (1912) and St. Cyprian's Episcopal Church (1075 Tremont Street; between 1915 and 1938) were built during the early years of the 20th century.

Most buildings in the area have Classical Revival features. Notable exceptions are the previously-mentioned 1011-1019 Tremont Street (pre 1868), the Neo-Gothic St. Cyprian's Episcopal Church (1075 Tremont Street; between 1915 and 1938); the Renaissance Revival apartment buildings at 32-38 Cunard Street (1898) and at 37-41 Cunard Street/772-776 Columbus Avenue and the Federal Revival apartment block at 748 Columbus Avenue (1899, Federal Revival, Map No. 32).

Despite this general uniformity of style, few buildings look alike. Variety of building size, shape, color, materials, and differing expressions of Classical-inspired detail generate a diversity of appearance. Although visually singular, apartment blocks in many cases actually consist of two to three, identical, adjoining buildings separated by fire walls.

Architectural design in the district is sophisticatedly expressed. Most buildings were devised by Boston-area architects with extensive experience in conceiving multi-family, urban dwellings. Both color and trim elements are skillfully employed to both add variety and ensure overall compatibility in the district. Construction is of red, yellow, or buff-colored brick. Although color is randomly distributed, a relative concentration of buff or yellow brick exists on Cunard Street. Counteracting sharp contrasts between adjacent, darker red brick and lighter buff or yellow brick buildings is the combination of contrasting colored brick or stone work on each building. Another trim element characteristic of the district is the use of pressed metal sheathing on roof cornices, storefronts and bay windows. Some copper, aged to its naturally-oxidized green, is present, but most pressed-metal trim consists of painted, galvanized iron. A minor amount of cement or cast stone is found on latter-date structures.

Two exceptions to the uniformity of flat roof lines are St. Cyprian's Episcopal Church with its pitched roof and the apartment blocks at 772-778 Columbus Avenue (1899) with apparently recently-added mansard roofs. Although most of the pronounced, Classical and Classical Revival cornices are executed in pressed metal, a few, such as 1011-1019 Tremont Street (pre-1868) and 764-768 Columbus Avenue (1914) are made of wood. On some properties: 772-778 Columbus Avenue (1899) 37-41 Cunard Street (1899), 1021 Tremont Street (1894), 1023 Tremont Street (1894), 1025-1027 Tremont Street (1894), 1029 Tremont Street

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(1894), 1031-1033 Tremont Street (1894), 750-752 Columbus Avenue (1899), the frieze as well as the cornice are covered with pressed metal. Fire damage has resulted in the loss of all or most of the pressed-metal cornices at 1035-1039 Tremont Street (between 1890 and 1897) and 1041-1043 Tremont Street (1895). Several buildings in the district have less-prominent, simple, corbeled-brick cornices: 1053-1055 Tremont Street (between 1890 and 1897), 1057-1063 Tremont Street (1895), 22-24 Walpole Street (between 1899 and 1914) and 788 Columbus Avenue. Some structures have corbeled brick friezes below pressed-metal cornices: 32-38 Cunard Street, 1898).

The projections of multi-story, angled-prow bays, the other common design element of the district, add an important, three-dimensional aspect to the streetscape. Repeating bay windows add sculptural variety and rhythm to relieve the solid massing and anonymity of the protracted, rectilinear nature of these streetscape. This typical feature is particularly important on Tremont Street. Fewer are present on Columbus Avenue.

Most angled bays are three-faceted in form and, whether single or paired on an individual facade, spring from the second story to the roof line to comprise a major ornamental feature of the building. Like many cornices in the district, most angled bays are sheathed with pre-fabricated pressed metal. Copper is occasionally found, but painted, galvanized iron is most common. Most angled bays have paneled ornament ranging from simple, rectangular designs as found at 1023 Tremont Street (1894) to highly-decorative features as exist on 1025-1027, 1029, 1031-1033, 1049-1051, 1053-1055, 1057-1063 Tremont Street, 31 and 33 Cunard Street. At fire-damaged 1035-1039 Tremont Street, the single bay with a remnant of original sheathing reveals highly detailed rectangular paneling and half-timber effects with diamond and triangular-shaped panels and a Classical, bell flower swag. Distinctively Classical-inspired, decorative elements consisting of floral swags, dentil ranges, and Classical moldings, are found on the angled bays at 1050-1052 Columbus Avenue and 1021 Tremont Street.

On the upper levels of twin buildings at 1025-1027 Tremont Street and 1029 Tremont Street, the entire facade is absorbed into two-story, angled bays sheathed in pressed metal. Only a narrow strip of brick separates each building from its neighbor. Exceptional to the district is the brick, full-height, bow-front structure at 22-24 Walpole Street.

Two, major apartment forms are common to the district. A narrow building form, only two or three bays wide, combines one or two regularly-spaced bays with a multi-story, angled-prow bay that rises from the second floor to the roof line. The street level consists of residential or commercial space with a separate, residential entrance.

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The latter is typically centered under the flat section of the facade. Examples of this building form are found at 1021, 1023, 1041-1043, and 1053-1055 Tremont Street and 31 Cunard Street, in the paired, mirror-image buildings at 1045-1047 and 1049-1051 Tremont Street and at 33 and 35 Cunard Street.

The second popular apartment building form is five or six bays wide, with a multi-bay, flush, central section separating multi-story, angled bays on each end of the facade. The ground floor is devoted to residential or commercial or space with an individual, residential entrance in the center bay.

Examples of this type are 1035-1039 Tremont Street (between 1890 and 1897), 19 Walpole Street (between 1890 and 1897) and 23 Walpole Street/ 42-44 Cunard Street (1897). One exception is 22-24 Walpole Street (between 1899 and 1914) where two, full-height, brick, bow-front bays sit at either extreme of the facade.

Another building form in the district mimics three-and-a-half-story town houses. None, however, has such a plan. Each unit contains separate apartments on each floor. Examples are located at 37, 39 and 41 Cunard Street (all 1899) 32, 34, 36 and 38 Cunard Street (all 1898) and 748 Columbus Avenue (1899). Unlike most other buildings in the district, these adjacent, apartment blocks have no bay windows or other projections along their facades.

A remnant of the industrial mixture which once characterized the vicinity, is the large, commercial warehouse (now an auto parts store) at 788 Columbus Avenue (1912). This four-story property extends sixteen bays to span the width of the block and is six bays deep with loading docks on side elevations. Classical Revival features, including an imposing, segmental-arch, center entrance, are utilized to enhance its compatibility with the neighborhood.

The sole, entirely commercial property is the one-story building at 1065-1069 Tremont Street (1900). Historically, it has served several purposes. It initially housed auction rooms, but by 1938 was occupied by United Holiness Church. It became a woodworking shop before 1960 and apparently remained such for the next thirty years. The one institutional structure in the district is St. Cyprian's Episcopal Church.

Properties in the district are generally in good to excellent condition. All storefronts except 1065-1069 Tremont Street are leased. Nearly all buildings are occupied and relatively well maintained. The several, fire-damaged buildings between 1035-1055 Tremont Street are scheduled for certified rehabilitation. Some original material, features and detailing in the form of pressed metal

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cornices and sheathing on angled bays has been lost. Window sash has also been removed.

Alterations within the district are largely limited to the widespread installation of replacement sash and relatively minor changes to individual buildings. Ornamental, pressed-metal sheathing has been removed from multi-story, angled bays on the adjoining buildings at 19 Walpole Street and 23 Walpole Street/42-44 Cunard Street. Wood Texture 111 siding had been applied to enclose display windows and encase the roof cornice of the commercial block at 1065-1069 Tremont Street. The extent of original fabric remaining beneath the sheathing is undetermined.

Although most storefronts in the district have been altered, existing treatments generally consist of sympathetic designs with paneled kick plates and transom lights. Original iron or pressed-metal storefront cornices largely remain intact. Several original storefronts survive in the properties at 1021-1029 of Tremont Street.

With few exceptions throughout the district, original window sash has been supplanted by modern, metal, 1/1, double-hung, replacement sash. In a few instances (1011-1019 Tremont Street) vinyl replacement sash has been installed. One notable example where original sash largely survives is at the commercial warehouse at 788 Columbus Avenue where large, 8/8, double-hung, wood sash remains.

