

United States Department of the Interior
National Park Service

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: Samuel Edelman Apartments

Other names/site number: N/A

Name of related multiple property listing:
N/A

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

2. Location

Street & number: 97-103 Norfolk Street

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Not For Publication: Vicinity: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>January 28, 2019</u>
Signature of certifying official/Title:	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	

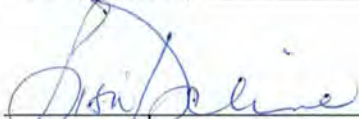
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4. National Park Service Certification

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:)


Signature of the Keeper

3/5/19
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>4</u>	<u>0</u>	buildings
<u> </u>	<u> </u>	sites
<u> </u>	<u> </u>	structures
<u> </u>	<u> </u>	objects
<u>4</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: STONE

Walls: BRICK

Roof: EPDM RUBBER

Other: METAL

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 Samuel Edelman Apartments were constructed ca. 1908. The buildings are located at 97–103 Norfolk Street, occupying the northeast corner of Norfolk and Elmhurst streets in Boston’s Dorchester neighborhood. Dorchester is one of the city’s largest and most diverse neighborhoods; it lies south of downtown and is bordered by the Boston neighborhoods of South Boston to the north and Roxbury and Mattapan to the west; the Neponset River and Boston Harbor form its southern and eastern boundaries. The neighborhood encompasses approximately six square miles and contains many smaller villages within its large boundaries. The closest of these villages to the Samuel Edelman Apartments is Codman Square, which lies a quarter of a mile to the east. Norfolk Street, one of Dorchester’s oldest thoroughfares, runs northeast from Blue Hill Avenue at its southern end to the intersection of Talbot Avenue and Washington Street at Codman Square at its northern end. This long-serving road is lined with residential and commercial buildings predominantly dating from the late 19th to the first quarter of the 20th centuries with vestiges of earlier development and areas of new construction. The Samuel

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Edelman Apartments represent a relatively rare building type in the immediate vicinity: the masonry apartment building. Frame triple-deckers, multi-family houses (historic and new construction), and low-rise commercial buildings characterize much of the area.

The three-story red-brick apartment building contains twelve residential units and occupies most of four city lots with a combined area of 7, 250 square feet. The building abuts its property lines along Norfolk Street to the south, Elmhurst Street to the west, a neighboring lot with a row of one-story ca. 1925 garages to the north, and a 2 ½-story multi-family ca. 1894 Queen Anne wood-frame house to the east. The apartment building was designed in the Colonial Revival style; defining characteristics include its bow-fronted façade, cast-stone embellishment of corners, fenestration, and entries, and a wide, modillioned metal cornice with a denticulated friezeboard. The building was renovated in 2018 using state and federal tax credits for use as affordable housing and is in good condition. The building retains a high degree of historic integrity of location, setting, design, materials, workmanship, feeling, and association.

Narrative Description

Exterior

The Samuel Edelman Apartments face south onto Norfolk Street. Though a single building with a U-shaped footprint, the building contains four distinct entrances with the individual address of 97, 99, 101, and 103 Norfolk Street. The Norfolk Street elevation is divided by rounded bays at its ends and center and extends twenty bays (Photos 1–3). The Elmhurst Street elevation extends seven bays (Photos 4). The building rests on a stone foundation and rises three stories over a raised basement to a flat roof. It is constructed of red brick laid in seven-course Flemish bond with cast-stone embellishment on its street-facing elevations; secondary elevations are laid in American bond. Original doors and windows on all elevations have been replaced; all windows hold 1/1 metal sash.

The Norfolk Street façade features three basement-level windows that have been filled, located in each of the rounded bays. A cast-stone watertable defines the upper floors from the basement. Paired entrances centered between the rounded bays are reached by flights of concrete stairs with metal handrails. The entrances hold replacement metal-and-glass doors. Cast-stone quoining defines the edges of each doorway and a corbelled cast-stone lintel spans the width of both doorways. Flanking the entries, rounded bays hold three windows on each floor. The first-floor windows are joined by a cast-stone lug-sill course and a cast-stone corbelled-lintel course mirroring the entrance lintel. Four windows light the second and third floors above the entrances. Second-floor windows in the four central bays feature cast-stone lug sills and cast-stone corbelled hoods. Third-floor windows in the four central bays are distinguished from those on the lower level by their splayed cast-stone lintels with corbelled keystones. The second- and third-floor bay windows are more simply treated with flat cast-stone lug sills and lintels. A wide metal cornice that incorporates a denticulated friezeboard and modillions crowns the façade, and cast-stone quoining defines its outer edges.

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The Elmhurst Street elevation is similar in treatment to the Norfolk Street elevation, though with less embellishment (Photo 4). Small basement windows in each of the seven bays have been filled. These openings and the three levels of windows on the upper floors are framed by flat cast-stone lug sills and lintels. The elaborate Norfolk Street cornice continues along this elevation as well.

The north and east elevations of the building are utilitarian in appearance (Photos 5–7). Brick is laid in American bond and fenestration is unadorned but for cast-stone lug sills and three-course segmental-arched, brick rowlock lintels. The north (rear) elevation accommodates a narrow, central lightwell, dividing the elevation into two blocks. The western block of the elevation is stepped. Regularly spaced single and paired windows light the bays on the rear elevation; those at the basement level have been filled. Four secondary entrances are located on this elevation, accessing each of the four building units. Bricked door openings directly above the entrances that flank the lightwell indicate the former presence of rear porches. Some windows facing the interior lightwell have been partially bricked in and vented. The east elevation presents a blank wall where it is visible from Norfolk Street and incorporates four regularly fenestrated recessed bays between this and a northern protruding bay that accommodates a rear stair.

Interior

The Samuel Edelman Apartments retain their original interior configuration with four apartments on each floor (Figures 1–2). Apartments contain two to four bedrooms and extend north-south. Each address has a set of main stairs that are centrally located along the interior walls, and secondary stairs that are located at the northern end of the building. Each of the four Norfolk Street entrances leads to an enclosed entry vestibule with doors leading to the first-floor apartment units and the main stair that accesses the apartments on the upper floors. Historic finishes are primarily relegated to the stairs, which retain their original turned newel posts and some treads (Photos 8–9). Residential units retain some original wood flooring in hallways, living rooms, and bedrooms, as well as wood thresholds and windowsills (Photos 10–12).

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

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Areas of Significance

(Enter categories from instructions.)

COMMUNITY PLANNING AND DEVELOPMENT

ARCHITECTURE

Period of Significance

1908-1969

Significant Dates

1908

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Samuel Edelman

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 Samuel Edelman Apartments are located at 97–103 Norfolk Street just a quarter of a mile west of Codman Square, an important civic, commercial, religious, and residential center at a major crossroads in the Dorchester neighborhood of Boston. The apartment building was constructed ca. 1908 by Samuel Edelman, a speculative developer hoping to capitalize on the expansion of electric streetcar lines down Norfolk Street that emerged in the late 19th century. Owners of the building, residents of the apartments, and immediate neighbors consisted of working-class families representing a variety of ethnic backgrounds. The Samuel Edelman Apartments are significant under Criterion A in the area of Community Planning and Development for their association with the large-scale suburban development made possible by the expansion of transportation networks that transformed Dorchester from a rural farming community to a dense, ethnically diverse, increasingly urban neighborhood during the first quarter of the 20th century. The building is also significant under Criterion C in the area of Architecture as a well-preserved example of Colonial Revival apartment buildings, one of the few constructed along this stretch of Norfolk Street. The period of significance for the Samuel Edelman Apartments begins in 1908 when the building was mostly likely constructed and, because of its continuous use as an apartment building, ends in 1969, the 50-year age guideline for listing in the National Register of Historic Places.

