

SG-1315



National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. 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.

1. Name of Property

Historic name: Columbia Road – Devon Street Historic District

Other names/site number: _____

Name of related multiple property listing: _____

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

2. Location

Street & number: 193-231 (odd) and 200-204 (even) Columbia Road

City or town: Boston (Dorchester) State: MA County: Suffolk

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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 at the following level(s) of significance:

national statewide local

Applicable National Register Criteria:

A B C D

<u>Brona Simon</u>	<u>May 18, 2017</u>
Signature of certifying official/Title: Brona Simon, SHPO	
Date	
_____ State or Federal agency/bureau or Tribal Government	

In my opinion, the property <input type="checkbox"/> meets <input type="checkbox"/> does not meet the National Register criteria.	
_____ Signature of commenting official:	
Date	
Title :	State or Federal agency/bureau or Tribal Government

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
 determined eligible for the National Register
 determined not eligible for the National Register
 removed from the National Register
 other (explain:)

For Edwin H. Beall
Signature of the Keeper

7.17.17
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
Public – Local
Public – State
Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
District
Site
Structure
Object

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>8</u>	<u>0</u>	buildings
<u> </u>	<u> </u>	sites
<u> </u>	<u> </u>	structures
<u> </u>	<u> </u>	objects
<u>8</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

DOMESTIC/Multiple Dwelling

Current Functions

(Enter categories from instructions.)

DOMESTIC/Multiple Dwelling

7. Description

Architectural Classification

(Enter categories from instructions.)

LATE 19TH AND 20TH CENTURY
REVIVALS/Colonial Revival

Materials: (enter categories from instructions.)

Principal exterior materials of the property:

Foundation: CONCRETE
Walls: CONCRETE; BRICK
Roof: EPDM RUBBER

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Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Columbia Road-Devon Street Historic District is located in the Dorchester neighborhood of Boston. The district extends just over 470 feet along Columbia Road, from Devon Street at the northern end of the district to slightly south of Stanwood Street at the southern end of the district. The district's main street, Columbia Road, is a major thoroughfare that runs northeast through Dorchester from Franklin Park to the Dorchester Bay. This highly travelled road accommodates four lanes of traffic and street parking; it is divided by a concrete median planted with grass at the southern end of the district, and paved with brick and concrete with recently planted street trees at the northern end of the district. The district is composed of eight apartment buildings constructed between 1901 and 1910 (Photos 1-2); all but one building lie on the east side of Columbia Road and were erected between 1908 and 1910. Four of the buildings at the southern end of the district are virtually identical. Each apartment building is freestanding, with no shared party walls. Because of this, secondary façades, while utilitarian in appearance, do feature some attention to detail, usually limited to the fenestration in the form of cast-stone lintels and sills. The narrow alleys between buildings are used for trash storage. Though there is some variation in massing and detailing of the buildings, they all conform to a uniform height of three stories over raised basements, and a uniform setback from the street, creating a cohesive, unbroken street wall. All of the apartment buildings in the district reflect the Colonial Revival architectural style, popular during the district's period of development. Characteristic Colonial Revival features found in the district include bow-fronted, symmetrical façades on many of the buildings, which allowed increased light to reach the interior; accentuated entrances; quoining; and classical detailing including columns, pilasters, ornament, and ornate entablatures crowning the buildings. The buildings are highly intact, with exterior alteration limited to the replacement of original sash and doors and infilled basement windows. There is minimal vegetation in the district. The wide sidewalks are lined with street trees, planted within the last several years. Four apartment buildings have raised planting beds defined by concrete curbing, but they are unplanted.

Narrative Description

Site & Setting

The Columbia Road-Devon Street Historic District is located in Dorchester, Boston's largest, and one of its most diverse, neighborhoods. Dorchester lies south of the city's downtown and is bordered by South Boston to the north and Roxbury and Mattapan to the west; the Neponset River and Dorchester Bay form its southern and eastern boundaries. Dorchester encompasses approximately six square miles and contains many smaller villages within its large boundaries. Its diverse population includes both long-time residents, and more recent immigrants from Ireland, Vietnam, and Cape Verde. The Columbia Road-Devon Street Historic District is located in northern Dorchester, between Franklin Park (NR) and Upham's Corner commercial area.

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The stretch of Columbia Road between Franklin Park and Upham's Corner features a variety of building types that reflect continuous development of a long-serving local road. These building types include single- and multifamily wood-frame houses, frame and brick apartment houses, and one-story commercial buildings, as well as new construction. While some vestiges of mid 19th-century development remain, the majority of buildings date from the late 19th century through the first quarter of the 20th century. The Columbia Road-Devon Street Historic District lies between two other pending National Register historic districts that represent development along Columbia Road during this period: the proposed Columbia Road-Bellevue Street Historic District, which lies about a half-mile north of the district, and the proposed Columbia Road-Strathcona Road Historic District, which lies just under 600 feet south of the district. These three districts are separated from one another due to swaths of demolition and new construction that interrupts the historic fabric. The Columbia Road-Devon Street Historic District is a cohesive collection of buildings representing multifamily apartment-house development along this thoroughfare in the first decade of the 20th century. South of the district, a vacant lot on the western side of Columbia Road, and new construction on the eastern side of Columbia Road, create a visual boundary that terminates the district. North of the district, low-rise commercial buildings that have been heavily altered on the western side of Columbia Road, and altered wood-frame, multifamily housing on the eastern side of Columbia Road, also signal a break in the highly intact apartment-house development. Devon and Stanwood streets, the two side streets extending east and west from Columbia Road in the vicinity of the district, are residential and lined with a mix of multifamily housing, mostly of wood-frame construction. Many of the buildings along these streets are heavily altered.

Individual Resource Descriptions

Eliza B. Macquarrie Apartments, 200-204 Columbia Road (BOS.16497, photo 3)

This fourteen-unit, painted-brick apartment building was erected in 1901. It stands on the southwest corner of Stanwood Street and Columbia Road, with its façade facing east onto Columbia Road. It is the largest apartment building in the district, rising three stories above a high basement and stretching twelve bays along Columbia Road before turning a rounded corner and extending another six bays along Stanwood Street. The primary and secondary façades are treated alike, with all ornament and detail on the Columbia Road elevation extending onto the Stanwood Street elevation. Limestone trim accentuates the entries, first-floor fenestration, and sill courses on the first, second, and third floors. An elaborate, galvanized-iron cornice crowns the building. All brick, limestone, and iron are painted in shades of tan and gray. Two-story, round-arched entries with diamond motifs adorning flanking pilasters are located in the first and eighth bays (moving from south to north along the façade) of the Columbia Road elevation. Entry is at grade through replacement metal-and-glass doors; divided-glass panels fill the space between the door and the tympanum. First-floor fenestration is capped with limestone hoods; second-story fenestration features brick lintels with projecting keystones, except on the corner bay; a limestone lintel course defines the fenestration on the third story. Decorative metal balconies adorn windows in the eighth and ninth bays on the second and third stories of the Columbia Road elevation. The cornice features dentil molding, a frieze with a repeating floral motif, and acanthus-leaf modillions. All original doors and windows were replaced during the 1980s, when the building underwent substantial renovation for use as subsidized housing. At that time interior units were also subdivided, from the original configuration of nine units, to sixteen. The basement-level windows are infilled with brick.

Boulevard Chambers I, 193-195 Columbia Road (BOS.16495, photo 4)

This six-unit, red-brick apartment building was erected between 1908 and 1910, and faces west onto Columbia Road. The bow-fronted façade extends eight bays along Columbia Road; the bowed bays flank

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paired entrances centrally located in the fourth and fifth bays. The building rises three stories over a raised basement to a flat roof clad in EPDM rubber, and is crowned by a substantial metal cornice with dentils, egg-and-dart molding, and ogee-profile modillions. Cast stone enlivens the street elevation at the entrances, on the fenestration. It also delineates the watertable, sill course, and lintel course; cast-stone quoining terminates the street façade. The first-floor brick and cast stone is painted to resemble brownstone. Paired, centrally located entrances with metal-and-glass replacement doors are reached by a high flight of stairs. A cast-stone entablature above the separate entrances joins them visually. The frieze is carved with “BOULEVARD” and “CHAMBERS” above the doors, the words separated by rosettes. Three single windows, each with 1/1 replacement sash, light the bowed bays on all floors. The central bays above the entries feature tripartite window arrangements with a large window flanked by two narrow windows, all holding 1/1 metal sash. Flat, cast-stone lintels and sills adorn the upper-story fenestration, except for the second-floor windows located above the entries; these windows feature cast-stone sills and cast-stone hoods. The side elevations (north and south) of the building are utilitarian, with none of the architectural embellishment of the Columbia Road façade. They are constructed of buff-colored brick, and incorporate bowed bays toward the rear of the building. The fenestration on these elevations consists of single, segmental-arched windows that hold 1/1 metal sash and display cast-stone sills. Several of the windows on these elevations have been filled with brick. All original doors and windows were replaced during the late 1990s, when the building underwent substantial renovation by the Massachusetts Housing Finance Agency (MHFA) for use as subsidized housing.

Boulevard Chambers II, 197-199 Columbia Road (BOS.16496, photo 5)

This six-unit, red-brick apartment building was erected between 1908 and 1910, and faces west onto Columbia Road. The building is identical to its southern neighbor, Boulevard Chambers I, 193-195 Columbia Road (BOS.16495, photo 4). Unlike its neighbor, however, it has some dentils missing from its cornice, and evidence of patching in the brickwork beneath the second-floor windows on the Columbia Road façade. This building also underwent substantial renovation during the late 1990s by the Massachusetts Housing Finance Agency (MHFA) for use as subsidized housing, resulting in the replacement of all original windows and doors.

Blue Hills Apartments, 203-205 Columbia Road (BOS16498, photo 6)

This six-unit, red-brick apartment building was erected between 1908 and 1910, and faces west onto Columbia Road. It is very nearly identical to its southern neighbors, Boulevard Chambers I and II, 193-195 and 197-199 Columbia Road (photos 4-5). The slight variation in its Columbia Road appearance is displayed on the first floor as well as at the entrances. Here, the first-floor painted brick extends to the sill level of the second floor, which is defined by a cast-stone sill course that extends the full width of the façade. A second stringcourse runs the width of the bowed bays between the first-floor lintels and the second-floor sill course. The entrance ornament also differs: here, three floriated ancones support an entablature that displays varying floral motifs in its frieze, including rosettes, flowering vines, and fans. “BLUE HILLS” and “APARTMENTS” are carved into cast-stone panels below the entablature. A final distinction appears at the third-floor level, where the cast-stone lintels incorporate a corbelled lintel course that joins the center windows. This building also underwent substantial renovation during the late 1990s by the Massachusetts Housing Finance Agency (MHFA) for use as subsidized housing, resulting in the replacement of all original windows and doors.