Especially well-preserved buildings exist between 1021 and 1033 Tremont Street, along Columbus Avenue and on Cunard Street. Descriptions of significant or representative buildings follow. Given the generally narrow range in dates of construction and limited diversity of building type, properties are discussed by selections of distinctive properties along each street in the district.

As a prominent, cross-town thoroughfare, Tremont Street is the most highly visible section of the Lower Roxbury Historic District. One of the most highly decorated and intact buildings in the district is the 4-story, 3-bay, yellow-brick, Classical Revival, commercial/apartment block at **1021 Tremont Street** (1894, William Whitney Lewis, architect; Map No. 3. Photo No. 1). Designed by W. W. Lewis, a successful, architect in turn-of-the-century Boston, it is detailed with pudding stone window trim and coursing; a heavy, prominent, pressed-metal, Classical cornice with modillions; elegant paneled and pilastered, pressed-metal, angled bays trimmed with florets and floral swags and terra cotta wall plaques with a foliate motif in relief above each upper story window. It is one of the few buildings to retain original, 2/2, double-hung sash and its original storefront. The latter includes brick piers, pressed-metal cornice and wooden, window fittings including paneled kick plate, transomed display sash, and paneled wood door with glazed top.

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Similar in profile and massing, but much plainer in design and contrasting in color is the adjacent, four-story, red brick, Classical Revival, commercial/apartment block at **1023 Tremont Street** (1894, D. D. Kearns, architect; Map No. 4, Photo No. 1) was designed by D. D. Kearns of the Boston firm, Kearns & Walsh, which had offices at 4 Exchange Place. Nothing is known of their other work. On this property, brownstone window sills and lintels contrast with the red brick and light-green, three-story, three-bay wide, paneled, pressed-metal bay windows and dentiled, bracketed, pressed-metal roof cornice and frieze. Fenestration of 1/1, double-hung, wood sash remains. The storefront is comprised of brick and metal piers, dentiled, pressed-metal cornice and wood store fittings, including paneled kick plate, transomed display windows, and paneled wooden door with glazed top. The residential entrance is marked by a modern, replacement door.

Twin, 3-story, red-brick, Classical Revival, commercial/apartment buildings with mirror-image storefronts are found at **1025-1027 Tremont Street** and **1029 Tremont Street** (1894; Map No.'s 5 and 6, Photo No. 1). In each case, upper levels of the facade are occupied by a wide, 2-story, 3-faceted, angle-prow bay, sheathed in paneled, pressed metal, sided by a brick fire wall and surmounted by a pressed-metal, dentiled, Classical, roof cornice. Original sash have been supplanted by modern, vinyl, 1/1, replacement sash. Storefronts have brick piers and narrow, metal cornices. Display windows at 1027 Tremont are sympathetic, modern, wooden replacements with transomed lights and paneled kick plates. Wooden display fittings at 1029 Tremont Street appear to retain original paneled kick plates and transomed windows. Commercial entries have glazed, wooden doors. Residential entrances on both buildings have modern replacements doors.

The final building in this block, **1031-1033 Tremont Street** (1894, James E. Dooley, architect; Map No. 7, Photo No. 1) is a similar, 4-story, Classical Revival, red-brick, commercial/apartment block. In this case, a narrow, 3-story, 3-faceted, angled-bay, sheathed in pressed-metal, solely defines the upper levels of the main facade. Identical, multi-story, angled bays occupy 2 of the 4 bays along the deep, Coventry Street elevation.

Replacement, 1/1, double-hung, vinyl have been introduced. The flat roof line is denoted by a corbeled-brick cornice. A modern, storefront with substantial in-fill occupies the street level, but the metal storefront remains in tact.

Another significant Tremont Street building that makes an important contribution to the area's architectural integrity is the four-story, Classical Revival, commercial/apartment block at **1055 Tremont Street** (Between 1890 and 1897; Map No. 12, Photo No.'s 1, 3 and 4). This 2-bay, yellow-brick with stone trim structure has 3-story, pressed-metal, angled-prow bays that terminate below the corbeled brick

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cornice. Other design elements include a paneled-brick chimney treatment supported by a floral-motif, carved-stone bracket and Classical stone keystones, springers and sills on second and third floor windows. The modified, oblique-corner, storefront has an altered cornice and iron post support, but possibly retains original wooden display fittings with paneled kick plates, transomed windows and glazed, wooden door. The residential entrance is recessed within a limestone-sheathed, Roman arch.

The large, 5-story, red-brick with brownstone trim, Classical Revival, Burlingame at **1057-1063 Tremont Street** (1895, Tristram Griffin, architect, Map No. 13) addresses the corner with 5-bay, Tremont Street and Cunard Street elevations meeting in a rounded bay. The ends of each elevation are occupied by 4-story bays, sheathed in paneled, pressed metal, which mimic the shape of the bowed corner. A 4-story, paneled, pressed metal, angled-prow bay sits near the intersection of the Cunard Street elevation. All the metal bays sit beneath the corbeled-brick, stone-capped cornice. Part of the latter has been lost at the end of the Cunard Street elevation. Other fenestration consists of regularly-spaced, 1/1, double-hung, modern, replacement sash in openings denoted with brownstone keystones. Top floor fenestration is distinguished by round-arched openings. Other wall detail includes brick pilasters extending from the third level through the parapet and a blank wall bay between the angled bay and the corner. Compatible, wooden display fittings with paneled kick plates and transomed display windows have been installed in storefronts which retain their cast iron cornice and piers.

Along Columbus Avenue, the other principal thoroughfare in the district, commercial/residential blocks, apartment buildings and a commercial warehouse create a mixed-use streetscape. Buildings range between 3 and 4 stories in height. Most are between 12 and 16 bays wide, although some 3 and 4-bay facades are found on the eastern end. A strong sense of uniformity results from similarity in building heights, common materials such as the predominant use of red brick, and the absence of sculptural articulation in the flat facades unrelieved by the protruding bays that are so common in the rest of the district.

The 3 1/2-story, 3-bay, red brick, Federal Revival apartment building at **748 Columbus Avenue** (1899, Edwin J. Lewis, Jr., architect; Map No. 32) sits on an English basement. Its style is expressed mainly in the main entrance with fanlight and sidelights. Wall detail includes strong reveals with stone trim at window and door openings and horizontal, raised-brick panels between floors and below the strongly-projecting, bracketed, pressed-metal, roof cornice. Fenestration consists of modern, 1/1, double-hung, replacement sash set in 2 bays of regularly spaced windows and a third bay with tri-part windows.

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Adjacent at **750-752 Columbus Avenue** (1899, Cornelius A. Russell, architect; Map No.'s 32 and 33, Photo No. 5) is 3-story, red brick, Classical Revival apartment building with English basement. Set at the intersection of Coventry Street, the property addresses the corner with a 2-story, rounded bay sheathed in pressed-metal, ornamented with paneling and a floral swag motif. Similarly-detailed, 3-faceted, 2-story, angled-prow bays are located in the eastern-most bay of the facade and in the center of Coventry Street elevation. All are incorporated into the pressed-metal, Classical, roof cornice with dentil range. The main entrance is recessed behind a low segmental arch with stone enframement of piers supporting a dentiled, Classical cornice. Oval windows, denoted with keystones at cardinal points, side the entry. Remaining fenestration consists of single and paired, rectangular 1/1, double-hung, metal, replacement sash trimmed with stone lintels and keystones.

Among the newest buildings in the district is the large, 4 1/2-story, unassuming, Classical Revival, red brick, mixed-use commercial/apartment block at **764-768 Columbus Avenue** (1914, Charles A. Halstrom, architect; Map No. 35, Photo No. 6). The 12-bay facade is treated in 2 sections creating the impression of separate structures. The eastern, 7-bay section includes commercial space at street level along with a separate, residential entry recessed behind a limestone enframement of pilasters and architrave/cornice. Storefronts have brick piers and a pressed-metal cornice; store windows have been reduced by the insertion of wooden panels. The 5-bay, western section of the facade is entirely residential with a recessed entry set beneath a limestone architrave/cornice. Ornament also includes limestone sills, lintels and quoins at the corner of Coventry Street and a prominent, bracketed, galvanized-iron roof cornice.