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

Residential Development along Norfolk Street

The Samuel Edelman Apartments are located at 97–103 Norfolk Street in the Dorchester neighborhood of Boston. Dorchester was founded by English settlers in 1630 and remained an independent town until 1870 when it was annexed to the City of Boston. It 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. Norfolk Street and Codman Square were part of this early network of roads and village centers. Norfolk Street was laid out in the early 18th century, intersecting with present day Washington Street, a colonial road connecting the Boston neighborhood of Roxbury, then an independent town, and Braintree. This intersection became the heart of Codman Square, a long-serving neighborhood village that developed into a rural religious center in the early 19th century with the construction of the Second Church in 1806, and evolved into a civic, commercial, and residential hub as the century progressed.¹

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 Boston,

¹ National Register of Historic Places, Codman Square Historic District, Boston, Suffolk County, Massachusetts, National Register # 83000602.

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Hartford and Erie Railroad, the New York and New England Railroad, and the New York, New Haven, and Hartford Railroad until 1968, 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 in the mid-19th century. Large, single-family homes in proximity to rail station stops were constructed on established streets, while smaller house lots were developed close to the stations. These development patterns applied to Norfolk Street. In 1829, Norfolk Street was characterized by widely spaced farms with only a handful of homes along the road (Figure 3). The arrival of the Boston & Providence railroad heralded change. The railroad tracks ran parallel to much of Norfolk Street, crossing it near Corbet Street. Dorchester Station was located one block west of Norfolk Street on present-day Woodrow Avenue. By 1850, twice as many homes lined Norfolk Street as did twenty years earlier (Figure 4).

Further accelerating the rate of residential development along Norfolk Street was the annexation of Dorchester to the City of Boston and the expansion of transportation networks in the last quarter of the 19th century. A significant consequence of the town's annexation was the systematic expansion of city services into the neighborhood, including water and sewer lines and waste disposal. The combination of these services with the introduction of horse-drawn streetcars expanded the possibilities for residential development. Horse-drawn streetcars were introduced to Norfolk Street in the vicinity of Codman Square in the 1870s. While the railway line introduced 30 years earlier made Boston more easily accessible to residents of Norfolk Street, streetcars made Boston accessible to commuters at a lower cost than the steam railroad lines, which made streets in proximity to the streetcar lines attractive to developers. By 1874, Norfolk Street reflected the transition that accompanied the introduction of the streetcar lines. While much of the southern end of the street retained its rural qualities with large lots and sparse development, properties north of Corbet Street were subdivided into small lots. Heading into Codman Square, the entire eastern side of Norfolk Street was subdivided with some residential development along side streets. The western side of the street—the future site of the Samuel Edelman Apartments—remained undivided at this time (Figure 5). The streetcar lines of the 1870s were electrified in the 1880s, an advancement that significantly shortened commuting time, and consequently accelerated the rate of residential development. By 1898, the majority of Norfolk Street in the vicinity of Codman Square and the Dorchester Station stop on the Boston & Providence Railroad line was developed with single-family frame houses; undeveloped land was subdivided and poised for development (Figure 6).

Development of Norfolk Street and Codman Square flourished during the first three decades of the 20th century, during which time the better part of Norfolk Street and its side streets were developed and Codman Square boasted schools, libraries, and commercial buildings that served the new residents. In contrast to the earlier development of Norfolk Street, residential dwellings added after the turn of the 20th century were typically multi-family buildings. These were interspersed with one-story commercial buildings and schools as the distance from Codman Square increased. An account of the changing nature of Norfolk Street during this period was recorded in a discussion among the Boston City Council of a proposal to widen Norfolk Street in 1910:

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[Norfolk Street] is a thoroughfare of Dorchester and is very much used. It is narrow and it is traversed by a double line of tracks of the Boston Elevated Street Railroad. All along the line of these tracks, the street is in a dangerous condition, and in many cases it is impossible for a vehicle passing along the street to get between the sidewalk and an electric car on the same side of the street. This part of Dorchester at the present time is in a transition state. A great many of the buildings along the street are old residences sitting way back from the street. But the district is changing. Business blocks and apartment houses are being built up to the street line so that the time will come when it will be more expensive to widen this street than it is at present.²

As this passage illustrates, Norfolk Street at this time was well suited for multi-family housing development. The proximity to a noisy, bustling road would have been less attractive to single-family homebuyers, and more suited to renters who required access to streetcar lines to reach their places of employment. Developers recognized the land value for this purpose and constructed marketable buildings accordingly. By 1933, multi-family residences and commercial buildings lined the busy street (Figure 7).

The Development of the Samuel Edelman Apartments

The land on which the Samuel Edelman Apartments were built was one of the last large parcels on Norfolk Street in proximity to Codman Square to be developed. The nearly five-acre property was owned by the Codman family. The Rev. John Codman, for whom Codman Square was named in the mid-19th century, was the influential first minister of Dorchester's Second Church at 600 Washington Street where he served from 1808 to 1847. The Codmans owned a significant amount of land along Norfolk Street between present-day New England Avenue and Whitfield Street in the early 19th century. A portion of this property was bequeathed to the Second Church for use as the Second Parish Church of Dorchester Cemetery, also known as Codman Burying Ground, following John Codman's death in 1848. The undeveloped five-acre Codman parcel and the nearby cemetery rendered the western side of Norfolk Street reminiscent of the mid-19th century until the late 1890s (Figure 8).

The development of the Samuel Edelman Apartments was the direct result of the expansion of the electric-streetcar system throughout Dorchester, and in Codman Square specifically, in the late 19th century. By 1897, the West End Street Railroad Company, which was responsible for suburban expansion of streetcar lines in the 1890s, had acquired and sold the Codman estate to the Roxbury Real Estate Association, an entity created in 1890 for the purpose of buying, selling, leasing, and improving real estate. The newspaper account of the sale indicated that new streets would be laid out and other improvements made.³ The 1898 Bromley Atlas illustrates the immediate introduction of Ferndale and Elmhurst streets and the subdivision of the property into roughly 4,000-square-foot parcels along the side streets and nearly 5,000-square-foot parcels along Norfolk Street (Figure 6). An advertisement for a house across Norfolk Street from the

² "Reports of the Proceedings of the City Council of Boston for the Year Commencing January 1, 1909 and ending February 5, 1910" (Boston: City of Boston Printing Department), 1910.

³ "Real Estate Matters," *Boston Daily Globe*. March 3, 1897.

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newly subdivided land lauds the many advantages of the neighborhood that the Roxbury Real Estate Association undoubtedly recognized when it purchased the Codman property: "This estate should interest any person desiring to purchase for a residence, as it is centrally located, very near Washington Street, and convenient to schools, churches, cars, etc. Splendid location for a first class home, being in a nice section of Dorchester."⁴ Despite these attractions, the subdivision was somewhat slow to develop. Just three houses were constructed on Elmhurst Street by 1904; these joined existing houses on Darlington Street to form a small cluster of residential development (Figure 9). It was not until between 1910 and 1918 that the side streets began to attract builders (Figures 10 & 11).

The larger parcels on Norfolk Street were more attractive. Samuel Altman acquired at least six of the Norfolk Street parcels on the former Codman property between 1904 and 1908: four parcels comprising the block between Ferndale and Elmhurst streets, and two parcels at the corner of Norfolk and Elmhurst streets. Altman was a Roxbury resident living on Holborn Place (present-day Glenburne Street) when he purchased the Norfolk Street parcels. He was a builder and real estate developer who was active in Dorchester, Allston, the North and South Ends, the Back Bay, and Brookline from about 1902 through his death in 1931. He is known for apartment hotels, some of which include The Pretoria (MHC# BOS.15397), the Belview Apartments (MHC# BOS.15396), and the Belgrade Apartments (MHC #BOS.15514), all constructed in 1911. Altman seems to have been attracted to the parcels for investment; he was not responsible for their development. He sold the undeveloped land at the corner of Norfolk and Elmhurst to Samuel Edelman in 1908 and retained ownership of the neighboring lots until sometime between 1918 and 1921, when they were eventually developed by another owner. Though original building permits do not survive for the apartment building at 97-103 Norfolk Street, it appears that Edelman was responsible for the construction of the building. A survey of the property following the sale, and a report of Edelman's petition for construction of a sidewalk in front of the new building in 1908 suggests the completion of the building in that year (Figure 12).⁵ Very little can be gleaned about Edelman. It appears that he and Altman were neighbors for a short time on Holborn Place.⁶ It is possible that they worked together in the development of the property with Altman as the builder.