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Blue Hills Chambers, 209-211 Columbia Road (BOS.16499, Photo 7)

This six-unit, red-brick apartment building was erected between 1908 and 1910, and faces west onto Columbia Road. The building is identical to its southern neighbor, Blue Hills Apartments, 203-205 Columbia Road (photo 6), with the exception that the carved panels above the entrances read “BLUE HILLS” and “CHAMBERS.” This building also underwent substantial renovation during the late 1990s by the Massachusetts Housing Finance Agency (MHFA) for use as subsidized housing, resulting in the replacement of all original windows and doors.

Mary Rubenstein Apartments, 217-219 Columbia Road (BOS.16500, Photo 8)

This six-unit, red-brick and cast-stone apartment building was erected between 1908 and 1910, and faces west onto Columbia Road. It rises three floors over a raised basement and extends eight bays along Columbia Road; its outer bays are angled, with a single window in each of the three bays. The center bays hold a recessed center entrance and pairs of double windows on the upper floors. The basement and first-floor level are clad in scored cast stone. Corbelled sill and lintel courses define the fenestration in the angled bays at this level, and a cornice caps the first-floor level. The recessed entrance is framed by Tuscan columns on posts, and flanked by narrow windows with splayed lintels with keystones, themselves framed by Tuscan pilasters. The entry is reached by a flight of steps to metal and glass replacement doors. The upper floors of the building are also enlivened by cast stone: quoins define the ends of the upper stories of the façade as well as the corners of the angled bays, and frame the second-floor fenestration above the entrance. Cast stone sills and lintels enliven each window in the upper stories; the third-floor center windows feature splayed cast-stone lintels, keystones, and crossettes. An elaborate metal entablature crowns the building; it features a frieze of repeating rectangles, dentil molding, and a corbelled cornice with decorative modillions. The side elevations (north and south) are utilitarian and feature none of the architectural ornament displayed on the Columbia Road elevation. These elevations are clad in red brick and feature two bowed bays. Single windows with simple cast-stone sills and lintels are evenly spaced along these elevations. All windows hold 1/1 metal sash. Basement windows have been filled with concrete block. This building underwent substantial renovation in the late 1980s for use as subsidized housing, at which time, all windows and doors were replaced. The building later underwent renovation, most recently in 2012 using state and federal historic rehabilitation tax credits. Current windows and doors date to this renovation.

Wales Court, 223-225 Columbia Road (BOS.17073, photo 9)

This six-unit, red-brick apartment building was erected between 1908 and 1910, and sits on the southeast corner of Columbia Road and Devon Street. The façade faces west onto Columbia Road. It is the only building in the district to feature a U-shaped courtyard plan, which allowed increased light to enter its apartments. The building rises three stories over a raised basement to a flat roof clad in EPDM rubber. The Columbia Road wing elevations feature two bays, with paired windows that hold 1/1 metal sash on all three floor levels. Each window opening, including those on the basement level, is framed by cast-stone sills and splayed cast-stone lintels with keystones and crossettes. Corbelled cast-stone stringcourses run across all elevations between the first and second floors and above the third-floor fenestration. Cast-stone square tiles, centered between the second and third floors, display floral motifs. Entry to the building is through the courtyard elevations of each of the wings. A brick landing with metal railings joins the wings; it is reached by a flight of stairs to the first-floor level. Each of the two entrances is centrally located, with splayed cast-stone lintels. The fenestration on the courtyard elevations is spare; pairs of small, square, bricked-in windows lie west of the entry bay on all three floors, and two large, round-arched windows between floors lie east of the entry bay. Each of these windows is framed with

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cast-stone sills and splayed cast-stone lintels with keystones. The Devon Street elevation extends five bays along Devon Street. Single windows light each bay. Those in the second and third bays are filled with brick. The treatment of the fenestration mirrors the wings on Columbia Road, with cast-stone sills and splayed lintels with keystones. This building underwent substantial renovation in the late 1990s for use as subsidized housing. At this time, all original windows and doors were replaced.

Parkway, 229-231 Columbia Road (BOS.17074, photo 10)

This ten-unit, red-brick apartment building was erected between 1908 and 1910, and sits on the northeast corner of Columbia Road and Devon Street. The façade faces west onto Columbia Road. The building rises three stories over a raised basement to a flat roof. The façade extends eight bays along Columbia Road; the outer bays are angled, with a single window in each of the three bays. The center bays hold a single, recessed entrance, centrally located and flanked by small windows on the first floor, with pairs of tripartite windows on the upper floors. Cast-stone quoins at the corners of the façade, as well as along each corner of the end bays and framing the entrance, enliven the red-brick façade. A cast-stone cornice caps the first floor, and cast-stone sill courses stripe the façade. The recessed entry is framed by quoined pilasters with cast-stone, lion-head capitals and a cast-stone panel that reads "PARKWAY" above the door. The first-floor cornice incorporates egg-and-dart molding above the door. Flanking the entry are two small windows with cast-stone brackets at the sill level. The entry is nearly at grade, with just one step up into a vestibule that contains a glass-and-metal replacement door. Single windows with 1/1 metal sash illuminate the angled bays, each with cast-stone lintels. The tripartite windows in the center bays also hold 1/1 metal sash; these are distinguished from the other fenestration by segmental arches with cast-stone tympanums, keystones, and crossettes. The Devon Street elevation extends eight bays to the east. The fenestration is framed by cast-stone sills and lintels. Tripartite windows light the seventh bay and mirror the treatment of those on the Columbia Road façade. Crowning the building along both the Columbia Road and Devon Street elevations is an elaborate entablature that features rosette corbels, a frieze ornamented with pairs of festoons between ancones, and a corbelled cornice with ogee-profiled modillions. The northern elevation is strictly utilitarian, with cast-stone lintels and sills around the fenestration the only decorative treatment. This building was renovated for subsidized housing in the early 1970s and again in the mid 1980s. All historic windows and doors were replaced during these renovations.

Archaeological Description

While no ancient Native American sites are currently known on the property, sites may have been present. The property is located in a relatively level area surrounded by low hills, including Mount Bowdoin to the south. Native use of the area could have included habitation, resources processing, or hunting practices. Reviews of historic maps indicate that prior to 1889, the area of the existing buildings contained a series of structures and outbuildings related to the William Wales estate and other family members. After 1889, the property appears to be devoid of structures until the construction of the existing buildings. It is likely that development of the buildings included in the district in the 20th century resulted in the disturbance or destruction of any and all earlier archaeological materials, deposits, or features.

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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.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance

(Enter categories from instructions.)

COMMUNITY PLANNING AND DEVELOPMENT

ARCHITECTURE

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Period of Significance

1901-1967

Significant Dates

1901 (initial building construction) _____
1908-1910 (remaining buildings constructed) _____

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

J. Merrill Brown _____
Louis Silverman _____
David Gelman _____
Bernard Finn _____

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Columbia Road-Devon Street Historic District consists of a collection of eight residential apartment buildings constructed between 1901 and 1910 in the Dorchester neighborhood of Boston. These buildings were constructed by speculative developers looking to capitalize on the improvements to mass transit along Columbia Road, which began in the late 19th century with the expansion and widening of the former local highway into a major transportation artery lined with electric streetcar tracks. The construction of this district coincided with a great movement of Jewish immigrants into Dorchester. The vast majority of the apartment buildings in the district were built and owned by Jewish immigrants, and were home to this population through the 1950s. These immigrants came primarily from Russia, arriving in the United States in the late 19th and early 20th centuries. The district is locally significant under National Register Criterion A in the area of Community Planning and Development for its association with apartment-building development along Columbia Road following its expansion and introduction of streetcar transportation, as well as for its association with the integration of a Jewish immigrant population into Dorchester during the first half of the 20th century. The majority of buildings in the

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district were designed in the Colonial Revival style, an architectural aesthetic at the height of its popularity during the district's period of development. The adoption of this national style of architecture reflected the widespread proliferation of a fashionable architectural aesthetic, and may also reflect an immigrant community's hopeful enthusiasm for the values of freedom and opportunity embodied in the architecture of the American colonies. The district is therefore additionally significant under Criterion C in the area of Architecture as a well-preserved collection of Colonial Revival apartment buildings that represent assimilation and the aspirations of Dorchester's Jewish immigrant community. The period of significance for the Columbia Road-Devon Street Historic District begins in 1901 with the construction of the first apartment building and ends in 1967, the 50-year cutoff for listing in the National Register of Historic Places.

Narrative Statement of Significance (Provide at least one paragraph for each area of significance.)

The Development of Dorchester and the Columbia Road-Devon Street Historic District

The Columbia Road-Devon Street Historic District is located in the Dorchester neighborhood of Boston, on a stretch of Columbia Road that lies between Franklin Park and Upham's Corner. Dorchester was founded by English settlers in 1630 and remained an independent town until 1870, when it was annexed to the City of Boston. Dorchester began as a rural farming community with a network of roads connecting outlying farms and small villages that were located at the crossroads of these local highways. Industry was centered on the lower Neponset River in southern Dorchester, which was home to various mills. Relics of Dorchester's earliest history are scattered throughout the neighborhood. One of the most notable of these, Dorchester North Burying Ground (NR), established in 1664 by the town's first settlers, lies less than a mile north of the Columbia Road-Devon Street Historic District at the intersection of Columbia Road and Stoughton Street. From this intersection, a village grew that by ca. 1800 became known as Upham's Corner, named for a store owned by Amos Upham. Upham's Corner, also known as Columbia Square in the early 20th century, grew to become a major commercial village through the 19th and 20th centuries.

Dorchester remained largely rural, characterized by farms and country estates, until the mid 19th century when the Boston & Providence and Old Colony Railway lines were introduced to the neighborhood in 1835 and 1844, respectively. The Boston & Providence line (later the New York and New England Railroad until 1898, then the New York, New Haven & Hartford Railroad until 1968, and now part of the MBTA's commuter rail system) ran through the western portion of Dorchester, while the Old Colony Railway line ran through the neighborhood's eastern villages. These rail lines made Boston accessible to Dorchester commuters, and initiated the transformation of the rural town into an early suburb for wealthy Bostonians. Large, single-family houses in proximity to rail stops were constructed on established streets like Columbia Road (known until 1897 as Columbia Street). No buildings from this transformative period remain in the Columbia Road-Devon Street Historic District; however, an 1874 Dorchester atlas depicts the transitional nature of this stretch of Columbia Road 40 years after the introduction of the railroad. Large single-family houses on lots in excess of 40,000 square feet are interspersed with houses on much smaller, subdivided lots, as well as a few agricultural properties (Fig. 1).