The newest building in the district, St. Cyprian's Episcopal Church **1075 Tremont Street** (between 1915 and 1938; Map No. 15), is a modest, red-brick, Neo-Gothic church with simple, cast stone trim, slate roof, and leaded-glass windows. The gable-end facade has 3, Gothic-arched entrances below a pair of enormous, elongated, lancet windows surmounted by a cast stone cross positioned at the roof peak and false-front, tower bases at each side. Buttresses with cast stone coping separate bays on the side elevations with the transept at the north end. An attached one-story parish hall fronts Walpole Street (St. Cyprian's Place).

Properties along Cunard Street largely exhibit the finest architecture and best preservation in the historic district. With the exception of storefronts on the side elevations of buildings fronting Tremont Street and Columbus Avenue, edifices are entirely residential. Buildings range in height from three to five stories. Although roof lines are irregular and floor levels vary, the relative uniformity of

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massing, scale and well-executed, architectural detail lends an enhanced sense of intimacy, individuality and place to the streetscape.

Compatibly paired are the adjacent, 5-story, yellow-brick, Classical Revival apartment blocks on the east side of the street between 31 and 35 Cunard Street. The apartment block at **31 Cunard Street** (1895, James Murray, architect; Map No. 21, Photo No. 4) combines brownstone and red brick trim. Stone coursing at window level divides the facade horizontally to relieve the narrow proportions of the 2-bay structure. Pressed copper sheaths both the 4-story, 3-faceted, angled-prow, paneled bays and the pedimented cornice below the roof parapet. Fenestration consists of 1/1, double-hung, replacement sash surmounted by flat arches of red-brick voussoirs. The main entrance is recessed behind a brownstone surround of pilasters supporting an architrave/cornice.

The mirror-image apartment buildings at **33 and 35 Cunard Street** (1895; Edwin P. Morse, architect; Map No.'s 23 and 25, Photo No. 4) present the impression of a single facade. Each is 2-bays wide combining 4-story, 3-faceted, angled-prow, paneled, pressed metal bays and a single, rectangular window with 1/1, double-hung, metal replacement sash and brownstone, keystone trim. Roman arches surrounding the recessed, main entrances have brownstone springers and keystone. The roof line is denoted by a corbeled brick parapet with stone coping.

Another noteworthy series of buildings stands between **32-38 Cunard Street** (all 1898; all Charles A. Halstrom, architect; Map No.'s 22, 24, 26 and 28). These 2 pairs of mirror-image, 3 1/2-story, 3-bay, mottled yellow-brick, Renaissance Revival apartment blocks combine to create the image of a Renaissance palace. Individual facades are marked by 2-story pilasters (extending from the second floor to third floors) with carved-limestone capitals and are horizontally divided into 3 sections by limestone coursing at the window sill level of the second and third floors. Each building sits on an English basement, but has an entrance opening to street level at either the first or the third bay. Grey-brick, repeated-arch, corbeling sits below the heavy, highly-decorated, pressed-metal, roof cornice detailed with repeating, Gothic arches. Roman arches are also a major decorative element. They surmount the main entrances in the form of carved door caps with acroterion and detail top level windows with heavy, limestone surrounds that incorporate keystones and quoins. Lower level windows have limestone architrave/cornice caps. Fenestration consists of modern 1/1, double-hung, metal, replacement sash.

Another large combination of buildings presenting the impression of a single structure extends from **37-41 Cunard Street** and **772-776 Columbus Avenue** (all 1899, Charles A. Halstrom, architect; Map No.'s 27, 29,

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30, 36, 37 and 38, Photo No. 4). These large, 3 1/2-story, buff-colored, brick buildings with limestone trim, incorporate commercial space along Columbus Avenue where 3, individual units are each 4 bays wide. The Cunard Street formation is comprised of 3-bay units. Designed by the same architect as 32-28 Cunard Street, Charles A. Halstrom, these properties similarly represent a restrained interpretation of a Renaissance palace.

Tri-part, horizontal divisions are created by limestone coursing at window sill level. Two-story, brick pilasters extending from the second floor to the heavy, projecting, pressed-metal, roof cornice designate individual structures. The elaborate roof line treatment, combining a repeated-arch motif in the frieze with a heavy, bracketed cornice, remains unaltered on Cunard Street. A sympathetically-designed mansard roof adds a floor level to 772-778 Columbus Avenue. Fenestration consists of 1/1, double-hung, metal, replacement sash with limestone trim of architrave/cornice caps on upper floors and corniced surrounds at the ground floor. Entrances, alternating in location between end bays at either side of the buildings, are surmounted by a cornice treatment similar to that of first-floor windows. Additional wall detail includes limestone quoins and rusticated brickwork in the first level to suggest rusticated stone patterning. The storefront occupying the corner of Columbus Avenue and Cunard Street retains its original, modillioned, pressed-metal cornice, but has been renovated into common space without exterior access. The treatment includes paneled kick plates and transomed windows reflective of a section on Cunard Street which may be original.

The 3 1/2-story, red-brick, Classical Revival building at **22-24 Walpole Street (St. Cyprian's Way)** is the one, true "dumb bell" apartment block in the district. The property rises from an English basement and incorporates 4-bays with full-height, bowed bays at both ends. Wall detail includes rock-faced, stone coursing above the basement and first floor levels and quoins around the main entrance. Fenestration consists of 1/1, double-hung sash trimmed with rock-faced, pudding stone lintels with keystones. Eaves detail includes corbeled brick surmounted by a modest, Classical, pressed-metal cornice. A likely recessed, original, center entry has been modified to include a paneled enclosure.

There are no intrusions in the Lower Roxbury Historic District. Three vacant lots, which have remained vacant since reconstruction of the area around the turn of the century, are found on the west side of Walpole Street. Some original fabric remains exposed on the 1-story, turn-of-the-century, commercial block at **1065-1069 Tremont Street** (1900, Map No. 14) where storefronts and cornice are largely hidden behind wooden sheathing. Constructed within the period of significance of the district, it has been included as a contributing

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structure until closer examination should prove architectural integrity has been lost.

Archaeological Description

While no prehistoric sites are currently located in the district or in the general area (within one mile), it is possible that sites are present. The district area includes land that was originally dry ground or terrestrial and marshlands/mudflats both of which were filled in the nineteenth century. The close proximity of dry ground to a tidal estuary indicates the potential for numerous types of prehistoric habitation and special activity sites. The potential also exists for sites which were originally submerged all or part of the time. This site type includes prehistoric to Contact Period fish weirs which have been identified elsewhere in the filled coastal areas of downtown Boston. A moderate to high potential exists for significant prehistoric survivals in the filled areas of the district.

A moderate to high potential also exists for historic archaeological remains within the district. Most of the district remained unsettled during the first half of the 19th century. By the mid 1880's the district was filled with small wood framed residential structures, none of which are extant. Structural remains may survive from these dwellings as well as related outbuildings and occupational related features (trash areas, privies, wells). Masonry buildings began to replace wood framed residential structures in the 1890's. By 1915 the transformation was completed.

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8. STATEMENT OF SIGNIFICANCE

The Lower Roxbury Historic District, Boston, possesses integrity of location, design, setting, materials, workmanship, feeling and association and meets Criteria A and C on the local level for listing in the National Register of Historic Places. Historically, the area is significant as representative of turn-of-the-century, multi-tenant, masonry, residential and mixed-use commercial/residential construction built in a transitional area between the inner city and early suburban areas. Architecturally, the district is significant for its assemblage of well-executed, Revival-style properties, designed by local architects. These buildings replaced earlier, principally frame structures deemed outmoded and unsafe and cleared during a period of increasing growth, capital improvements, and advancing health and safety standards including the expanding institution of fire regulations.

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Roxbury (originally Rocksborough or Rocksbury, named for its uneven, rocky natural surface) was founded in 1630 by members of the company of John Winthrop under the leadership of one of his assistants or magistrates, William Pynchon, who later moved on to found Springfield on the Connecticut River. The first settlers were a relatively homogeneous group. Many were people of substance, farmers skilled in some handicraft.