Edelman sold his apartment building to the Stapleton family between 1910 and 1918. Brothers Eugene and Bernard Stapleton were residents of South Boston, where they lived with their sister on Dorchester Street through the 1920s. They were Irish immigrants who arrived in Boston in 1883 and operated a liquor store in South Boston.⁷ The building remained in the Stapleton family until 1972.

⁴ Advertisement for 108 Norfolk Street. "John B. Fitzpatrick, Auctioneer," *Boston Sunday Globe*. May 19, 1901, p.12.

⁵ City of Boston, "Reports and Proceedings of the City Council of Boston for the Year Commencing January 1, 1908 and ending January 2, 1909" (Boston: City of Boston Printing Department), 1909, 622.

⁶ According to the 1910 U.S. Federal Census, Edelman lived at 6 Holborn Place. While Edelman is not listed in Directories or the census, the 1911 Boston City Record refers to "the estate of Samuel Edelman" located at 9 Holborn Place. City of Boston, *City Record*, Vol 3. No.1 1911, 238.

⁷ 1910 & 1920 U.S. Federal Census.

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The Residents of the Samuel Edelman Apartments

The residents of the Samuel Edelman Apartments represented a variety of ethnic backgrounds over the years. The first residents of the building as recorded in the 1910 U.S. Federal Census were a combination of multi-generational American families from New England, New York, and Pennsylvania, and first- and second-generation families from Canada, England, Holland, and Ireland. Their neighbors on Darlington and Elmhurst streets and Southern Avenue reflected the same demographic. A decade later, the backgrounds of the residents of the Samuel Edelman Apartments were largely unchanged but for the addition of an Italian family. The side streets, however, became more heterogeneous. There were fewer multi-generational American families and a greater number of immigrants from a larger pool of countries including Sweden, Scotland, Finland, Russia, Poland and Lithuania. The residents of the Samuel Edelman Apartments continued to represent Canadian, Irish, and American backgrounds in the 1930s and 1940s and the side streets continued to expand their populations to include Jewish immigrants from Russia and Poland as well as Canadian and Irish immigrants.

This diversity of ethnic backgrounds is reflected in the close proximity of varied religious institutions that served the residents of the neighborhood. St. Matthew's Catholic Church, originally a mission of St. Gregory's in Lower Mills, was built on the corner of Darlington and Norfolk streets in 1890 (MCH# BOS.15912) attracting the first Catholic families to the neighborhood. The cluster of residential development along Darlington Street that appears on the 1894 Bromley Atlas was undoubtedly attributable to the introduction of the church. The church continued its attraction, which likely contributed to the desirability of the neighborhood for working-class Catholic families from Ireland and Italy. Similarly, several decades later, in 1925, the Tivkath Israel synagogue was built on the corner of Southern Avenue and Elmhurst Street, serving as a congregating place and later a Hebrew school for the Jewish families in the neighborhood.

Despite their diversity of backgrounds, a unifying factor among the residents of the Samuel Edelman Apartments and their neighbors was their economic class. All of these men and women were employed in working-class professions. They were clerks, bookkeepers, grocers, salesmen and -women, building tradesmen, night watchmen, brakemen, janitors, taxi drivers, and laborers. The proximity to the Norfolk Street streetcars would have been favorable for these working-class families commuting to their places of employment. Most apartments were occupied by immediate family members. However, a few were shared with extended family members and boarders. The desirability of proximity to transportation was reflected in an advertisement for a room in one of the Samuel Edelman Apartments in the 1920s: "...on car line, near depot."⁸

The Samuel Edelman Apartments have served as apartments continuously since the building's construction. However, the mid- to late 1960s ushered in the beginnings of change. As late as 1959, all but one of the apartments was occupied, according to the Boston City Directory of that year. The surnames of residents suggest a mixture of people with Italian, Jewish, and Irish backgrounds. By 1965, half as many residents remained in the building. In 1972, the Stapleton

⁸ "103 Norfolk Street Dorchester," Boston Sunday Globe. April 10, 1921.

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family, long-time owners of the building, sold the property to the Wayne Apartments Company, which completely rehabilitated the apartments for use as affordable-housing units. Changes were afoot in the immediate neighborhood during this time as well. The Congregation Tivkath Israel synagogue at the corner of Southern Avenue and Elmhurst Street, which functioned as a Hebrew school by 1933, was sold in 1970, reflecting the Jewish migration out of Dorchester and into the suburbs of Newton and Brookline from about 1950 to 1970. Five years later, the Roman Catholic presence in the former chapel of St. Matthew's Church on the corner of Norfolk and Darlington Streets, which was used as a parochial school for the Diocese in later years, was sold to the Ancient Egyptian Arabic Order of Nobles. Codman Square, too, was undergoing change. By the 1960s and 1970s, building abandonment, vacancy, and a decline in retail businesses was prevalent.

Beginning in the 1980s, and continuing to the present, reinvestment in the neighborhood has been ongoing. The Samuel Edelman Apartments have been part of this renewal. Beginning with its full rehabilitation in 1972, the building has served continuously as affordable housing. The building underwent a partial rehabilitation in the 1980s, and again in 2018. The most recent renovation aimed to address issues of deferred maintenance on the building's exterior and interior. Work included repointing and repair of brickwork; repair of concrete stairs, slabs, curbs, and drywall; replacement of rotted wood and non-historic interior fixtures and finishes; and repair and replacement of flooring. All work met the Secretary of the Interior's Standards for the Treatment of Historic Properties.

The Colonial Revival Movement and the Samuel Edelman Apartments

The Samuel Edelman Apartments were designed in the Colonial Revival style. This style was immensely popular in the United States from the late 19th through the mid-20th centuries. It was the dominant architectural vocabulary of apartment buildings in Dorchester for the first three decades of the 20th century. 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 fair grounds.⁹ 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 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*

⁹ Susan Prendergast Schoelwer, "Curious Relics and Quaint Scenes: The Colonial Revival at Chicago's Great Fair." (184-216) The Colonial Revival in America. Alan Alexrod, ed. (New York: W.W. Norton Company).

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Pine Series of Architectural Monographs printed photographs of colonial precedents.¹⁰ The single-most 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, multi-pane double-hung sash windows commonly featured in pairs, and, in urban examples, bowed fronts, which allowed for increased light to reach apartments in buildings erected on deep, narrow lots.¹¹

The Samuel Edelman Apartments were constructed as the Colonial Revival style was becoming the dominant architectural vocabulary. The building embodies the style in its massing and ornament. Its bow-fronted façade was typical of urban Colonial Revival buildings. Other representative features include: the wide, metal cornice with ogee profiling, modillions, and a denticulated frieze; the use of cast stone for emphasis on door surrounds and fenestration; and the regular organization of windows on all elevations. These openings would have held multi-light wood sash originally.

Edelman's choice of the Colonial Revival was typical for developers in the first decades of the 20th century, who were interested in developing marketable properties. The Colonial Revival would have been an architectural vocabulary that was familiar to them and to future residents and that represented current style. While there was no precedent for masonry apartment building along this stretch of Norfolk Street, the commercial, residential, and municipal buildings erected in Codman Square at the turn of the 20th century were models of current style. The Codman Square branch library at 6 Norfolk Street (MHC #BOS.6127), constructed in 1904, and the commercial and residential buildings at 337 Talbot Avenue (MHC# BOS.6693) and 363 Talbot Avenue (MHC# BOS.6746), constructed in 1903 and 1899, respectively, were all constructed in the Colonial Revival style and were major anchors of the Codman Square intersection. For Edelman, it would have been a logical choice to emulate comparable buildings in the neighborhood for an investment property. The Colonial Revival style, familiar throughout the neighborhood, would have been appealing to future buyers and residents.