In 1874, the Wales family was a significant property holder along both sides of Columbia Road where it runs through the district. The Wales family had a long history in Dorchester that dates back to the town's settlement. In addition to being farmers, members of the Wales family served in various official town capacities including constable, selectman, and captain of the Dorchester Artillery. According to a biographical sketch of the Wales family written in 1891, the property along Columbia Road had been

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owned by the Wales family for generations, and Columbia Road itself was originally named for the influential family: “Two families directly descended from the emigrant ancestor are still living in Dorchester upon the ancestral property—namely those of Stephen and William. The land lies on either side of Columbia Road, originally known as Wales Lane.”¹ Maps of Dorchester from 1831 and 1850 confirm the vast holdings of the Wales family on both sides of Columbia Road, with four family houses along Columbia Road and Washington Street.² In 1874, the William Wales estate extended east from Columbia Road to Olney Street (Geneva Street in 1874), and included a house on Olney Street and a number of nursery buildings at the rear of the property where it abutted Columbia Road (Fig. 2). The New York & New England Railroad ran directly through this property. The portion of the property along Columbia Road would become the future building site for seven of the eight buildings in the Columbia Road-Devon Street Historic District; the one apartment building on the west side of Columbia Road that is included in the district was built on land originally belonging to Stephen Wales.

William Wales (1804-1873) was born in Dorchester, the son of Ebenezer Wales; his mother, Elizabeth A., was born in nearby Milton. He married Elizabeth A. W. Quincy of Boston in 1844 and they had two children: William Q. Wales and Elizabeth A. Wales. William Wales was regarded as “a well-known florist of Dorchester.”³ He cultivated flowers, shrubbery, fruit trees, and “parlor plants” on his expansive Dorchester property; the 1850 map of Dorchester includes a conservatory owned by “W. Wales.” Downtown Boston auction houses regularly advertised the sale of his prized plants in the *Boston Post* in the 1840s and 1850s.⁴ Following his death in 1873, William Wales’s estate was divided between his wife and his children; his wife retained ownership of the nursery property, which included just under 3½ acres of land along Columbia Road, and his children inherited the house and more than 2½ acres on Olney Street.⁵ The family continued to reside together at the Olney Street house until William’s daughter, Elizabeth A. Wales, married Arthur Little in 1898, and his wife, Elizabeth A. W. Wales, died in 1905.⁶

William Q. Wales continued to reside on the family property following his sister’s marriage and his mother’s death until sometime between 1917 and 1920, when he moved to West Newton. However, he did not follow in his father’s career path. Rather, he became a successful metal merchant, serving as a partner of the Brown-Wales Company beginning in 1890, and as its president from 1908 until his death in 1934. The Brown-Wales Company was an important local business. The company dealt in steel, iron, copper, and brass, among other metals, and operated from a warehouse at Fargo and Egmont streets in South Boston that was celebrated in contemporary trade publications as “one of the largest establishments of its kind in New England.”⁷ The company also operated from the rear of the Olney Street property, where six buildings for the Brown-Wales Company were constructed in proximity to the railroad tracks

¹ “Benjamin Read Wales, 1842,” *American Series of Popular Biographies. Massachusetts Edition. This Volume Contains Biographical sketches of Representative Citizens of the Commonwealth of Massachusetts* (Boston: Graves & Steinbarger, 1891), <http://www.dorchesteratheneum.org/page.php?id=512>, accessed March 17, 2016.

² Edmund J. Baker, “Map of the towns of Dorchester and Milton,” 1831, <http://maps.bpl.org/id/10320>, accessed on March 17, 2016, and E. Whiting, “Map of Dorchester Mass,” 1850, <http://maps.bpl.org/id/11129> accessed on March 17, 2016.

³ “Brief Local News,” *Boston Daily Globe*, June 7, 1873.

⁴ “By Clark & Hatch, office Corner of Water and Devonshire Streets,” *Boston Post*, April 5, 1851, and “By Leonard & Cunningham, Auction Rooms No 37 Tremont Row,” *Boston Post*, May 16, 1849.

⁵ This division of the estate is depicted in the 1894 Bromley Atlas. George Washington and Walter Scott Bromley, *Atlas of the city of Boston: Dorchester, Mass: from actual surveys and official plans* (Philadelphia: G.W. Bromley, 1894).

⁶ “Dead at the Age of 95,” *Boston Daily Globe*, January 31, 1905.

⁷ E.C. Kreulzberg, “Steel warehouse in New England: Facilities of the Brown-Wales Co. for storing and handling miscellaneous steel products,” *Iron Trade Review*, Vol. 54, March 5, 1914, 457-458.

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by 1918; these were known as the “Dorchester yards.”⁸ William Q. Wales was responsible for the sale and transformation of the Columbia Road portion of the Wales family property.

While the Wales family remained the dominant landowners in the district in 1874, there was suburban residential development encroaching on the property of Stephen Wales on the west side of Columbia Road at this time. This development was clustered along the intersection of Columbia Road and Stanwood Street. The collection of single-family houses on small lots along Stanwood Street appeared between 1851 and 1874, initiating suburban development in the vicinity of the district. A signal of the area’s growing population, the Atherton School was constructed in 1872, abutting the William Wales estate to the south on Columbia Road; various members of the Wales family served on the staff of this school.⁹ This building became home to the Gibson School in 1881; it was demolished sometime between 1971 and 1978, according to historic aerial photographs.¹⁰

The turning point for the development of the Columbia Road-Devon Street Historic District came in the closing years of the 19th century. A major factor in this transition was the extension and widening of Columbia Road in 1897, and the subsequent introduction of electric streetcars to the new boulevard. The formerly modest local road was widened significantly to 110 feet; it was also extended so that it connected Franklin Park to Dorchester Bay. Franklin Park, designed by Frederick Law Olmsted during the 1880s, is the largest park in a string of Olmsted-designed landscapes and parkways known as Boston’s Emerald Necklace. It is located just over one-half mile southwest of the district. In addition to the road’s widening and extension, electric streetcars were introduced to the new boulevard. The *Boston Globe* reported on the project enthusiastically, claiming the improved new road would “complete the magnificent chain of parkways which now encircles the city...it will be a magnificent boulevard, and over the greater portion of it the electric cars will run.”¹¹ Another article speculated that the redesigned road would become one of the most significant in the neighborhood: “This improvement will prove a notable one, from the fact the street is used as much as any in Dorchester, and is now destined to be one of the prominent thoroughfares in this part of the city.”¹² The work on Columbia Road was the largest and most expensive undertaking in Dorchester up to that time, with total damages for land takings associated with widening the street alone exceeding \$500,000.¹³ While horsecars ran along nearby streets like Dorchester Avenue, the introduction of streetcars to Columbia Road served as the first affordable mass public transportation to Columbia Road itself (Fig.3). Railroad fare was significantly higher than the price of a ride on a streetcar; thus, the introduction of the streetcar to Columbia Road made its environs accessible to those who previously could not afford a suburban commute.

The widening and extending of Columbia Road had a substantial effect on the value of property fronting the boulevard. Shrewd real-estate investors saw the opportunity for development at once. The project spurred many property owners to put large tracts of previously undeveloped land up for sale.¹⁴ This led to a substantial increase in the construction of multifamily housing to accommodate a new market of commuters. Between 1901 and 1933, apartment buildings sprang up all along Columbia Road. The *Boston Globe* reported on the phenomenon in 1905:

⁸ “Laborers,” *Boston Daily Globe*, July 12, 1920.

⁹ *Documents of the School Committee of the City of Boston for the Year 1893* (Boston: Rockwell and Churchill City Printers, 1893); *Municipal Register 1876* (Boston: Rockwell and Churchill City Printers, 1876).

¹⁰ www.historicaerials.com, Accessed on March 17, 2016.

¹¹ “Completing Chain of Parkways,” *Boston Globe*, August 28, 1897, 9.

¹² “Real Estate Matters,” *Boston Globe*, September 29, 1898, 9.

¹³ “Columbia Road. Greatest Park Enterprise of Mayor Quincy’s Administration,” *Boston Globe*, August 27, 1897.

¹⁴ “Real Estate in 1897,” *Boston Globe*, January 1, 1898, 4.

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It is not necessary to go into any detailed statement of the condition of the real estate market in Dorchester during the past year, as the activity, which has been manifest in this section for the past few years, continued during 1905. At the present time it is to the interest of the home buyer to state that many properties are being sold here at prices within the reach of not only the middle classes, but also the masses, many small houses having been constructed and finding a ready market. The number of apartment houses that have been erected in Dorchester the past year demonstrates the fact that also people are now turning to this class of house that in previous years were satisfied with single dwellings. The claim is that the numerous improvements, such as heat, hot water, and janitor service, are responsible for this state of affairs.¹⁵

The article went on to report that apartments along Columbia Road offered good rental prices, were rented quickly, and were occupied by the best quality of tenants.

Just prior to the Columbia Road expansion project, in 1894, the land on which the district would be built was largely unchanged from its 1874 configuration: there were two houses at the southwest corner of Columbia Road and Stanwood Street belonging to sisters Olivia M. Rogers and Hannah E. Stanwood, and the nursery buildings remained on the William Wales property across the road. Between 1894 and 1898, subtle changes were the harbinger of development in the district. The house belonging to Hannah E. Stanwood was demolished, and the Columbia Road parcel belonging to the Wales family was transferred from Elizabeth A. W. Wales to the heirs of William Wales, placing its fate in the hands of her son, William Q. Wales. Devon Street was laid out crossing Columbia Road during this period; the road was subdivided into one- and two-family house lots of approximately 4,000 square feet on the west side of Columbia Road, but only existed on paper where it ran through the Wales property.

The first apartment building in the district was constructed at the southwest corner of Columbia Road and Stanwood Street in 1901, on the former site of the houses belonging to Hannah Stanwood and Olivia Rogers. This building was the Eliza B. Macquarrie Apartments, 200-204 Columbia Road (BOS.16497). The apartment building was an investment property for Elizabeth Barter Macquarrie (1881-1932), a young woman who was orphaned at six years old. Both of her parents, William and Lina Macquarrie, were from Nova Scotia. Her father, a wealthy clothing merchant, died in 1882, and her mother died in 1887.¹⁶ Both are buried in Mount Auburn Cemetery (NHL, in Cambridge/Watertown). Her mother Lina's will indicates that Elizabeth, or Eliza, inherited enough money from her father to care for and educate her; it also instructed her guardian to invest her inheritance in real estate.¹⁷ Her investment properties were scattered around Boston, including in the North End, the South End, the central business district, and Roxbury.¹⁸ In 1900, a year before the construction of her Columbia Road apartment building, eighteen-year-old Elizabeth Macquarrie was living with her aunt and uncle, Abraham and Willietta Hoffecker, on Hartford Street near Upham's Corner. Hoffecker was listed as a plumber in the 1900 U. S. Federal Census, but apparently dabbled in the building trade and real-estate investment. He was the builder of his niece's apartment building, and in 1903, he purchased an apartment building on Oleander Street, just a short distance from his home on Hartford Street, from the Dorchester Associates, a

¹⁵ "Good Year For Real Estate," *Boston Globe*, December 31, 1905, 32.