Original settlement focused on Elliot Square and spread along Roxbury or Towne Street. Due to fear of Indian attack, all citizens were required to live within a half mile of the meeting house. The closest Indian villages, however, were some distance from the town's border and in 1686, Charles Josiah, grandson of Chickatabut the Sachem of the territory, deeded native rights to the area of Roxbury for 10 pounds. By 1654, the approximately 700 inhabitants of Roxbury included 90 landowners with between 70 and 80 homesteads.¹

For more than 150 years, Roxbury was connected to Boston on the east only by a narrow strip of land known as the Neck, the only connection between the mainland and Boston. The other border communities of Roxbury consisted of Muddy River (now Brookline) and Newton to the north, Dedham to the west and Dorchester to the south. Alterations in the Roxbury/Boston boundary were made in 1836, 1838, and 1859.

In 1857, the Supreme Court of Massachusetts awarded to the State 71 acres of Roxbury land most of which lay underwater in the Back Bay. When filled, the area became the choice neighborhood of Boston, also called Back Bay (NR 1973).

Adjustments in the boundaries between Roxbury and Newton, Brookline and Dedham were made in 1838, 1844, and 1852 respectively. The eastern area of town was increased slightly with the filling of the 50' wide Roxbury Canal (built 1795) and the extension of Swett Street and of East-Chester Park (now Massachusetts Avenue).

Throughout its history, Roxbury's development was primarily influenced by its contiguity to Boston. The proximity of a ready market in Boston added impetus to population growth and material wealth in Roxbury. Most early settlers located in the eastern part of town adjacent to Boston. Benefitting from rich, productive soil and abundant water, Roxbury remained primarily agricultural through the Colonial period. Hides and skins that were the town's chief products other than farm produce, however, became the raw material for the leather, gloves and shoes whose fabrication became Roxbury's primary manufactures. By the close of the era, tanning, cloth manufacture and other industries servicing the needs of Boston had become important activities.

The census of 1765 enumerated a population of 1467, approximately double that of a century earlier, but the eastern part of town was nearly depopulated during the siege of Boston.² The population of

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Roxbury at the time of the Revolution remained under 2,000 individuals living in 213 dwellings. Included in the town were 18 tanneries and slaughterhouses, 1 chocolate mill, 2 gristmills, 3 meetinghouses, 1 grammar school, and 4 other schools.³

Improved transportation further integrated the development of the two communities. The road along the Neck, first known as Town Street or Roxbury Street (renamed Washington Street after the President's visit in 1789), was often covered with water in the spring and nearly impassable at high tide. The road and land became consistently useable only with improvements made after the Revolution. A dike was built on the south and a sea wall on the north.⁴ The Dedham Turnpike was constructed in 1805. Still, in the half century after the Revolutionary War, Roxbury remained a rural village with a single street; a town dotted with farms, many retained by descendants of the original proprietors.

An era of progress began in Roxbury during the second decade of the nineteenth century. The mill dam across Back Bay opened in 1821 and carried the first of several, artificial roads providing additional connections between the mainland and the Boston peninsula. Known as Western Avenue, the road along the dam followed the line of present-day Beacon Street. In 1826, hourly coach service was initiated between the town house in Roxbury and Old South Church in Boston. The Boston and Providence Railroad traversed Roxbury in 1834.

The damming of Back Bay induced filling along the western shore of the Neck. Tremont Street, one of twenty highways in Roxbury staked out in 1663, was extended from Boston to Roxbury in 1832. During the 1820s and 1830s, a number of old estates near the commercial center of Roxbury were purchased by speculators and subdivided. As streets were laid out and graded, buildings were soon constructed. The business center expanded and the population rapidly increased.⁵ By the end of the 1830's, there were four, parallel highways connecting Roxbury to Boston: Tremont Street, Shawmut Avenue, Washington Street and Front Street (later Harrison Avenue).

Like other peripheral communities of Boston, the adjacent sections of Roxbury began to develop rapidly between 1830 and 1850 as Boston's industrial prosperity advanced. The economy of nineteenth-century Boston was fueled by merchant capital, industrialization and immigration. As one of the most active harbors in the country, Boston also became a port of entry for European immigrants. Farmers, artisans, and mill workers from the British Isles and Germany as well as backcountrymen from the Maritime Provinces of Canada were the first to arrive. Largely similar to original settlers, most were relatively easily assimilated. Beginning with the potato famines of the 1840s, their numbers were increasingly supplanted by the large amount of unskilled and indigent immigrants from Ireland. Around the turn of

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the century, Irish immigration slackened and new waves of people from Central, Eastern and Southern Europe began to arrive. Boston became a great labor pool. This mass of cheap labor available to operate machines and factories combined with the technological improvements to the steam engine generated an era of industrial prosperity beginning in the 1840s.

Prior to the introduction of the street railroad, confinement of the City of Boston by its harbor onto the Shawmut peninsula made existing land dear and filled land expensive. Speculators early on looked just beyond the peninsula for cheap land. As business interests expanded in the eastern part of Roxbury, the area substantially merged economically and physically into the adjacent metropolis of Boston. East of Dudley Street and south of Washington Street (the Dedham Turnpike), development was already evident in 1832. The area of the Lower Roxbury Historic District, however, remained unsettled. Part of the dry land east of Stoney Brook, it was nearly surrounded by marshes.

The population of Roxbury doubled during the 1840s (9,089 in 1840; 18,373 in 1850). In 1845, manufacturing in Roxbury had a production value of \$2,247,684 and employed 1,668. The largest establishments were 4 cordage factories, 16 tanneries, 3 rolling, slitting and nail mills, 1 carpet factory, 9 bakeries, 3 chemical works, 3 starch mills, 1 distillery, 5 soap and tallow factories and 1 lead factory. Also important was the manufacture of boots and shoes.⁶

Roxbury became a city in 1846. A number of public improvements were rapidly introduced including the laying of sidewalks, construction of storm drains and sewers, creation of public parks, establishment of a cemetery (Forrest Hills, 1846), introduction of gas service (1850), street improvements such as the widening of Washington Street (1855) and initiation of a horse railroad (1856).

As in many Massachusetts communities, subdivision had long been an issue in Roxbury. The debate became a vehement as divergence the level of development between the eastern and western sections of town became more pronounced and expenditures on public improvements increased. Residents of agricultural, western Roxbury objected to the disbursement of general revenues for projects almost entirely located in the eastern part of town. Four-fifths of the original township was set off and incorporated as West Roxbury in 1851. The new Town of Roxbury, reduced to 2,100 acres, had a population of 15,000.

As revealed on the Whitney Map of 1843/1849 development in eastern Roxbury sharply intensified and expanded farther west and south. The area became part of the dense settlement in the area of metropolitan Boston by being within the 2-mile radius of City Hall, the walking city as defined by Sam Bass Warner, Jr.⁷ Improvement had begun in the

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Lower Roxbury Historic District. Franklin Place (later Walpole Street, now sometimes St. Cyprian's Place), Coventry, Cunard and Burke Streets were in place and partially settled as part of a parallel series of streets laid out on the high ground east of Ruggles Street between Tremont and Grinnell Streets. Development in this section apparently proceeded west to east.

Unlike modern bedroom suburbs of the middle class, these fringe areas became mixed settlements of commuters and local workers. Roxbury became a manufacturing center. Lower Roxbury, the intown lowlands stretching from the South End to Dudley Street, developed as a mixed, industrial and residential area. Between 1830 and 1860, large numbers of mill-worker, row houses were built near the factories. Promoters, modeling the area on the dense scale of Boston, considered residences and factories compatible.

Worker housing, barracks and tenements often adjoined the residences of the well off. The major difference between the peripheral areas and the center city was the predominance in the former of detached, frame houses descendant of American, eighteenth-century, wood construction. Those who were more prosperous lived in tiny, classic revival, wooden, single and double houses and in brick, mixed-use commercial and tenement buildings constructed along the busy thoroughfare of Tremont Street. Side streets, were filled with 2 1/2-story and 3 1/2-story, worker housing constructed by mill owners.⁸

Major capital investments, affordable to an increasingly-prosperous Boston, prompted initiatives favoring annexation among those within adjacent communities eager for infrastructure improvements. Annexation to Boston of Roxbury, now only one-fifth of its original size, remained controversial and was delayed by the strenuous opposition generated by serious divisions of opinion among the populace. Finally moved by those who saw the necessity of creating a common infrastructure with the metropolis as a resolution to the persistent need for expensive public works, a majority of residents came to favor union with Boston. Roxbury was annexed to Boston in 1868. Six years later (January, 1874), West Roxbury also joined Boston.