¹⁰ Virginia and Lee McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 1998), 321.

¹¹ *Ibid.*, 326.

9. Major Bibliographical References

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

“103 Norfolk Street Dorchester,” Boston Sunday Globe. April 10, 1921.

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Boston City Directories, 1912, 1914, 1957, 1959, 1965.

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Samuel Edelman Apartments
Name of Property

Suffolk County, MA
County and State

Hopkins, Griffith Morgan Jr. Atlas of the County of Suffolk, Mass. Vol. 3 Including South Boston and Dorchester from Actual Surveys and Official Records. (Philadelphia: G.M. Hopkins & Co.) 1874.

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U.S. Federal Census Records 1900-1940.

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 # _____

Samuel Edelman Apartments
Name of Property

Suffolk County, MA
County and State

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.16714

10. Geographical Data

Acreeage of Property less than 1 acre

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

1. Latitude: 42.288532 Longitude: -71.076055

2. Latitude: Longitude:

3. Latitude: Longitude:

4. Latitude: Longitude:

Verbal Boundary Description (Describe the boundaries of the property.)

The Samuel Edelman Apartments are located at 97-103 Norfolk Street in Boston, Massachusetts. The property boundaries are confined to parcels 1701436000, 1701437000, 1701438000, 1701439000 as shown on the attached assessor's map.

Boundary Justification (Explain why the boundaries were selected.)

The boundary of the Samuel Edelman Apartments conforms to the boundaries of the original city lots on which the building was constructed.

11. Form Prepared By

name/title: Roysin Bennett Younkin, Associate, MacRostie Historic Advisors, with Betsy Friedberg, National Register Director
organization: Massachusetts Historical Commission
street & number: 220 Morrissey Boulevard
city or town: Boston state: MA zip code: 01215
e-mail betsy.friedberg@sec.state.ma.us
telephone: 617-727-8470
date: 6/1/2018

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.)

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: Samuel Edelman Apartments

City or Vicinity: Boston

County: Suffolk

State: MA

Photographer: Mary Nastasi

Date Photographed: May 2018

Description of Photograph(s) and number, include description of view indicating direction of camera:

Photo 1 of 12: 97–103 Norfolk Street, south elevation, looking northwest

Photo 2 of 12: 97–99 Norfolk Street, south elevation, looking north

Photo 3 of 12: 101–103 Norfolk Street, south elevation, looking north

Photo 4 of 12: Elmhurst Street (west) elevation, looking northeast

Photo 5 of 12: 97 Norfolk Street, east elevation looking northwest

Photo 6 of 12: 97–103 Norfolk Street, north elevation, looking southeast

Photo 7 of 12: Detail north elevation, looking southeast

Photo 8 of 12: 97 Norfolk Street, first floor stair, looking north

Photo 9 of 12: 103 Norfolk Street, second floor stair, looking southeast

Photo 10 of 12: 101 Norfolk Street, apartment interior, second floor, looking southeast (bed room)

Photo 11 of 12: 101 Norfolk Street, apartment interior, third floor, looking northeast (living room)

Photo 12 of 12: 101 Norfolk Street, apartment interior, third floor, looking south (hallway)

Figures

[Note: Images in figures 5-11 are used courtesy of mapjunction.com, a collection of maps organized by Bill Warner that combine records from the Boston Redevelopment Authority, the Boston Public Library, and the Norman B. Leventhal Map Collection at the Boston Public Library].

Figure 1: 97–103 Norfolk Street, first floor plan, *courtesy of The Architectural Team, Inc.*

Figure 2: 97–103 Norfolk Street, second and third floor plan, *courtesy of The Architectural Team, Inc.*

Samuel Edelman Apartments

Name of Property

Suffolk County, MA
County and State

Figure 3: John Groves Hales “Map of Boston and its Vicinity” (1829), *courtesy of the Norman B. Leventhal Map Collection at the Boston Public Library.*

Figure 4: E. Whiting “Map of Dorchester, Mass” (1850), *courtesy of the Norman B. Leventhal Map Collection at the Boston Public Library.*

Figure 5: Griffith Morgan Hopkins, Jr. “Atlas of the County of Suffolk, Mass. Vol. 3 Including South Boston and Dorchester from Actual Surveys and Official Records” (1874), *courtesy of mapjunction.com.*

Figure 6: 1898 Bromley Atlas, *courtesy of mapjunction.com.*

Figure 7: 1933 Bromley Atlas, *courtesy of mapjunction.com.*

Figure 8: 1894 Bromley Atlas, *courtesy of mapjunction.com.*

Figure 9: 1904 Bromley Atlas, *courtesy of mapjunction.com.*

Figure 10: 1910 Bromley Atlas, *courtesy of mapjunction.com.*

Figure 11: 1918 Bromley Atlas, *courtesy of mapjunction.com.*

Figure 12: 1908 Survey of 97-103 Norfolk Street from the property deed.

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.

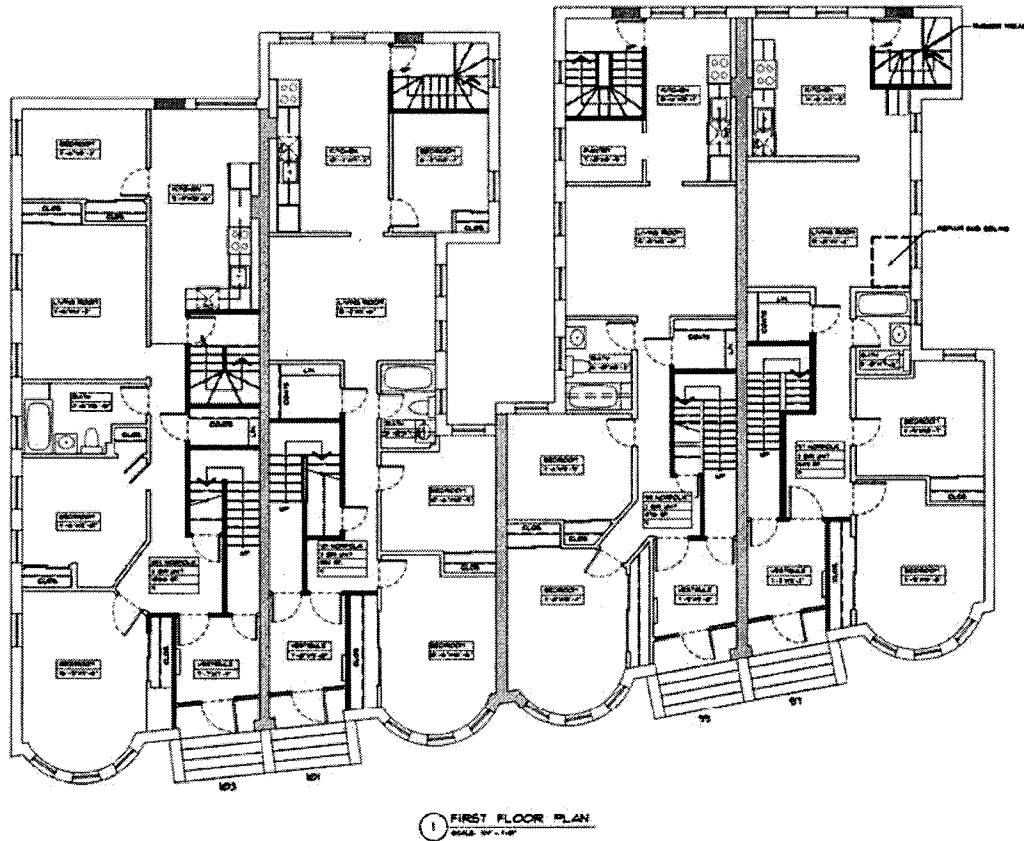


Figure 1: 97-103 Norfolk Street, first floor plan.