¹⁶ Ancestry.com, Massachusetts Town and Vital Records, 1620-1988 [database on-line], Provo, UT, USA:Ancestry.com Operations, Inc., accessed March 17, 2016.

¹⁷ Ancestry.com, Suffolk County (Massachusetts) Probate Records, 1636-1899, Probate Record, Vol. 593-594, 1887, accessed March 17, 2016.

¹⁸ Records of property transactions in Macquarrie's name appear for these properties in the *Boston Globe* and in the Assessed Values of Real Estate in Boston—1916 (Boston: Boston Real Estate Exchange).

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real estate development group very active in Dorchester in the late 19th and early 20th centuries.¹⁹

Hoffecker also served as Macquarrie's agent, managing her rental properties. Elizabeth Macquarrie continued to live with her aunt and uncle for the remainder of their lives. They moved to Brookline by 1910, and to Concord by 1920. Macquarrie lived in Concord until her death in 1932.

The architect of the Eliza B. Macquarrie Apartments was J. Merrill Brown, who had an office at the time at 153 Milk Street in Boston. Brown was an active designer in Boston and its suburbs. He also had commissions in New York and New Jersey. He designed a wide variety of buildings in the late 19th and early 20th centuries, including houses, churches, apartment buildings, office buildings, town halls, and grammar schools.²⁰ Brown was born in Conway, MA, in 1853, and worked in the renowned architectural offices of H. H. Richardson and Peabody and Stearns before establishing his own practice in 1882.²¹ In 1889, Brown was celebrated in *Illustrated Boston, The Metropolis of New England* as "...widely known as an accomplished master of his art in all branches...a thoroughly representative member of the distinctive American school of architecture," and "eminently successful in solving the complex problem of how best to utilize the minimum of building area with the maximum of accommodation and architectural beauty of design."²²

The first residents of Macquarrie's building were mostly multigenerational, middle-class American families from Massachusetts, New England, and the Midwest. They were publishers, plumbers, dry-goods buyers, and salesmen, or were living on their own income.²³ Some employed domestic help. One advertisement placed in 1904 by a resident of the building provides insight into how the residents viewed themselves: "Wanted—By a capable American Protestant woman, with a girl of 5, general housework or housekeeper, can furnish best references."²⁴ This American-born demographic, however, did not continue to define the district as it developed.

Like Macquarrie, William Q. Wales seized the opportunity for investment as well. He had cleared his father's nursery buildings from the Columbia Road portion of the Wales property by 1904, and began selling off the family property between 1907 and 1908. In 1907, he invested in a newly constructed apartment building known as the Elmhurst and Glenwood, 475-477 Columbia Road (BOS.16511), a half mile up the road, in what is now the Columbia Road-Bellevue Street Historic District (NR pending). As partial payment for the apartment building, Wales paid the builder and owner, Bernard Finn, with 28,000 square feet of land on the former nursery property, a common practice among investors and developers during this building boom. The property exchanged included nine lots on Columbia Road and on Devon Street, where it ran through the Wales property. The report of the sale revealed Finn's development intentions: "The new owner will develop the property by building several modern two-apartment dwellings [along Devon Street], and later a large apartment block on the corner of Columbia Road."²⁵ The apartment block was most likely The Parkway, 229-231 Columbia Road (BOS.17074). Original building permits do not survive for any of the district's buildings on the east side of Columbia Road. However, the location of The Parkway fits the description recorded in the sale. It also closely resembles The Elmhurst and Glenwood, the building Wales purchased from Finn in the Columbia Road-Bellevue

¹⁹ "Real Estate," *Boston Daily Globe*, October 23, 1903.

²⁰ Massachusetts Cultural Resource Information System (MACRIS), <http://mhc-macris.net>.

²¹ 147 Milk Street Inventory Form, Massachusetts Cultural Resource Information System (MACRIS), <http://mhc-macris.net>.

²² "J. Merrill Brown," *Illustrated Boston, The Metropolis of New England* (New York: American Publishing and Engraving Company), 1889, 185.

²³ 1910 US Federal Census.

²⁴ "Wanted," *Boston Daily Globe*, March 11, 1904.

²⁵ "Real Estate," *Boston Globe*, July 23, 1907, 11.

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Street Historic District (NR pending). Finn developed The Elmhurst and Glenwood with architect William E. Clark, suggesting the possibility that the same pair could have produced The Parkway. Finn may also have been responsible for the construction of the Mary Rubenstein Apartments, 217-219 Columbia Road (BOS.16500), during this period; the lot could have been included in the land sold to Finn as part of the purchase of The Elmhurst and Glenwood in 1907, and the materials and design of the building closely align with The Parkway. Finn was a Russian-born Jewish house builder who emigrated to the United States in 1890 and lived at 159 Devon Street, in one of the two-family houses he built on the former Wales property. He also built apartment buildings on the north slope of Beacon Hill in 1902 (88-88A West Cedar Street, BOS.14755) and in the West End in 1910 (23-25 Anderson Street, BOS.4156).²⁶ Architect William Clark lived in Cambridge and designed apartment houses, commercial buildings, rowhouses, detached houses, and warehouses, mainly in Boston's outlying neighborhoods, but also in the North End from about 1887 to 1911.²⁷

Wales continued to sell off the family property the following year. In 1908, he sold six lots in two transactions to builders Louis Silverman and David Gelman. The sale of that property also articulated the intention to construct apartment buildings.²⁸ Despite the lack of original permits, it can be surmised from the real-estate transactions reported in the newspaper, the attributes of ownership in the 1910 Bromley Atlas, and the identical architectural treatment of the buildings, that Silverman and Gelman developed the following apartment buildings that were built in the district between 1908 and 1910: Boulevard Chambers I, 193-195 Columbia Road (BOS.16495); Boulevard Chambers II, 197-199 Columbia Road (BOS.16495); Blue Hills Apartments, 203-205 Columbia Road (BOS.16498); and Blue Hills Chambers, 209-211 Columbia Road (BOS.16499). Wales retained ownership of just one portion of his property along Columbia Road, erecting an apartment building with the family name, Wales Court, at 223-225 Columbia Road (BOS.17073), sometime between 1904 and 1909.²⁹ Without the original building permits, an architect cannot be attributed to the building, but given that the appearance of the building varies significantly from those built by Finn, Silverman and Gelman, it is likely that the attribution lies elsewhere.

Louis Silverman and David Gelman, like Bernard Finn, were Russian-born Jewish building contractors. Silverman immigrated to the United States in 1896 and lived in the immediate vicinity of the district; he boarded at 33 Devon Street in 1910.³⁰ Silverman and Finn were not only neighbors in the same profession, they also had a working relationship at the time the district was being developed. They constructed an apartment building together in the West End, located at 23-25 Anderson Street (BOS.4156), in 1910. Also like Finn, Silverman contributed to the development of Devon Street; in addition to building in the district, he built and owned apartment buildings at 110-122 Devon Street in 1915, moving into 110 Devon Street shortly after it was completed.³¹ Silverman's Devon Street apartment buildings are very similar in design to his Columbia Road apartment buildings, but for the use of buff-colored brick on Devon Street (Fig. 4). Silverman Engineering Co. is the architect identified in the building permits for the Devon Street buildings.³² Silverman Engineering Company was an architectural

²⁶ Massachusetts Cultural Resource Information System (MACRIS), <http://mhc-macris.net>.

²⁷ Massachusetts Cultural Resource Information System (MACRIS), <http://mhc-macris.net>.

²⁸ "Real Estate," *Boston Globe*, June 24, 1908, 14.

²⁹ "Female Help Wanted," *Boston Post*, August 3, 1909. An advertisement for a housekeeper at 223-225 Columbia Road appears in the *Boston Post* in 1909, indicating the building was constructed by this date..

³⁰ 1910 US Federal Census.

³¹ "Real Estate," *Boston Globe*, June 20, 1915, identifies Silverman as the purchaser of four lots on the corner of Devon and Lorraine streets (now Laredo Street). These lots appear on the 1918 Bromley atlas as owned by Silverman Realty Co. The 1920 US Federal Census identifies Silverman's home as 110 Devon Street.

³² City of Boston building permits for 110 Devon Street.

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firm active in Boston from about 1904 to 1916, designing buildings in Roxbury, the West End, the north slope of Beacon Hill, and Chinatown, as well as Mattapan and Dorchester. They were architects and engineers, and had offices at 43 Tremont Street. In the 1920s, the firm became known as Silverman & Brown, and then Silverman, Brown & Heenan, with offices at 51 Cornhill Street, and became well known for their apartment buildings throughout Boston, Brookline, and Cambridge. David R. Silverman was the president of the company.³³ The precise nature of the relationship between Louis Silverman and David Gelman, and the Silverman Engineering Company, is unclear. However, their partnership on Louis Silverman's Devon Street apartment buildings in 1915 suggests the possibility of a role in the firm, and that the relationship may have extended to Louis Silverman and David Gelman's Columbia Road buildings.

David Gelman emigrated from Russia to the United States between 1896 and 1903.³⁴ He was boarding with a Russian Jewish family in the West End in 1910, and on the north slope of Beacon Hill in 1920, at 41 Bowdoin Street. Gelman was active in the West End and Beacon Hill real-estate markets in the 1910s and 1920s. He appears in the 1925 City Directory as a real-estate agent with offices at 43 Tremont Street, still residing on the north slope of Beacon Hill at 53 Hancock Street.

By 1910, the transformation of the agricultural Wales tract to an apartment-lined urban block was complete (Fig. 5). With their names, The Parkway and Boulevard Chambers advertised their association with the newly improved Columbia Road that hastened their arrival, while Wales Court memorialized the family associated with the site. Speculative developers Silverman, Gelman, and Finn had sold nearly all of their properties soon after they were built, and the buildings were quickly occupied.³⁵ Like the district's primary developers, the majority of the first property owners in the district, owning five of the eight buildings in the district, were Jewish immigrants, most of whom emigrated from Russia in the late 1890s and early 1900s. Isadore and Esther Cohen were the owners of Boulevard Chambers I in 1910. They emigrated from Russia in 1904. Isadore worked as a tailor, and the family lived in the building.³⁶ Rose Ginsberg was owner of Boulevard Chambers II in 1910. Similarly, she and her husband Max, a tailor, emigrated from Russia in 1891; they also lived in the building.³⁷ Mary Rubenstein was the owner of the Mary Rubenstein Apartments in 1910. She and her husband, Joseph, emigrated from Russia in 1890 and 1880, respectively.³⁸ Joseph Rubenstein was a real-estate agent active in Brighton and Brookline in the 1910s and 1920s. They lived in Somerville. Russian immigrants Louis Silverman and David Gelman retained ownership of the Blue Hills Apartments and Blue Hills Chambers at this time. The other three buildings in the district were exceptions to this pattern of ownership: the Eliza B. Macquarrie Apartments, owned by a first-generation American born to Canadian parents; Wales Court, owned by the Trustees of William Wales, a multigenerational American family; and The Parkway, owned by Frederick T. Manson, also from a multigenerational American family. Manson was a lumber merchant for the Manson Lumber Company of East Boston; he resided on White Street in East Boston at the time that he owned The Parkway.