The immediate advance was connection to Boston's Cochituate water system and complete coverage by water, sewer, and gas service. These investments gave rise to a steep increase in the value of real estate and a new impetus to growth and prosperity. City row houses continued to be built during the industrial and building boom prior to the Depression of 1873, and in part various social classes remained juxtaposed.

In 1870, however, much of lower Roxbury sat underwater as unfilled marshes of the Back and South Bays. The entire area north of the

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Boston and Providence Railroad, itself just north of Lower Roxbury Historic District, remained marshlands. Shanty towns of the poor developed along the edges of these marches. Many of the inhabitants were Irish immigrants drawn by the availability of cheap land and its proximity to local manufacturing plants and other Boston work places within walking distance. By 1870, the inner section of Lower Roxbury had principally become a working class, even an impoverished, slum area. A drab section comprised of cheap, little, two and three-story, wooden houses and barracks similar to those found in many New England mill towns. Although open space remained on the side streets and gaps existed at 1045-1063 Tremont Street and 1059 Tremont Street, the Lower Roxbury Historic District was already crowded with such buildings. The north side of Berlin Street (first referenced in 1858; incorporated into Columbus Avenue in 1895) was also crowded with tiny, frame structures. It formed the fringe of residential construction south of the open space occupied by the Boston Baseball Grounds which stood adjacent to the Boston and Providence Railroad.

The low topography of inner Roxbury also made much of the area subject to periodic inundation by storm tides and floods of Stoney Brook. Over the twenty years subsequent to annexation, Boston engineers established adequate sanitary facilities in Lower Roxbury and controlled flooding of Stoney Brook. The latter threat was not removed until construction of the Back Bay Fens Park, primarily engineered to be a huge bowl acting as a storage basin to solve the flood drainage problem.

The remainder of the lowlands was shared by a variety of users, a large, concentration of industrial activity supported by water and power from Stoney Brook and Back Bay and docking facilities of South Bay. Foundries, textile mills, rope walks, piano factories, clock companies, lumber and stone yards inhabited the area. By the 1880s, the most notable establishments included L. Prang & Co., a chromolithographic factory established in 1856, the Roxbury Carpet Company, the Howard Watch and Clock Company and seven, large breweries.

By the mid 1880's, the Lower Roxbury Historic District was entirely filled with small, frame, residential buildings and one industrial structure, the Patterson and Lavenders Desk Manufactory. East of the district, on Tremont Street between Benton and Davenport Streets, stood S. E. Chubbuck & Sons Machine Shop. Between Davenport and Camden Streets, were located the yards of the Metropolitan Railroad Company and a gas holder of the Boston Gas Light Company. Just across the line in South Boston was the huge piano forte factory of Chickering and Sons. Northeast of the district, along the tracks of the Boston and Providence Railroad (which had become a division of the Old Colony Railroad), stood the round house, the Standard Cordage Works, both erected between 1890 and 1899, and the Hancock Inspirator

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Company. West of the district on or just off Tremont Street were located the Hook Organ Factory (at the corner of Weston Street), the Whittier Machine Co. (between Ruggles and Culvert Street) and the Tremont Foundry (at the corner of Culvert and Hampshire Streets).

The second process which impacted the growth of Lower Roxbury was suburbanization, the development of residential areas to house commuters employed in the inner city. Suburbanization became possible with construction of the street railway system. The first street railway line in Roxbury was initiated in 1856. It ran along Washington Street, the old seventeenth-century path from downtown Boston to Roxbury Crossing. By 1872, street railway service existed along Tremont Street with 2 to 3 minute service from Boston to the Roxbury Line and 4 to 8 minute service beyond. Service remained the same to 1881. A new line along Columbus Avenue had been added, but the frequency of service along the new route varied over the next 20 years between 4 to 8 minutes and 10-15 minutes. Frequency of service along Tremont Street improved to every 2 to 3 minutes in 1891.⁹

The initial wave of suburbanization in Roxbury and West Roxbury came during the post war boom from 1865 and 1873. In this period, Roxbury, developing as had the peripheral town in the earlier era of the walking city, enjoyed a great industrial and building boom. Inner Roxbury remained a continuation of the South End-South Boston industrial complex. By 1870, Roxbury was an industrial city of 23,000. Still, the walking city sections of lower Roxbury as well as the adjacent South End of Boston also endured as popular sites for new, central middle class construction until 1873. Thereafter, this segment of the population shifted exclusively to suburban building beyond a radius of 2.5 miles from Boston City Hall.

The Depression of 1873 slowed construction until the mid 1880s when a second, enormous boom began lasting into the 1890s. In this second wave, Roxbury was completely filled with houses and West Roxbury, half filled. Unlike the earlier period, new residents were not attracted by industrial growth. These new inhabitants were commuters with jobs in the old sections of Boston.

Enormous public investment accompanied the new residential construction. Schools, libraries, minor public buildings were erected and the major part of Boston's park system was constructed creating a pervasive sense of change and newness. In the district, Franklin Primary School was built at the corner of Tremont and Walpole Streets.

The area just beyond the periphery of the old walking city (within a 2.0-mile radius of Boston City Hall) developed the most rapidly in this last third of the nineteenth century. It accommodated the lower middle class which was the largest segment (20 to 30 percent) of Boston's population able to afford new homes, but which also required

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good transportation service and could not move beyond the availability of good crosstown street railway service. The land in this area was the most expensive of the suburbs because of the large numbers of residential bidders and competition from industrial and commercial land buyers also attracted by the availability of transportation infrastructure.

At the same time, lower middle-class, residential bidders were clearly customers of severely limited means. Construction was closely financed, closely figured, and quickly built. Houses were erected from stock plans with stock ornamentation without costly extras. At least 57 per cent of the structures were multi-family dwellings, owned either by a resident landlord or, more frequently, by a neighborhood landlord who had invested his savings in an additional property.

New streets were generally laid out with consideration for ease of cleaning. Each house was provided with full plumbing and gas service for lights and often for stoves. Many had central heat. In general, rooms were larger than was the case in contemporary inner city tenements or row houses and were extravagant compared to earlier mill barracks in the area. Even the cheapest, residential development represented a general rise in minimum living standards.

Almost all new construction took the form of detached housing except in the area below Ruggles and Ward Streets. In this part of lower Roxbury, fire regulations established in 1885 required brick construction. As a result, old forms of row housing continued to be the practice.¹⁰ Such had long been the case in the areas south of the Lower Roxbury Historic District.

Hammond, Kendall, Sawyer, Northfield, Cabot, Warwick and Westminster Streets all presented solid streetscapes of masonry row houses. One such development erected in the mid 1870s was devised by lawyer and philanthropist, Robert Treat Paine.

During the 1890s, reconstruction from frame to masonry building began in the Lower Roxbury Historic District. The extension and widening of Columbus Avenue resulted in the removal of the alleys and tenements along what had formerly been the north side of Berlin Street. All other frame construction on the connectors between Columbus Avenue and Tremont Street was also demolished. This universal clearance anticipated urban renewal efforts which would impact the area more than half a century later. The Boston Baseball Grounds were improved with expansion of the grand stand and addition of open seats. New construction also began to recreate the southern side of this section of Columbus Avenue.

The streetscape along Tremont Street was largely rebuilt including the space previously occupied by Franklin Primary School. Cunard Street

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was nearly totally reconstructed between 1895 and 1900. Although the 3 - 5-story, flat-roofed, masonry buildings, present unified facades creating the image of a single, larger building, most are separate, long and narrow (approximately 20' wide, 53' and 65' long) 3 to 5-family structures. Perhaps indicative of the lesser demands of the prospective tenants, most were heated with stoves rather than provided with central heat.

Boston-area architects with extensive experience in designing multi-family, urban dwellings were responsible for the design of most buildings in the district. Charles A. Halstrom, designer of most of the new buildings on Cunard Street and of 772-776 Columbus Street, was a Boston architect responsible primarily for residential buildings ranging from two-family houses and three deckers to frame and brick apartment blocks in Charlestown, South Boston and the North End as well as Roxbury.