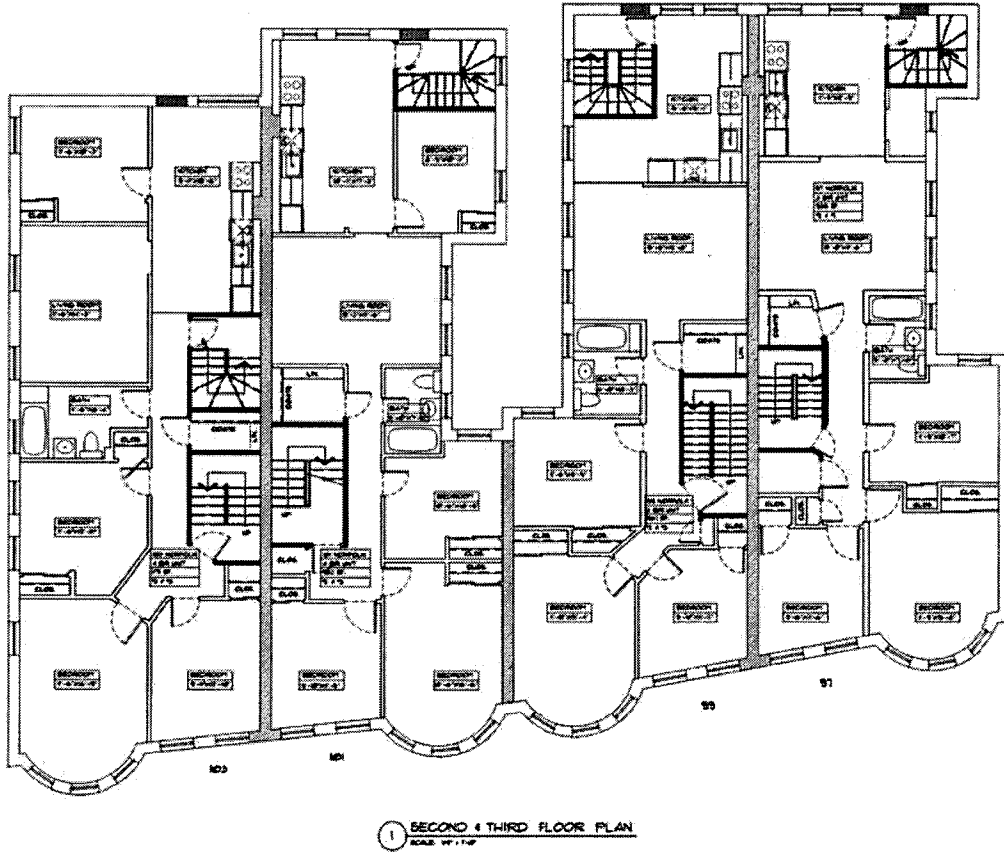


Figure 2: 97-103 Norfolk Street, second and third floor plan.



Figure 3: Detail from John Groves Hales's 1829 "Map of Boston and its Vicinity from Actual Survey" illustrating sparse development along Norfolk Street in the early nineteenth century. The arrow points to Norfolk Street and Codman Square is circled.

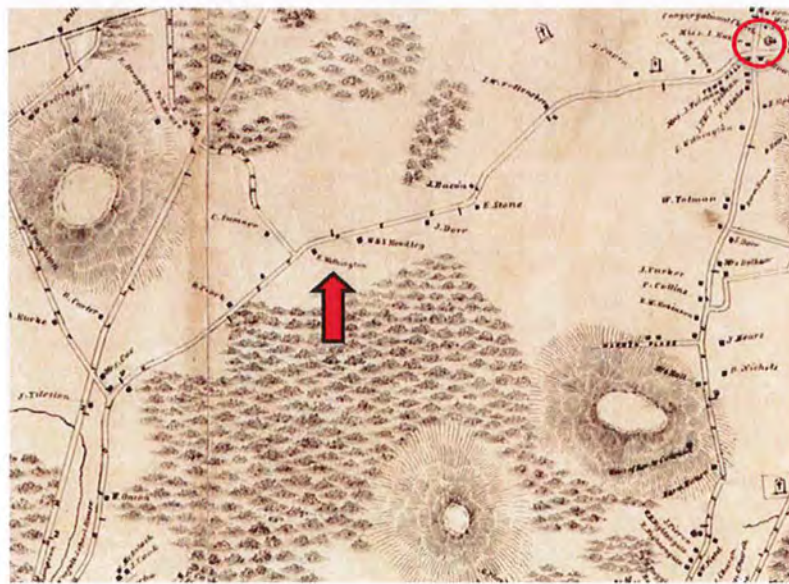


Figure 4: Detail from E. Whiting's 1850 "Map of Dorchester, Mass" illustrating increased residential development along Norfolk Street. The arrow points to Norfolk Street and Codman Square is circled.

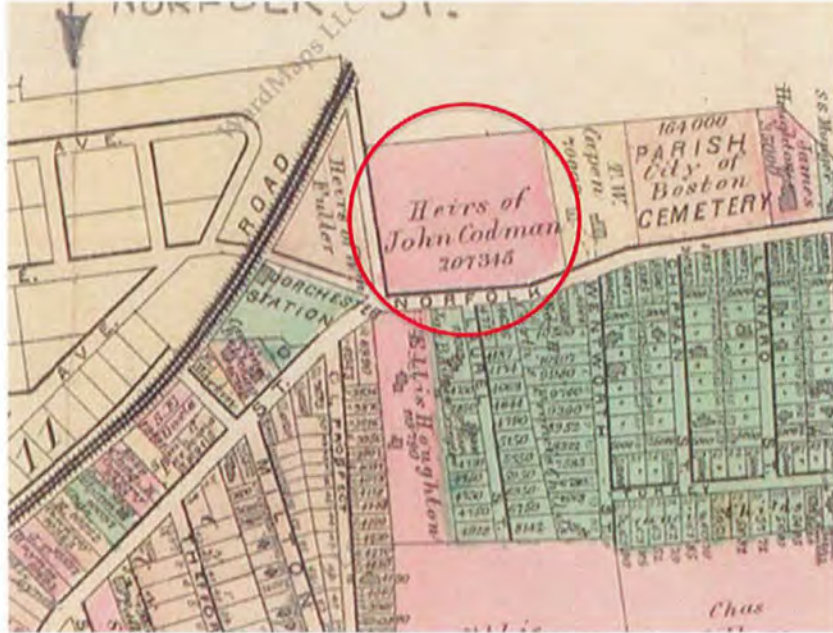


Figure 5: Detail from G.M. Hopkins' 1874 "Atlas of the County of Suffolk, Mass. Vol. 3 Including South Boston and Dorchester from Actual Surveys and Official Records." The Codman property (circled) is the future site of the residential subdivision that will include Ferndale, Elmhurst, and Darlington streets between Norfolk Street and Southern Avenue, and the Samuel Edelman Apartments.