The first residents to occupy the new apartment buildings on the east side of Columbia Road, as recorded in the 1910 census, were predominantly immigrants. About half of this population was of Russian Jewish

³³ 768 Columbus Avenue Inventory Form, Massachusetts Cultural Resource Information System (MACRIS), <http://mhc-macris.net>.

³⁴ The 1910 US Federal Census identifies Gelman's immigration year as 1903, and the 1920 US Federal Census identifies it as 1896.

³⁵ Blue Hills Apartments and Blue Hills Chambers were still owned by Silverman and Gelman in 1910.

³⁶ 1910 US Federal Census.

³⁷ 1910 US Federal Census.

³⁸ 1910 US Federal Census.

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heritage, arriving in the United States between 1880 and 1904. The other half of the residents were a combination of first- and second-generation German, English, and Canadian families arriving during the same time period, with a small number of multigenerational American households. By 1920, Jewish immigrants lived in nearly every apartment in the district; most of these immigrants came from Russia, but a few hailed from Germany and Poland as well. These residents predominantly immigrated to the United States in the late 1890s and early 1900s. The only multigenerational American families remaining in the district lived in the Eliza B. Macquarrie Apartments on the western side of Columbia Road, but the demographic of this building was transitioning. It was also home to Russian, German, and Polish Jewish immigrants in 1920. An increasing number of Polish Jewish immigrants joined the large population of Russian Jewish immigrants in the 1930s. This pattern of occupancy continued through the 1950s. With a few exceptions, most were not long-term residents.

The majority of property owners in the district continued to reflect the population of the residents. In 1918 Fannie Webber, who emigrated from Russia in 1911, owned Boulevard Chambers II; Morris Hurwitz, a clothing merchant who emigrated from Russia in 1898, owned Blue Hills Apartments; Louis Paeff, a clothing salesman who emigrated from Russia in 1892, owned Blue Hills Chambers; Joseph Rubenstein, a real-estate agent who emigrated from Russia in 1880, owned the Mary Rubenstein Apartments; and Samuel Rubenstein, a real-estate agent who emigrated from Poland in 1905, owned The Parkway. This pattern continued even as properties changed hands. In 1933, Goldie Titelbaum and her husband William, a wholesale confectioner, both Russian Jewish immigrants who arrived in the US in 1904 and 1900, respectively, owned Boulevard Chambers I; Barney Brown, an insurance agent who emigrated from Poland in 1888, owned Boulevard Chambers II; Soloman Rubin, a physician who emigrated from Russia in 1885, owned Blue Hills Apartments; and Joseph Lewon, a molder for a rubber company who emigrated from Poland in 1907, owned The Parkway. Russian and Polish immigrants continued to own the majority of buildings in the district through the 1940s.

As the demographics of the Columbia Road-Devon Street Historic District attest, Dorchester, along with its bordering neighborhoods, Roxbury and Mattapan, was home to a significant Jewish population in the early decades of the 20th century. The vast majority of this population were Jewish immigrants from Russia who fled state-sanctioned repression of Jewish faith and culture under the Russian tsar in the late 1880s and early 1900s.³⁹ Though the first wave of Jewish immigrants arrived in Boston in the 1840s and settled in the lower South End, a majority of Boston's Jewish immigrants arrived in the 1880s and 1890s and settled in the North End. The West End gradually absorbed this population between 1895 and 1905, and remained the largest Jewish district in Boston until about 1910.⁴⁰ Fittingly, the Columbia Road-Devon Street Historic District's primary developers, Finn, Silverman, and Gelman, constructed several buildings in the West End during this period. Typically, these immigrants arrived as skilled tradesmen. Many found employment in Boston's textile and shoe industries, often beginning as peddlers and accumulating enough capital to open their own small businesses.⁴¹ Beginning in the 1890s and continuing through 1917, many of the Jewish immigrants who had become successful in their trades moved to less dense areas of the city like Dorchester, Roxbury, and Mattapan, which were just beginning to blossom into attractive streetcar suburbs.⁴²

This middle-class population was the first to reside in the newly developed Columbia Road-Devon Street Historic District. Census records indicate that many residents worked as merchants selling clothing,

³⁹ Jonathan D. Sarna, Ellen Smith, and Scott-Martin Kosofsky, The Jews of Boston (New Haven: Yale University Press, 1995), 65.

⁴⁰ Ibid., 147.

⁴¹ Ibid., 69.

⁴² Ibid.

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wool, shoes, metal, and groceries, and also as tailors, with many working for themselves. Newspaper accounts give a fuller picture of the community. For instance, a 1916 announcement of the celebration of a wedding anniversary of Mr. and Mrs. A. S. Cohen, residents of Blue Hills Chambers, reveals the prominence of Mr. Cohen: “[He] is a past President of the Chevra Kedusha, one of the oldest Jewish charitable organizations in Boston and a member of Commonwealth Lodge, K. of P., and B’rith Abraham.”⁴³ And requests for a “servant girl...one that can cook preferred,” by a “small Jewish-American family” who lived in The Parkway in 1920 indicate a class of residents with disposable income.

What originated as a small movement of the more elite Jewish population out of the North and West Ends became a mass exodus by 1918; in 1920 approximately 44,000 Jews were living in Dorchester and Upper Roxbury.⁴⁴ However, this second wave of Jewish immigrants moving into Dorchester differed from their predecessors, as the population was typically working class. This movement is evidenced in the district: where about half of the apartments in the district were occupied by Jewish immigrants in 1910, nearly every apartment housed Jewish immigrants in 1920. Socioeconomically, the dynamic also began to shift in 1920. Where a large number of the 1910 residents of the district owned their own businesses, a greater proportion of the 1920 residents were workers, rather than employers, though they continued to predominantly work in the clothing and shoe industries.⁴⁵ At this time, many of the more affluent Jewish settlers of Dorchester began to move to Boston’s outlying suburbs of Brookline and Newton. However, the working-class Jewish population of Dorchester, Roxbury, and Mattapan continued to thrive in the second quarter of the 20th century, increasing their numbers to 77,000 by the early 1930s. This trend held through the 1940s. By the mid 20th century, the Jewish population of Dorchester was beginning to follow their predecessors into Brookline and Newton. However, as late as 1950, about 70,000 Jews still resided in the neighborhood.⁴⁶

Along with the rising number of Jewish immigrants living in Boston in the late 19th century came the demand for Jewish-specific businesses and institutions. These businesses were prevalent in the North and West Ends, and migrated to Blue Hill Avenue as the Jewish population moved into Dorchester and Roxbury in large numbers after the turn of the 20th century.⁴⁷ The apartment names “Blue Hills Apartments” and “Blue Hills Chambers” may have signaled to Jewish families the proximity to the avenue that supplied so many Jewish services. These included kosher butcher shops, bakeries, grocery stores, and fruit shops. Religious institutions also migrated to Dorchester and Roxbury to serve the burgeoning Jewish population. Though there were many small congregations, five major synagogues served the Boston Jewish population in 1918, four of which were located in Dorchester and Roxbury. The Dorchester synagogues were located on Crawford Street, Blue Hill Avenue, and Fowler Street, while Moreland Street was home to the Roxbury synagogue.⁴⁸ All of the major Dorchester synagogues were located within half a mile of the Columbia Road-Devon Street Historic District, and the Roxbury synagogue was just 1½ miles away.

The racial demographic of Dorchester began to change in the 1950s and 1960s. During this time Dorchester’s Jewish population migrated in increasingly large numbers to Boston’s outlying suburbs; between 1950 and 1960, the Jewish population of Dorchester shrank from 70,000 to 47,000. This trend continued over the next decade: in 1970 there were 16,000 Jewish residents of Dorchester, and by the end

⁴³ “Celebrate Silver Wedding: Mr. and Mrs. A. S. Cohen of Dorchester hold reception at Columbia Road Home,” *Boston Daily Globe*, July 5, 1916.

⁴⁴ Sarna, Smith, and Kosofsky, 151.

⁴⁵ 1910 and 1920 US Federal Census records.

⁴⁶ Sarna, Smith, and Kosofsky, 151.

⁴⁷ *Ibid.*, 73, 151.

⁴⁸ *Ibid.*, 139.

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of the decade only several hundred remained.⁴⁹ The population of the Columbia Road-Devon Street Historic District reflects this pattern. City directories reveal a gradual reduction in Jewish surnames: from approximately twenty-one Jewish families in 1951 to just three Jewish families in 1965. This shift coincided with a growing number of African Americans moving from the southern United States to the North, as part of what was known as the Great Migration. Dorchester became the center of civil rights activism into the 1950s; it was home to Martin Luther King, Jr. throughout the duration of his PhD studies at Boston University. A majority of the African-American population began settling in the Blue Hill Avenue section of Dorchester, which, by 1980, had become a predominately Black community. Today the vast majority of this area of Dorchester is home to a mix of residents, the greatest number of whom are of African-American and Hispanic descent.

The Colonial Revival Movement and the Columbia Road-Devon Street Historic District

The dominant architectural vocabulary of the Columbia Road-Devon Street Historic District is the Colonial Revival style, which was immensely popular in the United States from the late 19th through the mid 20th centuries. The period of the development of the district, 1901-1910, occurred at the height of the popularity of the Colonial Revival style. While early interest in the Colonial past was triggered by the Philadelphia Centennial Exposition of 1876, the 1893 World's Columbian Exposition in Chicago cemented the enthusiasm for reviving its relics in the minds of the nation. The occasion marked the 400th anniversary of Christopher Columbus's discovery of America, and presented visitors with innumerable opportunities to experience the Colonial past. Colonial architecture was on exhibit in many of the state buildings erected at the fair; their decorative interiors, commemorative displays, and historical exhibitions flooded the fairgrounds.⁵⁰ Massachusetts recreated the John Hancock House, built on Beacon Hill in 1737 and demolished in 1863. This Colonial celebration coincided with mass immigration to the United States from Europe in the 1880s and 1890s, which fueled a desire to underscore and impart American values. Reviving elements of the Colonial past was reassuring at a time of great change.