James Murray, architect of 31 Cunard Street was a resident of the Roslindale (Boston), and had an active practice in Boston from c. 1891 to 1942. From 1905 to 1910, he was a partner of James G. Hutchinson in the firm, Murray & Hutchinson. Around 1915, he was associated with William Dykeman. Work attributed to Murray consists mainly of single and multi-family, frame dwellings in the Boston's developing suburbs of Roslindale, West Roxbury, Jamaica Plain, and Hyde Park. Non-residential buildings designed by Murray include the Shingle Style/Richardsonian Romanesque Roslindale Congregational Church, 25 Cummins Highway (1893) and an early twentieth-century, one-story, commercial strip at 120-120 1/2 Park Street, Roslindale.

William Whitney Lewis (born Manchester, England 1850), architect of 1021 Tremont Street, worked from 1868 to 1875 as a draftsman in the office of Cummings & Sears before opening a practice of his own from 1876 to 1917. He is primarily known for his brick town houses in Back Bay (i.e. 20 Fairfield Street [1875], 226 Marlborough Street [1881] and 476 Commonwealth Avenue [1900]) and a Romanesque, steel frame, elevator, office building, the King Building, 120-122 Milk Street/57-59 Broad Street, Boston (1894).

Holmes Brothers, listed as architects of 1025-1027 Tremont Street and of 1029 Tremont Street were also builders active in Boston during the late nineteenth century. As builders, they were responsible for the construction of many properties in Roxbury of both frame and brick construction that ranged from three-family dwellings to larger apartment blocks and mixed commercial/residential buildings. The extent of the work of the firm as architects is less clear. The Holmes Brothers firm is credited with the design of 641 and 643 Huntington Avenue, Boston (1888), two, similar, brick and brownstone, commercial/apartment blocks of Richardsonian Romanesque influence.

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Cornelius A. Russell, architect of 1041-1043 Tremont Street and 750 Columbus Avenue, kept his offices on Warren Street in Roxbury and was active in Boston from 1890 to 1920. He is known to have designed 1 to 3-family houses in the popular styles of the day as well as apartment blocks in Roxbury, Mission Hill and Boston. Harrison H. Atwood, designer of 1045-1047 and 1049-1051 Tremont Street, was intermittently active in Boston between 1886 and 1920.

Tristram Griffin who contrived "The Burlingame" at 1057-1063 Tremont Street, is known to have kept a Boston office in 1871 and 1895. He designed other commercial blocks in the city: a pair of four-story, pressed red brick and brownstone, commercial buildings with Art Nouveau ornament at 1-2 Winter Place (1891) and a five-story, brick and brownstone, commercial block at 105-107 Beach Street (1892). The apartment block at 329-331 Tremont Street (1888-1889), the Y.M.C.A. in Malden, Massachusetts (1895), and several houses in the Dorchester (Boston) are also attributed to Tristram Griffith.

Edwin J. Lewis, Jr. (1859-1937), architect of 748 Columbus Avenue, was a native of Roxbury. After graduating from the Massachusetts Institute of Technology in 1881, he worked as a draftsman with the firm of Peabody & Stearns before beginning a practice on his own in Boston from 1887 to 1937. His office was located at 9 Park Street for more than forty years. Active in residential design, a large number of his houses were built in the Ashmont Hill section of Dorchester (Boston) beginning in the 1880s. He was best known, however, for his ecclesiastical architecture. More than 35 churches in the United States and Canada have been attributed to him. In Boston, Lewis was responsible for the Roslindale Unitarian Church (now St. Anna's Orthodox Church, 1892), Roslindale and the Second Unitarian Church, Boston. Lewis became a fellow of the American Institute of Architects in 1891 was also an active secretary of the Boston Society of Architects for a decade. He often lectured on historical and ecclesiastical topics and was active in municipal reform.

Silverman Engineering Company, designers of 764-768 Columbus Avenue, was a successful Boston firm active from 1913 to 1918 with offices at 43 Tremont Street. The firm is credited with entire streets of three-deckers in Mattapan (Boston) and with brick apartment buildings in Dorchester (Boston) and Roxbury just prior to World War I. President of the company, David R. Silverman, was listed as a Boston architect from 1900 through 1940 and as a principal in the firm, Silverman, Brown & Hienan (or Heenan) (1922-1927). The latter architectural firm specialized in apartment house design in Boston neighborhoods including Roxbury, Allston and the Fenway. Between about 1925 and 1932 the firm was known as Silverman & Brown.

Jeremiah C. Spillane, builder and perhaps also architect of the one-story commercial block at 1065-1069 Tremont Street, was active in

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the real estate business in Boston from 1899 to 1913. At the turn of the century, he was responsible for the development of lots and the construction of several, finely-detailed, Colonial Revival, two- and three-family houses along Francis Street and Fenwood Road in the Fenway neighborhood of Boston.

By 1915, the transformation of the district was complete. Industrial structures remained part of the mix. Underwriters Salvage Company (788 Columbus Avenue) was erected in 1912. Residential construction (22-24 Walpole Street) also began on the west side of Walpole Street which in the previous decade had remained under control of the Boston Baseball Association.

To the east of the district, old frame buildings survived longer until partially replaced by the Waitt and Bond, Inc. Cigar Factory at 716 Columbus Avenue (between 1906 and 1915). Other industrial structures were added to the block. Masonry, combined commercial and residential buildings completed the Tremont Streetscape during the next two decades. The block between Davenport and Benton Streets was also filled with masonry flats.

In the district, 1065-1069 Tremont Street, now a vacant, commercial building which most recently housed a woodworking shop, was initially occupied by an auction house. St. Cyprian's Episcopal Church and parish house at 1075 Tremont Street were added between 1915 and 1938. Still, similar to the unfulfilled promise of subsequent urban renewal projects, most of the land in the immediate vicinity of the Lower Roxbury Historic District, such as that along Coventry Street, has remained open since the turn of the century.

Between 1870 and 1900, the area of lower middle class construction and good crosstown street railway service was roughly equivalent to the boundaries of the old town of Roxbury. Competition between the varied users attracted by good transportation to the area kept land prices high resulting in overcrowding.

Employment for residents concentrated in manufacture. By 1910, in Boston Ward 18, location of the Lower Roxbury Historic District, 30 percent of men had skilled jobs; 47 percent were involved in unskilled occupations and 19 percent were employed in clerical work. As consumers of residential development, families could afford only slightly more land than was available in the central city. Cost discipline further required the cheapest types of construction. Rental units were both smaller and more expensive (available at relatively higher rents per room) than in suburban property farther away from the inner city.

This dense development of lower Roxbury proved self destructive. It left the area unable to accommodate to changes in conditions. Once a

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section was filled with houses, factories and stores, it could not respond to an increase in the income or living standards among its residents. Families with improved circumstances had to move to new areas and create new neighborhoods.

The processes of consolidation and increasing scales of operation, characteristic of the late nineteenth-century industrialization required larger facilities than were available in Roxbury. As a result, the area was left with many vacant plants no longer suitable for modern methods of production. Few factories that required more space found room to expand. Instead, they too were forced to relocate to the suburbs. Other prosperous factories which neither expanded nor moved ultimately closed.

By the 1890s, when the metropolitan area of Boston extended 5 to 10 miles from downtown, Roxbury no longer offered the inexpensive space that had prompted initial expansion. Instead, it had become a convenient location for service and distribution industries in need of the cheap labor and convenient transportation available in the inner metropolitan region. Industrial space filled with users of unskilled labor. As old factories closed or moved, skilled workers and businessmen in the district were left stranded. Industrial establishments that moved into the area were attracted in part by the preponderance of unskilled, non-unionized labor and provided only low-paying jobs with little opportunity for advancement.

In the early twentieth century, this area came to be occupied by first and second generation immigrant families who had moved from their original ethnic enclaves in the inner city. In the 1870's and 1880's, the Irish were the emergent group of Roxbury. In the next decade, substantial numbers of Canadians and Jews began to move in. African Americans also began to arrive at the end of the nineteenth century. Wards 18 and 19 had a total population of 54,449, an increase of 6 percent in only the preceding 5 years. Only 15.1 percent of the total residents consisted of native whites of native parents, while 42.8 percent were native whites of native parents and 32.1 percent were foreign-born whites. Of the foreign-born, 44.8 percent were Irish, 28.6 percent were Canadian, Scotch and English. In Ward 18, "Negroes" already comprised 22.5 percent of residents and lived just east of the district in the area between Camden to Hammond Streets. Russians, almost entirely Russian Jews, constituted 4.8 percent of the population.