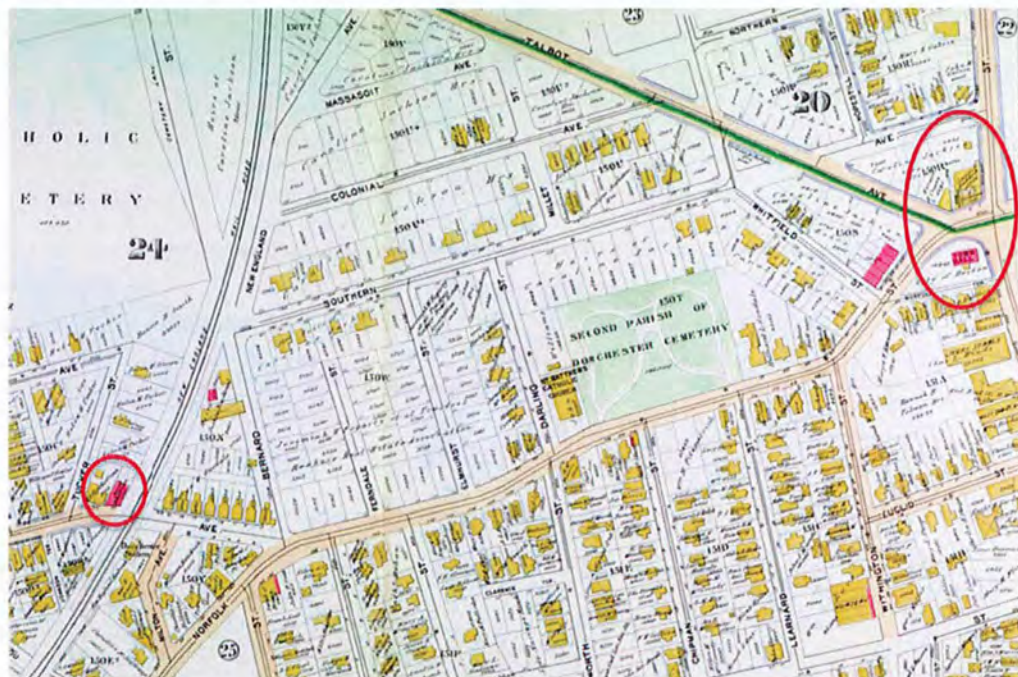


Figure 6: 1898 Bromley Atlas illustrating the development of Norfolk Street between Dorchester Station on the Boston and Providence Railroad line (circled left) and Codman Square (circled right).



Figure 7: 1933 Bromley Atlas illustrating the dense development along Norfolk Street. The Samuel Edelman Apartments are circled.

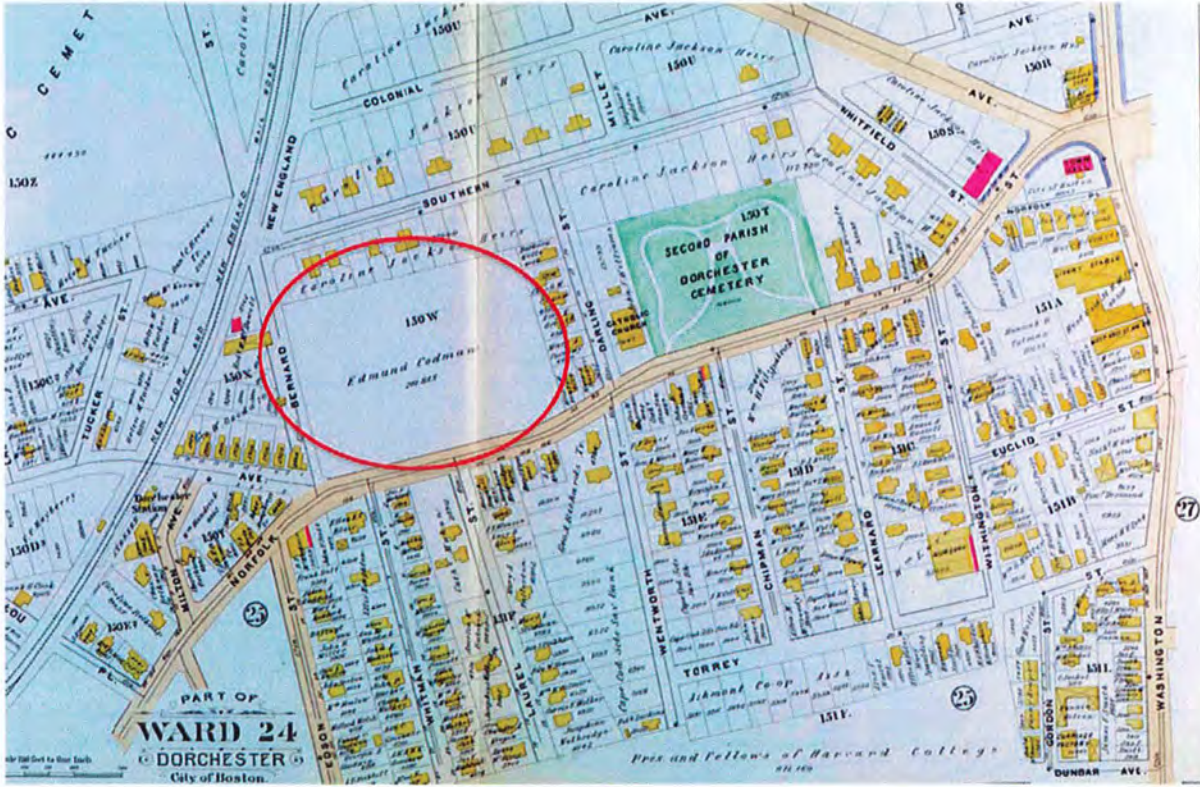


Figure 8: 1894 Bromley Atlas illustrating the Codman parcel prior to subdivision.

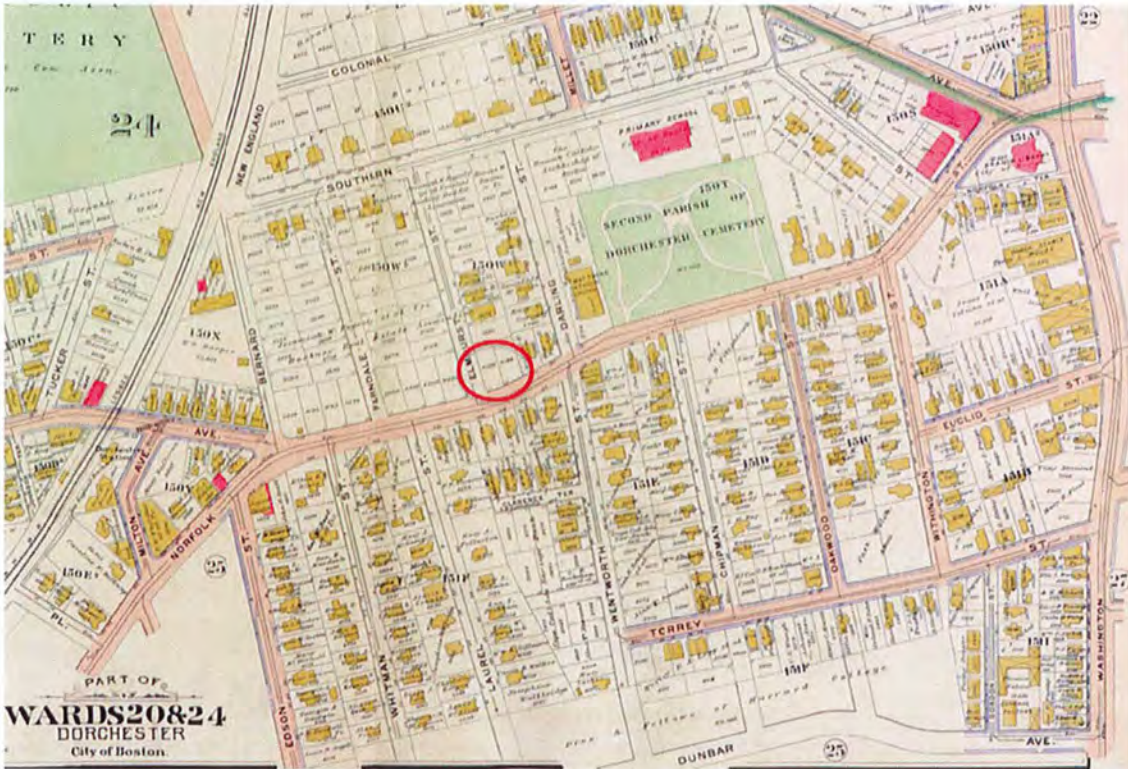


Figure 9: 1904 Bromley Atlas illustrating the sparse development of the Codman parcel. Future site of Samuel Edelman Apartments circled.