Colonial Revival architecture began as loose interpretations of Colonial-period buildings, but took a more serious turn in the early 20th century when publications like *The American Architect and Building News* began publishing measured drawings of Colonial buildings, and the *White Pine Series of Architectural Monographs* printed photographs of Colonial precedents.⁵¹ The singlemost defining characteristic that was reproduced in the revival movement is an emphasis on the door surround of the main entrance, which often features pilasters or slender columns supporting a pediment or entablature as seen in the Georgian style, or a fanlight above the door as seen in the Federal style. Other characteristic elements of the revival style include elaborate cornices, symmetrical fenestration arrangement, light-colored brick, bay windows, multipane, double-hung sash windows commonly featured in pairs, and in urban examples, bowed fronts, which allowed increased light to reach apartments in buildings erected on deep, narrow lots.⁵²

J. Merrill Brown's apartment building, the Eliza B. Macquarrie Apartments, 200-204 Columbia Road (BOS.16497), embraced Colonial Revival features with its strong classical denticulated cornice and decorative lintels, as well as its articulated, arched entry surrounds. The heavy, classical cornice lines of Silverman and Gelman's apartments, Boulevard Chambers I and II, 193-195 and 197-199 Columbia Road (BOS.16496 and BOS.16496), Blue Hills Apartments, and Blue Hills Chambers, 203-205 and 209-211

⁴⁹ *Ibid.*, 163.

⁵⁰ Susan Prendergast Schoelwer, "Curious Relics and Quaint Scenes: The Colonial Revival at Chicago's Great Fair," in *The Colonial Revival in America*, ed. Alan Alexrod (New York: W.W. Norton Company), 184-216.

⁵¹ Virginia and Lee McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 1998), 321.

⁵² *Ibid.*, 326.

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Columbia Road (BOS.16498 and 16499), as well as their bowed fronts, quoining, and classical entrance elements, strongly evoke the Colonial Revival vocabulary. Likewise, the Mary Rubenstein Apartments, 217-219 Columbia Road (BOS.16500), and The Parkway, 229-231 Columbia Road (BOS.17074), make strong Colonial Revival statements with their heavy use of light stone to accentuate bays, fenestration, and first-floor levels, as well as their strong, classically detailed cornices and slender columns and pilasters framing entries. While more modest in its articulation, Wales Court, 223-225 Columbia Road (BOS.17073), displays Colonial Revival fenestration ornament and arrangement with paired windows on Columbia Road.

The primary developers of the Columbia Road-Devon Street Historic District were of Russian Jewish descent, and used an architectural vocabulary that celebrated America's Colonial past and American values. Their use of the Colonial Revival may have been motivated by several factors. First, the Colonial Revival would have been an architectural vocabulary that was familiar to them. For example, just prior to his work in the Columbia Road-Devon Street Historic District, Bernard Finn developed an apartment building, The Elmhurst and Glenwood, 475-477 Columbia Road (BOS.16511), in the Colonial Revival style in the Columbia Road-Bellevue Street Historic District (NR pending), half a mile north on Columbia Road. This was a rapidly developing apartment district with all new construction adhering to the Colonial Revival style, which was very likely influenced by the Dorchester Municipal Building located at 510 Columbia Road (BOS.5799). The Municipal Building was erected in 1902, and architecturally set the tone for future apartment buildings; the red-brick and cast-stone façade, strong classical details, and prominent entrance surround presented by the Municipal Building were featured all along Columbia Road through the 1920s. A precedent for the style also loomed large in the Columbia Road-Devon Street Historic District itself, as it was the choice of J. Merrill Brown in his design of the Eliza B. Macquarrie Apartments, 200-204 Columbia Road (BOS.16497), the first apartment building constructed in the district. A second explanation for the developers' promotion of the Colonial Revival style in their buildings may be that Finn, Silverman, and Gelman were businessmen with an interest in constructing marketable properties. Their buildings were typically quickly sold to third parties interested in long-term real-estate investment. Operating within a favored architectural vocabulary apparently guaranteed speedy sales.

An American architectural vocabulary would have been appealing to future residents as well, regardless of their heritage. The American families who were among the first to occupy the district may have felt bolstered by the patriotic style, while the Russian Jewish immigrants who also resided there may have considered the stylistic presentation of the buildings as a welcome means of embracing their adopted country. The 1920 advertisement for a housemaid in The Parkway, mentioned earlier, characterized the advertising family as Jewish-American, and the newsworthy Cohens's silver wedding anniversary announcement included mention of American flags as part of the celebratory décor. As was particularly true of the earliest Jewish residents of the district, many of whom had worked their way out of the North and West Ends as their businesses thrived, their new country had allowed for their advancement; it was an association worthy of celebrating.

Summary of Activity in the Columbia Road-Devon Street Historic District Post-1967

The years following the gradual exodus of the Jewish community from the Columbia Road-Devon Street Historic District during the 1950s and 1960s were a transitional period for the district, characterized by some degree of neglect. Several buildings were declared unsafe and dangerous by the City of Boston

Columbia Road – Devon Street Historic District

Suffolk County, MA
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Name of Property

Inspectional Services Department in the 1970s. The Eliza B. Macquarrie Apartments, 200-204 Columbia Road (BOS.16497), the Mary Rubenstein Apartments, 217-219 Columbia Road (BOS.16500), and Wales Court, 223-225 Columbia Road (BOS.17073), all received violations as unsecured, vandalized, and vacant buildings between 1970 and 1974. During this time of uncertainty, some buildings were being renovated for use as subsidized housing; the African Orthodox Church, which was sponsoring subsidized housing units for low-income residents all over Dorchester at this time, renovated Boulevard Chambers I, 193-195 Columbia Road (BOS.16496), for this purpose in 1970. Wayne Apartments, another affordable housing organization, renovated the Mary Rubenstein Apartments, 217-219 Columbia Road (BOS.16500), in 1972. The late 1980s and 1990s saw the gradual purchase and rehabilitation of nearly all of the buildings in the district by the Massachusetts Housing Finance Agency (MHFA) and the Quincy Geneva Housing Corporation for use as affordable rental housing. During this transitional period, the demographics of the neighborhood also shifted from a predominantly Jewish community to a mixed community largely comprised of African-American and Hispanic residents. In 2010, only two percent of the population of the area in which the district is located identified as white, while nearly 53 percent of the population identified as African American, and 37 percent identified as Hispanic.⁵³ This is a pattern that has continued to the present.

In 2012, the Cruz Development Corporation, current owner of the Mary Rubenstein Apartments, 217-219 Columbia Road (BOS.16500), renovated the building for continued use as affordable housing units using state and federal historic rehabilitation tax credits. The renovation aimed to address issues of deferred maintenance on the building's exterior and interior. Work included the replacement of nonhistoric doors and windows, repointing and repair of brickwork, repair of concrete stairs, slabs, and curbs, and drywall, replacement of rotted wood and nonhistoric interior fixtures and finishes, and repair and replacement of flooring. All work met the Secretary of the Interior's Standards for treatment of historic properties.

Archaeological Significance

There is little archaeological significance remaining on the properties due to the relative size of the existing buildings' footprints and their property boundaries.

⁵³ Boston Redevelopment Authority Census and Demographic Maps, Demographic Atlas for Boston, Accessed on April 25, 2016, http://maps.cityofboston.gov/Atlas_Boston/?t=2&m=1&x=-71.0638&y=42.3023&l=14.

Columbia Road – Devon Street Historic District
Name of Property

Suffolk County, MA
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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

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Columbia Road – Devon Street Historic District
Name of Property

Suffolk County, MA
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Previous documentation on file (NPS):

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

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): BOS. 16495-16500, 17073-17074

Columbia Road – Devon Street Historic District
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10. Geographical Data

Acreage of Property 2 acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

*See attached district boundary map with coordinates

- A. 42.307136°, -71.077318°
- B. 42.307329°, -71.077038°
- C. 42.307004°, -71.076532°
- D. 42.307653°, -71.075749°
- E. 42.307444°, -71.075432°
- F. 42.306416°, -71.076719°
- G. 42.306693°, -71.077023°

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

1. Zone:

Easting:

Northing:

Verbal Boundary Description

The Columbia Road-Devon Street Historic District includes seven apartment buildings on the eastern side of Columbia Road, from 193-195 Columbia Road, about 425 feet north of Geneva Avenue at the southern end of the district, to 229-231 Columbia Road, just north of its intersection with Devon Street at the northern end of the district. The district also includes one apartment building on the western side of Columbia Road, 200-204 Columbia Road, at the southwest corner of its intersection with Stanwood Street. The boundary of the nominated historic district follows the lot lines of the assessor's parcels that are listed on the datasheet and shown on the attached assessor's map.

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Boundary Justification (Explain why the boundaries were selected.)

The Columbia Road-Devon Street Historic District lies between two other historic districts (NR pending) that represent apartment housing development along Columbia Road in the first quarter of the 20th century: the Columbia Road-Bellevue Street Historic District, which lies about a half-mile north of the district, and the Columbia Road-Strathcona Road Historic District, which lies just under 600 feet south of the district. These three districts are separated from one another due to swaths of demolition and new construction that interrupts the historic fabric. The Columbia Road-Devon Street historic district boundaries have been drawn to include a cohesive group of apartment buildings developed between 1901 and 1910, all but one of which were constructed on the former property of William Wales. Demolition and new construction define the southern boundary, which marks the end of historic fabric with a vacant lot abutting the property on the western side of Columbia Road, and new construction abutting the property on the eastern side of Columbia Road. The boundary at the northern end of the district marks the end of apartment-house development and the beginning of commercial development on the western side of Columbia Road, and wood-frame, multifamily housing and new construction on the eastern side of Columbia Road. While some of these buildings north of the district fall within its period of significance, their loss of historic integrity due to alterations excludes them from the district, which represents a high level of integrity. The boundaries follow the lot lines of the buildings included within the district.