For families which obtained a start here and were able to improve their circumstances, the next step upward invariably also meant outward. Lower Roxbury became increasingly occupied by the dispirited and the even less-affluent members of the working class.

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Beginning in the 1950s, the Roxbury neighborhood of Boston began to lose total population and became increasingly concentrated with racial minorities. All of Roxbury experienced a major influx of Black migrants from the South during the 1940s and the 1950s. In ten years, the population of Roxbury changed in composition from 80 percent white to 80 percent non-white. The same composition of population largely exists today as Roxbury remains one of Boston's most overwhelmingly, minority-occupied neighborhoods. Concurrent to Black immigration, Roxbury experienced a 30-year interval of total population decline. As measured in the decennial censuses from 1950 to 1980, the total population of Roxbury decreased by successive amounts of 23, 24, and 19 percent. The census of 1990 shows a population increase in Roxbury of 2 percent.

Inopportunately for the minority migrants to Roxbury, their arrival during the 1940s and 1950s began just before a period of economic decline for the City of Boston. Continuing suburbanization and decentralization of industry in the 30 years following World War II not only resulted in depopulation, but also in substantial job loss, especially in manufacturing. Recessions in the early 1970's further reduced the manufacturing sector.

The impact on Roxbury was especially pervasive and devastating. More people and jobs left the neighborhood than remained during this period. While the population of the City of Boston declined by 30 percent between 1950 and 1980, the population of Roxbury decreased by 43 percent. Between 1947 and 1976, Boston suffered a net loss of 50,000 jobs; 59,000 manufacturing jobs disappeared. Manufacturing which had occupied 20 percent of total city employment in 1947, represented only 11 percent by 1976. In Roxbury, where employment was concentrated in food processing, apparel and leather goods fabrication, manufacturing employment declined from more than 20,000 in 1947 to 10,000 in 1970 and 4,000 in 1981. The number of employed resident workers fell from 28,000 in 1950 to 11,000 in 1980.

As second wave of massive demolition and urban renewal hit the vicinity beginning in the second half of the twentieth century. Before 1960, most of the nineteenth-century, masonry, row house construction south of Tremont Street was replaced by new projects sponsored by the Boston Housing Authority. Of over 9,600 housing units in Roxbury in 1985, 41 percent consisted of public or publicly-assisted units, the highest proportion of any Boston neighborhood.

Deteriorating economic conditions also resulted in disinvestment. Housing stock in Roxbury dwindled from 22,000 dwelling units in 1950 to 14,000 in 1980 as abandonment, demolition, and arson reduced housing units by more than one third. Maintenance problems were exacerbated by tax assessments which failed to reflect reduced values. The tax burden aggravated the situation by augmenting disincentives

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for home ownership and rehabilitation. The results were an upsurge in tax foreclosures, a period of "throw away" housing.

In addition, a substantial amount of the property came to be controlled by absentee landlords. By 1985, although much of the remaining housing stock consisted of 1- to 4-unit structures, only 51 percent of such units was owner-occupied compared to a city-wide average rate of 73 percent owner occupancy for such structures. Of all types of housing units in Roxbury, only 18 percent was owner occupied.

The vicinity immediately west of the Lower Roxbury Historic District was leveled piecemeal during the 1970s in unfulfilled anticipation of construction of Interstate Route 695. The area was realigned and reworked with the final development of Melina Cass Crosstown Boulevard in 1980. Much of the cleared area, however, still sits vacant. Part has been developed only with extensive government subsidies. As a result of this evolution of historical forces, the Lower Roxbury Historic District stands largely isolated, an island of the most-densely associated, intact, historic structures representative of the turn-of-the-century period of relative prosperity and reinvestment constructed during a transitional period to replace an earlier neighborhood, deemed obsolete, inadequate and unsafe. This district of substantial, well-proportioned, architect-designed structures has proven its adaptability and value by surviving in a vicinity nearly overwhelmed by the clearance and redevelopment sponsored by now largely discredited urban renewal plans launched in the area during the second half of the twentieth century.

Archaeological Significance

Since Boston was developed at an early date and many prehistoric sites have been destroyed, any surviving sites could be significant. Prehistoric sites in this area can provide important information on coastal subsistence and settlement patterns and how these patterns changed through time as a result of sea level rise. Submerged habitation type sites, fishweir sites and sites which were originally on dry land can all provide important data toward a paleo environmental reconstruction of the district area during and prior to sea level rise. Fishweir sites can also be an important source of information on fisheries technology during the early historic and prehistoric periods. Any sites which survive in this area were filled over in the mid 19th century. This filling process may have protected site integrity from later extensive historic period development.

Historic archaeological remains described above have the potential to provide detailed information on the social, cultural and economic patterns that characterized Roxbury's population and settlement as it grew from a separate community to a neighborhood at the geographical center of the City of Boston. Broadly speaking, historic resources in this area have the potential to contribute information on urbanization

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in Metropolitan Boston in general. Structural remains from mid 19th century frame barracks and tenements can provide information on early industrial workers, while similar remains from small detached houses could contribute data on the lives of more prosperous workers. Both types of residences are no longer extant in district, having been replaced by masonry structures. The structural remains described above can provide examples of an architectural class which no longer survives while related occupational related features, particularly trash areas can provide details of the lives of individuals who inhabited those structures.

List of Architects

<u>Architect</u>	<u>Building Address</u>
Atwood, H. H.	1045-1047 Tremont Street 1049-1051 Tremont Street
Booth, James	42-44 Cunard Street/ 23 Walpole Street (aka St. Cyprian's Place)
Dooley, James E.	1031-1033 Tremont Street
Griffin, Tristram	1057-1063 Tremont Street
Halstrom, C. A.	32 Cunard Street 34 Cunard Street 36 Cunard Street 37 Cunard Street 38 Cunard Street 39 Cunard Street 41 Cunard Street 772 Columbus Avenue 774 Columbus Avenue
Holmes Brothers	1025-1027 Tremont Street 1029 Tremont Street
Kearns, D. D. Kearns and Walsh	1023 Tremont Street
Lewis, E. J.	748 Columbus Avenue
Lewis, W. W.	1021 Tremont Street
Morse, E. P.	33 Cunard Street 35 Cunard Street

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Murray, James	31 Cunard Street
Russell, C. A.	1041-1043 Tremont Street 750 Columbus Avenue 752 Columbus Avenue
Silverman Engineering Company	764-768 Columbus Avenue 776 Columbus Avenue
Swan, George	788 Columbus Avenue / 46-48 Cunard Street / 27-29 Walpole Street

Footnotes

1. Francis S. Drake, "Roxbury in the Colonial Period," in The Memorial History of Boston...1630-1880, Justin Winsor, ed. (Boston: James R. Osgood & Company, 1822), p. 403.
2. Francis S. Drake, "Roxbury in the Provincial Period," in The Memorial History of Boston...1630-1880, Justin Winsor, ed. (Boston: James R. Osgood & Company, 1882), pp. 355-356.
3. Francis S. Drake, "Roxbury in the Last Hundred Years," in The Memorial History of Boston...1660-1880, vol. III, Justin Winsor, ed. (Boston: James R. Osgood and Co., 1881), p. 571.
4. Walter Muir Whitehill, Boston, A Topographical History (Cambridge: Belknap Press of Harvard University Press, 1959), p. 121.
5. Drake, "Roxbury in the Colonial Period," p. 420.
6. Drake, "Roxbury in the Last Hundred Years," p. 587.
7. Sam Bass Warner, Jr., Streetcar Suburbs (Cambridge: Harvard University Press, 1978), p. 2. Most of the subsequent discussion of the development of Lower Roxbury and the Tremont Street District in Roxbury is based on this volume.
8. Sam Bass Warner, Jr., Streetcar Suburbs, p. 93.
9. Sam Bass Warner, Jr., Streetcar Suburbs, p. 23, and Sam B. Warner, Jr., "The Residential Development of Roxbury, West Roxbury and Dorchester, Massachusetts, 1890-1900" (unpublished dissertation, Harvard University, 1959), Topographic Maps Nos. 3-9.
10. Sam Bass Warner, Jr., Streetcar Suburbs, pp. 88-90 and footnote 20, p. 199.