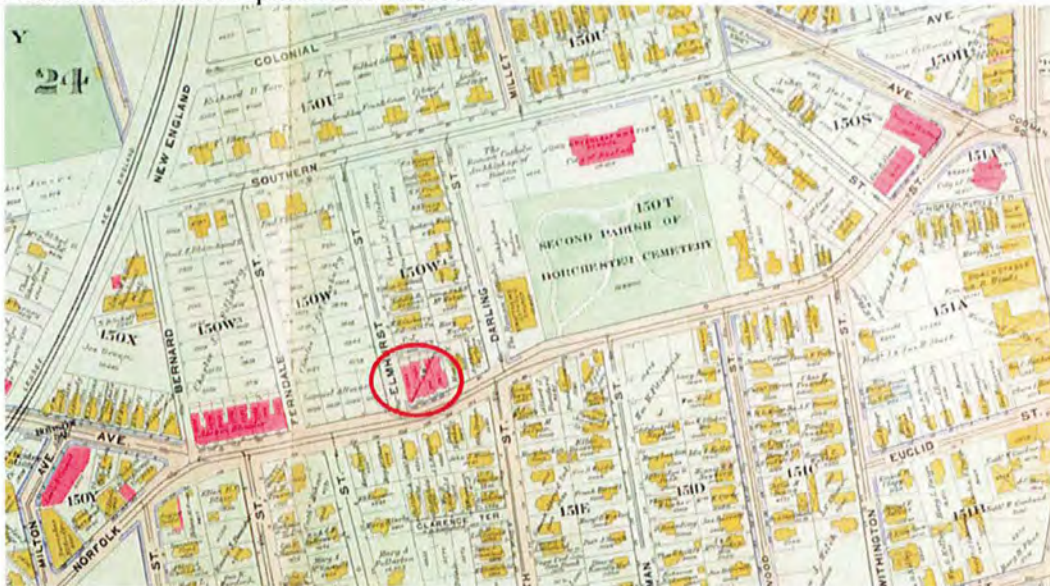


Figure 10: 1910 Bromley Atlas. Samuel Edelman Apartments (circled) have been constructed.

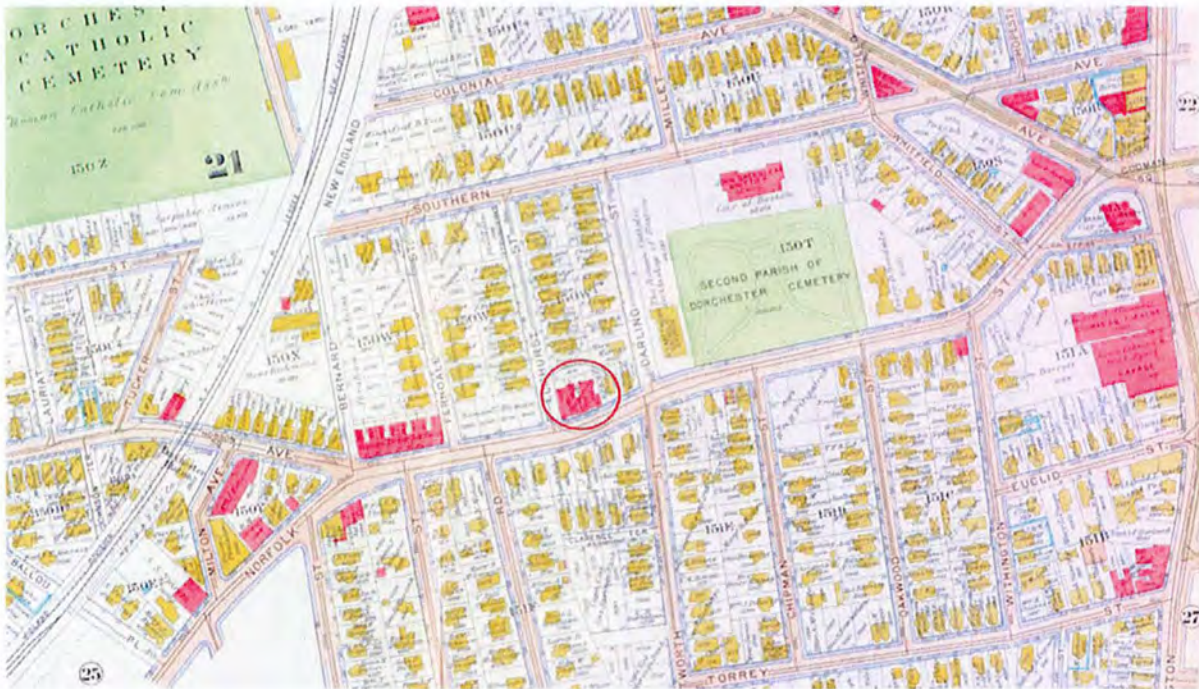
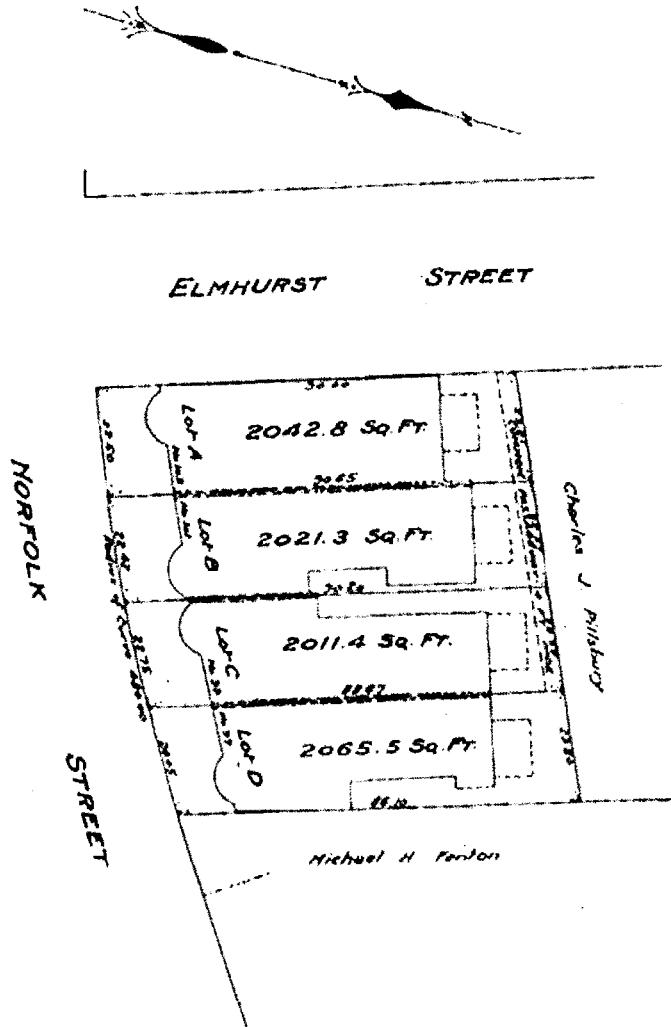


Figure 11: 1918 Bromley Atlas illustrating increased development of the Codman parcel. Samuel Edelman Apartments are circled.