11. Form Prepared By

name/title: Roysin Bennett Younkin, Associate, MacroStie Historic Advisors, with Betsy Friedberg, National Register Director, MHC
organization: Massachusetts Historical Commission
street & number: 220 Morrissey Boulevard
city or town: Boston state: MA zip code: 02125
e-mail betsy.friedberg@sec.state.ma.us
telephone: (617) 727-8470
date: May 2017

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Columbia Road – Devon Street Historic District
Name of Property

Suffolk County, MA
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Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: **Columbia Road – Devon Street Historic District**
City or Vicinity: Boston
County: Suffolk State: MA
Photographer: Albert Rex
Date Photographed: May 2014

Columbia Road Streetscape

Photo 1 of 10: Streetscape, looking northeast
Photo 2 of 10: Streetscape, looking southeast

200-204 Columbia Road

Photo 3 of 10: East and north elevations, looking southwest

193-195 Columbia Road

Photo 4 of 10: West elevation, looking east

197-199 Columbia Road

Photo 5 of 10: West elevation, looking east

203-205 Columbia Road

Photo 6 of 10: West elevation, looking east

209-211 Columbia Road

Photo 7 of 10: West elevation, looking east

217-219 Columbia Road

Photo 8 of 10: West elevation, looking east

223-225 Columbia Road

Photo 9 of 10: West elevation, looking east

229-231 Columbia Road

Photo 10 of 10: West and south elevations, looking east

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Figures:

- Figure 1: G.M. Hopkins 1874 *Atlas of Dorchester*
- Figure 2: Wales Family Home, Olney Street, ca. 1900
- Figure 3: Streetcar on Columbia Road, Uphams Corner, ca. 1900
- Figure 4: 110-122 Devon Street
- Figure 5: 1910 Bromley Atlas

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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Figures

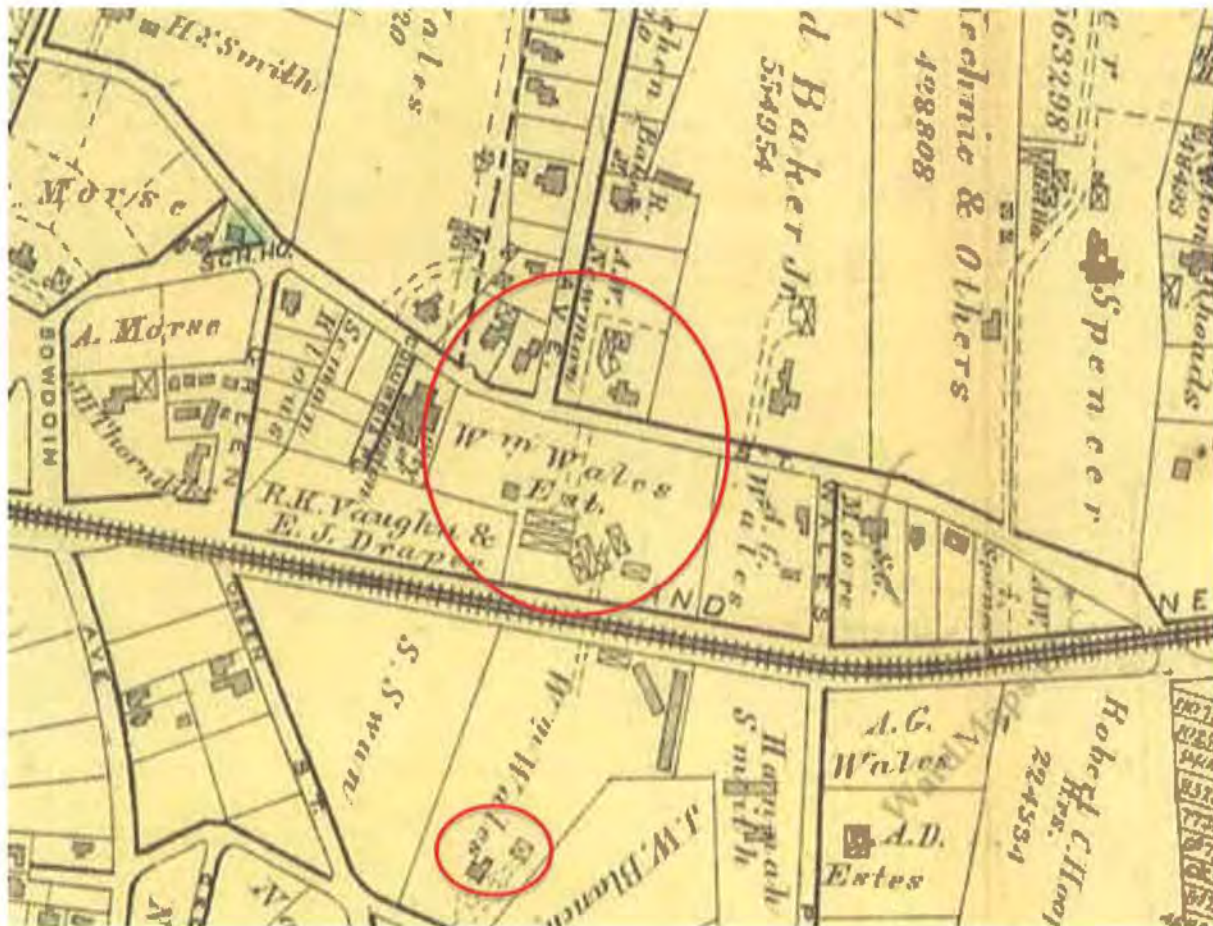


Figure 1: G. M. Hopkins & Co., *Atlas of Dorchester*, showing development in the vicinity of the Columbia Road-Devon Street Historic District, 1874. Columbia Road is in transition; large estates are beginning to be subdivided. The Wales family is a major landowner. The William Wales Estate with nursery buildings along Columbia Road is circled at center. This is the future site of the Columbia Road-Devon Street Historic District. The Wales family home on Olney Street lies on the opposite side of the railroad tracks and is circled at the bottom. See Figure 2 for a photo of the house.

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Figure 2: Wales family home on Olney Street ca. 1900. The house was east of the nursery site on Columbia Road, on the other side of the railroad tracks. See Figure 1. (Photo Courtesy of the Dorchester Historical Society).

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Figure 3: A streetcar headed south on Columbia Road from Upham's Corner, ca. early 1900s. (Photo: Dorchester Volume II [Charleston: Arcadia, 2000], p.74, Courtesy of Anthony M. Sammarco).

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Figure 4: 110-122 Devon Street, owned by Louis Silverman and designed by Silverman Engineering Company in 1915.
(Photo: Image capture: Sep 2014 ©2017 Google).

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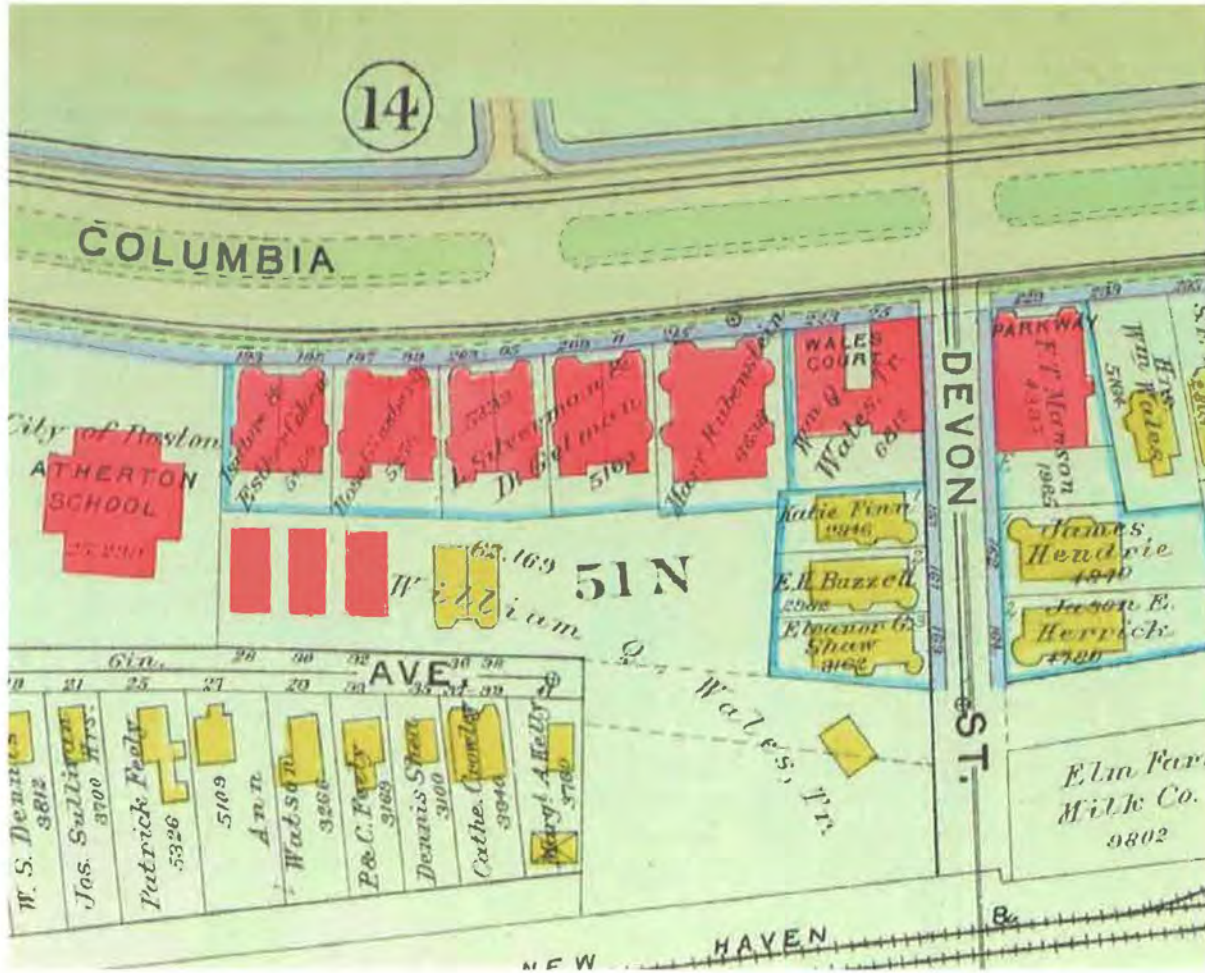
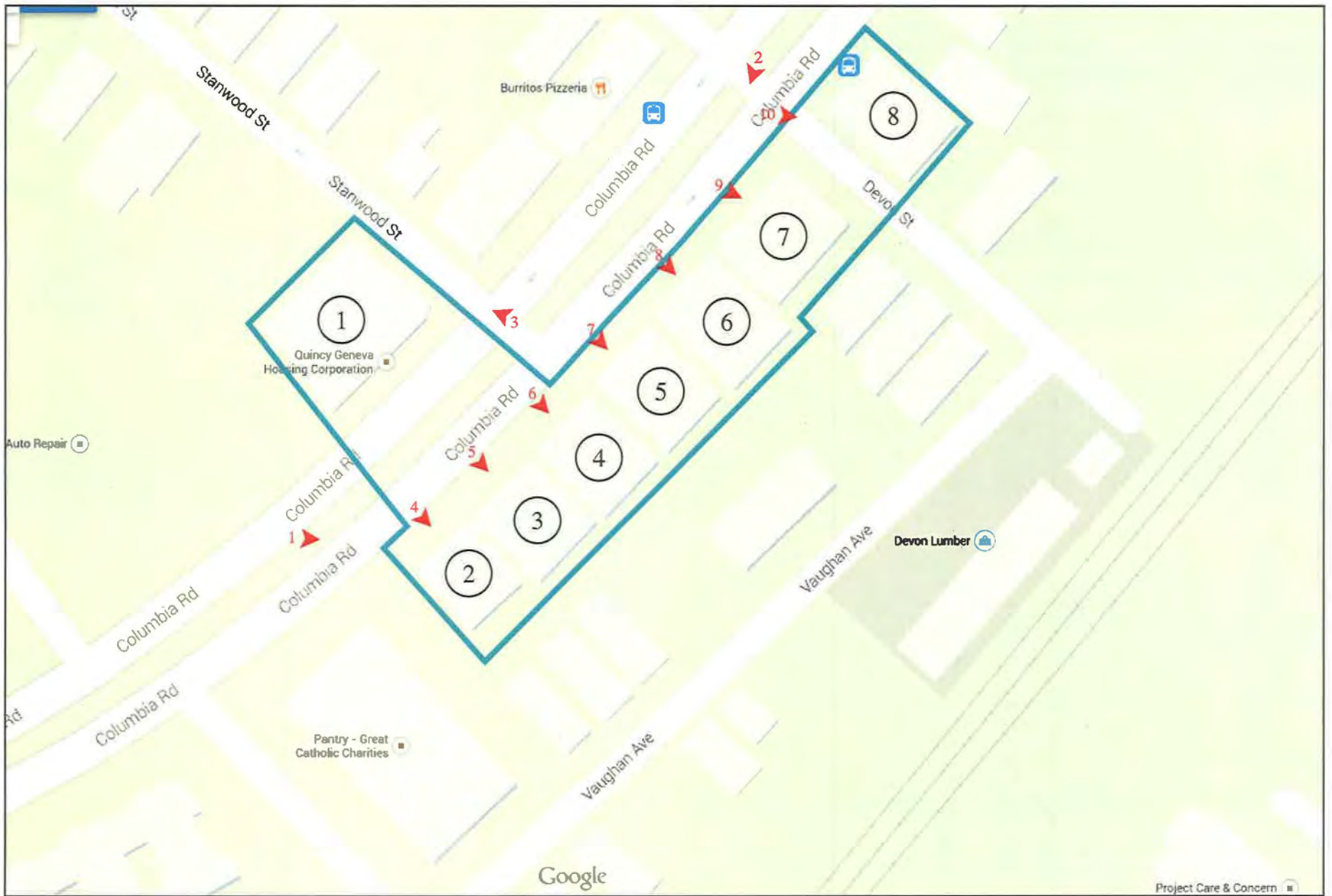