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Town of Roxbury, 1843 and 1849.

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HPCA No. 11305MA

HPCA No. 11306MA

HPCA No. 11307MA

HPCA No. 11308MA

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10. GEOGRAPHICAL DATA

UTM References (continued)

	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
5	19	328210	4689120
6	19	328240	4689080
7	19	328020	4688920

Verbal Boundary Description

Beginning at the eastern corner of the lot at 1011-1013 Tremont Street proceed southwest approximately 600 feet along front property lines of the lots from 1011-1013 to 1075 Tremont Street to the western bound of the lot of St. Cyprian's Church, 1075 Tremont Street. Then proceed approximately 263 feet along the western bounds (or rear property lines) of lots on the west side of Walpole Street (aka. St. Cyprian's Place) to the northwestern corner of lot 20 as referenced on the attached Geographical Map. Then proceed along Columbus Avenue approximately 540 feet to the eastern bound of the lot at 748 Columbus Avenue. Then proceed southeast approximately 63 feet along the eastern bound of the lot at 748 Columbus Avenue to its southeast corner. Then proceed approximately 75 feet along the rear property lines of the lots at 748, 750-752 Tremont Street to the southwest corner of the last. Then proceed diagonally across Coventry Street to the southeast corner of the lot at 764-768 Columbus Avenue. Then proceed approximately 63 feet along the rear property line of the lot at 764-768 Columbus Avenue to its southwest corner. Then proceed

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approximately 125 feet southeast along the rear (east) property lines of the lots from 41 to 31 Cunard Street to the northeast corner of the lot at 1045-1047 Tremont Street. Then proceed approximately 25 feet along the east bound of the lot at 1045-1047 Tremont Street to the northwest corner of the lot at 1041-1043 Tremont Street. Then proceed approximately 63 feet northeast along the rear property lines of the lots at 1041 to 1035-1035 Tremont Street to the northeast corner of the latter. Then proceed, crossing Coventry Street to meet the northwest corner of the property at 1031-1033 Tremont Street. Then proceed, northeast approximately 100 feet to the northeast corner of the lot at 1021 Tremont Street. Then proceed approximately 13 feet along the eastern boundary line of the same lot to the northwest corner of the lot at 1015-1019 Tremont Street. Then proceed approximately along the rear property lines of 1015-1019 Tremont Street and 1011-1013 Tremont Street to the northeast corner of the latter lot. Then proceed southeast approximately 45 feet along the eastern property line of 1011-1013 Tremont Street to the point of origin.

Boundary Justification

Lower Roxbury Historic District is largely isolated by open space, public housing and transportation projects conceived as part of the urban renewal movement begun in the mid-twentieth century and continuing to date. On the south side of Tremont Street opposite the district, is Roxe Homes, a long, multi-story, mid 1970's, brutalist style, public housing apartment block with commercial space at ground level. East of the district, down rectilinear Tremont Street is a vacant lot before the mixed streetscape that includes the former Chickering Piano Factory and the primarily late nineteenth-century buildings of the South Boston neighborhood. Melnea Cass Boulevard interrupts the urban character of the area west of the district. Tremont Street thereafter becomes less straight and less-densely developed. One high-rise office building exists on the north side of the street, but open lots and scattered buildings such as the campus of Roxbury Community College on the south side of the street typify the area. North of the district across Columbus Avenue is a vast, open area consisting of several, paved and partially landscaped parking lots and a multistory, cement and glass, parking garage. Further east along Columbus Avenue is a mixed area of late, nineteenth-century apartments, factories and several, post-modern apartment blocks. West of the historic district along Columbus Avenue, similar to Tremont Street, buildings are of recent, less-dense construction.

The boundaries of Lower Roxbury Historic District have been drawn to delineate a c-shaped area of closely-built, largely turn-of-the century, urban, Revival-styled, historic structures. The southeastern and northwestern boundaries of the district include mixed-use,

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commercial/residential buildings. The western bound extends to include historic buildings along the west side of Walpole Street (also St. Cyprian's Place). Properties along Cunard and Coventry Streets, entirely encompassed within the district, are multi-story, residential buildings. Eastern bounds are indented to exclude two modern buildings and undeveloped lots along Coventry Street. Most of the latter have remained vacant since reconstruction of the area at the turn of the century.

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LOWER ROXBURY HISTORIC DISTRICT
DISTRICT DATA SHEET
BOSTON (SUFFOLK COUNTY), MASSACHUSETTS

MAP#	PHOTO#	STREET ADDRESS	HISTORIC NAME	DATE	STYLE	STATUS	RESOURCE
1	1	1011-1013 Tremont Street		Pre 1868	Greek Revival/Italianate	C	B
2	1	1015-1019 Tremont Street		Pre 1868	Greek Revival/Italianate	C	B
3	1	1021 Tremont Street		1894	Classical Revival	C	B
4	1	1023 Tremont Street		1894	Classical Revival	C	B
5	1	1025-1027 Tremont Street		1894	Classical Revival	C	B
6	1	1029 Tremont Street		1894	Classical Revival	C	B
7	1	1031-1033 Tremont Street		1894	Classical Revival	C	B
8	1 & 2	1035-1039 Tremont Street		Between 1890 & 1897	Classical Revival	C	B
9	1	1041-1043 Tremont Street		1895	Classical Revival	C	B
10	1	1045-1047 Tremont Street		1895	Classical Revival	C	B
11	1	1049-1051 Tremont Street		1895	Classical Revival	C	B
12	1, 3 & 4	1053-1055 Tremont Street		Between 1890 & 1897	Classical Revival	C	B
13	1	1057-1063 Tremont Street	The Burlingame	1895	Classical Revival	C	B

**LOWER ROXBURY HISTORIC DISTRICT
DISTRICT DATA SHEET
BOSTON (SUFFOLK COUNTY), MASSACHUSETTS**

MAP#	PHOTO#	STREET ADDRESS	HISTORIC NAME	DATE	STYLE	STATUS	RESOURCE
14		1065-1069 Tremont Street		1900	Classical details	C	B
15		1075 Tremont Street	St. Cyprian's Episcopal Church & Parish House	Between 1915 & 1938	Neo-Gothic	C	B
16		19 Walpole Street (St. Cyprian's Place)		Between 1890 & 1897	Classical Revival	C	B
17		Walpole Street					
18		22-24 Walpole Street (St. Cyprian's Place)		Between 1899 & 1914	Classical Revival	C	B
19		Walpole Street				Vacant	
20		Walpole Street				Vacant	
21	4	31 Cunard Street		1895	Classical Revival	C	B
22		32 Cunard Street		1898	Renaissance Revival	C	B
23	4	33 Cunard Street		1895	Classical Revival	C	B
24		34 Cunard Street		1898	Renaissance Revival	C	B
25	4	35 Cunard Street		1895	Classical Revival	C	B
26		36 Cunard Street		1898	Renaissance Revival	C	B
27	4	37 Cunard Street		1899	Renaissance Revival	C	B

**LOWER ROXBURY HISTORIC DISTRICT
DISTRICT DATA SHEET
BOSTON (SUFFOLK COUNTY), MASSACHUSETTS**

MAP#	PHOTO#	STREET ADDRESS	HISTORIC NAME	DATE	STYLE	STATUS	RESOURCE
28		38 Cunard Street		1898	Renaissance Revival	C	B
29	4	39 Cunard Street		1899	Renaissance Revival	C	B
30	4	41 Cunard Street		1899	Renaissance Revival	C	B
31		42-44 Cunard Street also 23 Walpole Street (aka St. Cyprian's Place)		1897	Classical Revival	C	B
32		748 Columbus Avenue		1899	Federal Revival	C	B
33	5	750 Columbus Avenue		1899	Classical Revival	C	B
34	5	752 Columbus Avenue		1899	Classical Revival	C	B
35	6	764-768 Columbus Avenue		1914	Classical Revival	C	B
36		772 Columbus Avenue		1899	Renaissance Revival	C	B
37		774 Columbus Avenue		1899	Renaissance Revival	C	B
38		776 Columbus Avenue		1899	Renaissance Revival	C	B
39		788 Columbus Avenue also 27-29 Walpole Street and 46-48 Cunard Street		1912	Classical Revival	C	B