Figure 5: 1910 Bromley Atlas depicting the complete development of the William Wales tract on the eastern side of Columbia Road.

Columbia Road - Devon Street Historic District
 Boston, Massachusetts
District Data Sheet

MHC Number	Assessor's Parcel #	Resource Type	Property Type	Site Sketch Plan Number	Street Address	Name	Photo Number	Construction Date	Architect.Maker	Style	Status (C/NC)
BOS.16497	1400692000	Building	14-unit Apartment	Building 1	200-204 Columbia Road	Eliza B. Macquarie Apartments	3	1901	J. Merrill Brown	Colonial Revival	C
BOS.16495	1400083000 1400084000	Building	6-unit Apartment	Building 2	193-195 Columbia Road	Boulevard Chambers I	4	1908-1910	Louis Silverman & David Gelman	Colonial Revival	C
BOS.16496	1400085000	Building	6-unit Apartment	Building 3	197-199 Columbia Road	Boulevard Chambers II	5	1908-1910	Louis Silverman & David Gelman	Colonial Revival	C
BOS.16498	1400086000	Building	6-unit Apartment	Building 4	203-205 Columbia Road	Blue Hills Apartments	6	1908-1910	Louis Silverman & David Gelman	Colonial Revival	C
BOS.16499	1400087000	Building	6-unit Apartment	Building 5	209-211 Columbia Road	Blue Hills Chambers	7	1908-1910	Louis Silverman & David Gelman	Colonial Revival	C
BOS.16500	1400088000	Building	6-unit Apartment	Building 6	217-219 Columbia Road	Mary Rubenstein Apartments	8	1908-1910	Unknown	Colonial Revival	C
BOS.17073	1400064000	Building	6-unit Apartment	Building 7	223-225 Columbia Road	Wales Court	9	1908-1910	Unknown	Colonial Revival	C
BOS.17080	1400093000	Building	10-unit Apartment	Building 8	229-231 Columbia Road	The Parkway	10	1908-1910	Bernard Finn	Colonial Revival	C

TOTAL 8 contributing buildings



Columbia Road - Devon Historic District
Boston, Massachusetts
National Register Nomination - Sketch Map

— District Boundaries

Columbia Rd - Devon St HD

May 23, 2017



— District Boundary

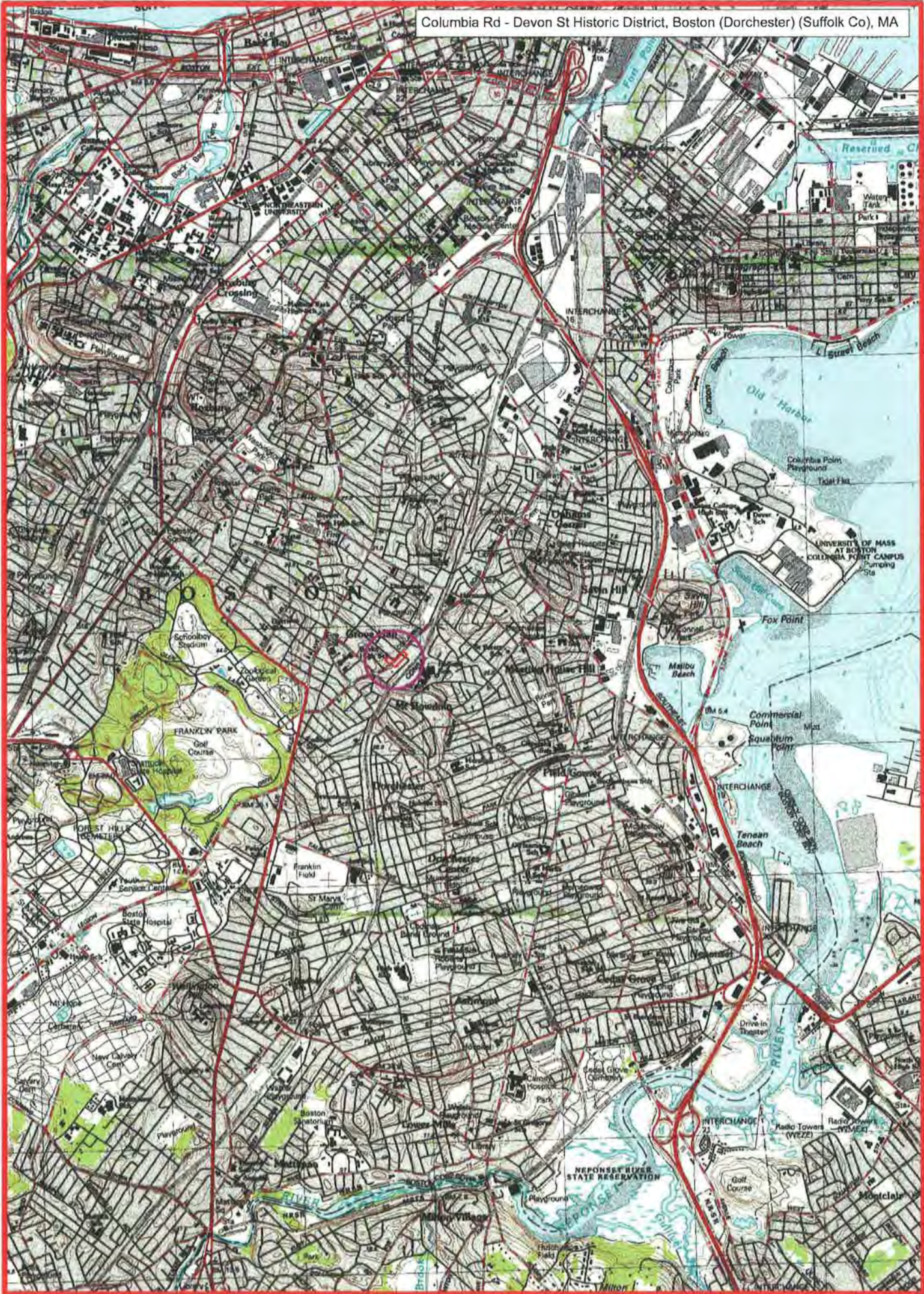


**MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT**

The City of Boston makes no claims, no representations, and no warranties, expressed or implied, concerning the validity (expressed or implied), the reliability, or the accuracy of the GIS data and GIS data products furnished by the City, including the implied validity of any uses of such data. The use of this data, in any such manner, shall not supersede any federal, state or local laws or regulations.



Columbia Rd - Devon St Historic District, Boston (Dorchester) (Suffolk Co), MA









200

SLOW





HOLLAND CHANDLER

1130

1177

SLOW



BLUE HILLS APARTMENTS

345

343

3000
3000
3000



SCHOOL
SPEED LIMIT
15
FEET LANE

BLUE HILLS

CHATEAUX

300

300

NO PARKING







DEVON
LUMBER
RETIRED

COLUMBIA

255

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 6/2/2017 Date of Pending List: 6/28/2017 Date of 16th Day: 7/13/2017 Date of 45th Day: 7/17/2017 Date of Weekly List: 7/20/2017

Reference number:

Nominator:

Reason For Review:

Accept Return Reject 7/17/2017 Date

Abstract/Summary Comments:

Recommendation/ Criteria

Reviewer Edson Beall Discipline Historian

Telephone _____ Date _____

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



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

May 18, 2017

Mr. J. Paul Loether
National Register of Historic Places
Department of the Interior
National Park Service
1849 C Street NW, Stop 7228
Washington, DC 20240

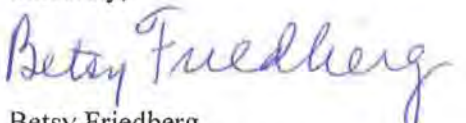
Dear Mr. Loether:

Enclosed please find the following nomination form:

Columbia Road-Devon Street HD, Boston (Dorchester) (Suffolk), MA

The nomination has been voted eligible by the State Review Board and has been signed by the State Historic Preservation Officer. The owners of the properties in the Certified Local Government community of Boston were notified of pending State Review Board consideration 60 to 90 days before the meeting and were afforded the opportunity to comment.

Sincerely,


Betsy Friedberg
National Register Director
Massachusetts Historical Commission

enclosure

cc: Roysin Bennett Younkin, Macrostie Historic Advisors
Kathleen von Jena, Boston CLG coordinator, BLC
Lynn Smiledge, Boston Landmarks Commission
Martin Walsh, Mayor, City of Boston
Daniel Cruz, Jr., Cruz Development