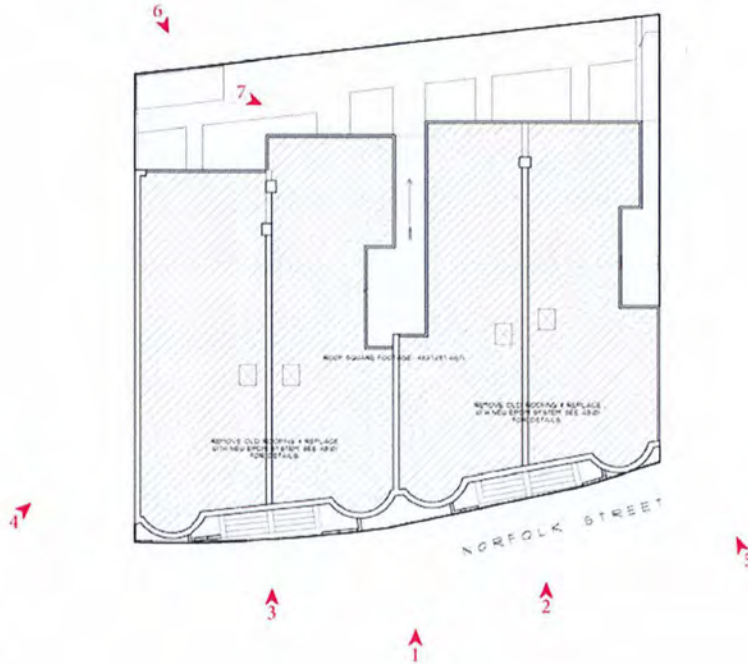


Scale 10 feet to an inch.
D W Hyde, Surveyor, 15 Court Square,
Boston, Nov 3, 1908.

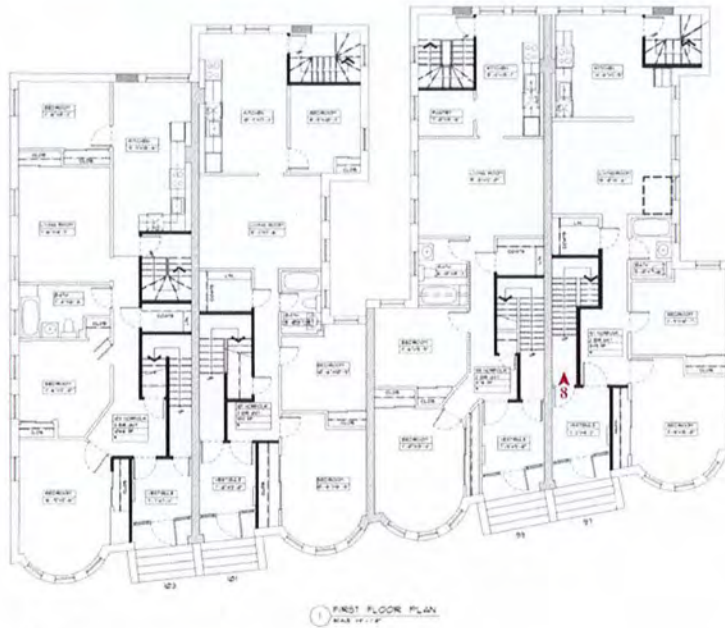
²⁰
Sudbury H. Mansfield
74 2244
742

Figure 12: 1908 Survey of the Samuel Edelman Apartments.

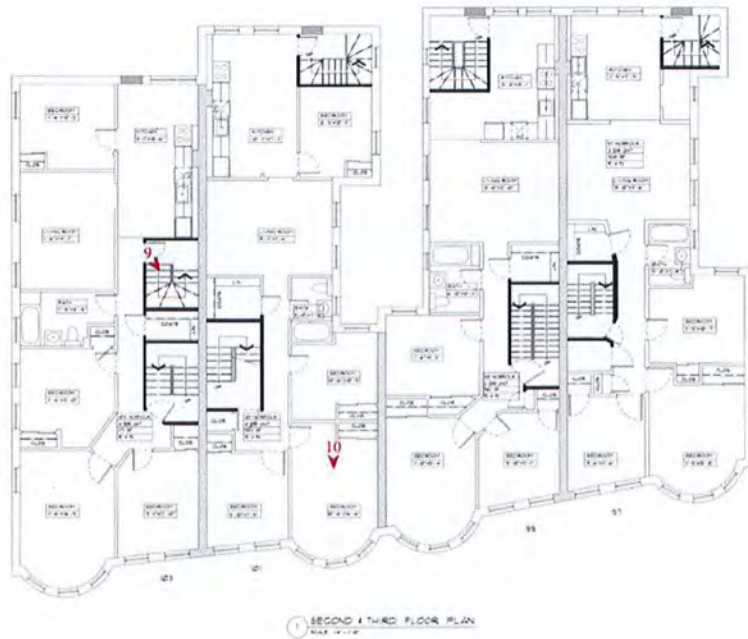
Photo Keys



Site Plan



First-Floor Plan



Second-floor Plan



Third-floor Plan

Samuel Edelman Apartments

January 23, 2019



97-103 Norfolk St., Boston (Suffolk Co.), MA



**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 supercede any federal, state or local laws or regulations.



Samuel Edelman Apartments, Boston (Suffolk Co.), MA



Samuel Edelman Apartments, Boston (Suffolk Co.), MA



1. 97-103 Norfolk Street, south elevation, looking northwest



2. 97-99 Norfolk Street, south elevation, looking north

Samuel Edelman Apartments, Boston (Suffolk Co.), MA



3. 101-103 Norfolk Street, south elevation, looking north



4. Elmhurst Street (west) elevation, looking northeast

Samuel Edelman Apartments, Boston (Suffolk Co.), MA



5. 97 Norfolk Street, east elevation looking northwest



6. 97-103 Norfolk Street, north elevation, looking southeast

Samuel Edelman Apartments, Boston (Suffolk Co.), MA



7. Detail north elevation, looking southeast



8. 97 Norfolk Street, first floor stair, looking north

Samuel Edelman Apartments, Boston (Suffolk Co.), MA



9. 103 Norfolk Street, second floor stair, looking southeast



10. 101 Norfolk Street, apartment interior, second floor, looking southeast (bed room)

Samuel Edelman Apartments, Boston (Suffolk Co.), MA



11. 101 Norfolk Street, apartment interior, third floor, looking northeast (living room)



12. 101 Norfolk Street, apartment interior, third floor, looking south (hallway)



DRIVE SLOW

901

97



DRIVE SLOW

99

97

zipcar



103

101

99

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EXCEPT FOR
LOADS ONLY
5' MAX



97



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Love In Boston



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UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: Samuel Edelman Apartments

Multiple Name: _____

State & County: MASSACHUSETTS, Suffolk

Date Received: 1/31/2019 Date of Pending List: 2/12/2019 Date of 16th Day: 2/27/2019 Date of 45th Day: 3/18/2019 Date of Weekly List: _____

Reference number: SG100003471

Nominator: Other Agency, SHPO

Reason For Review: _____

X Accept Return Reject 3/5/2019 Date

Abstract/Summary Comments: AOS - Community Planning and Development; Architecture; LOS: local; POS: 1908-1969.

Recommendation/ Criteria: NR Criteria A & C.

Reviewer Lisa Deline Discipline Historian

Telephone (202)354-2239 Date 3/5/19

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

January 28, 2019

Dr. Julie Ernstein
Deputy Keeper
Acting Chief, National Register of Historic Places
Department of the Interior
National Park Service
1849 C Street NW, Stop 7228
Washington, DC 20240

Dear Dr. Ernstein:

Enclosed please find the following nomination form:

Samuel Edelman Apartments, Boston (Suffolk County), Massachusetts

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,

A handwritten signature in blue ink that reads "Betsy Friedberg".

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

enclosure

cc: Mayor Martin Walsh, City of Boston
Rosanne Foley, Executive Director, Boston Landmarks Commission
Kathleen Von Jena, Boston Landmarks Commission, CLG Coordinator
Lynn Smiledge, Chairperson, Boston Landmarks Commission
Roisin Bennett Younkin, consultant, MacRostie Historic Advisors
Albert Rex, consultant, MacRostie Historic Advisors
Daniel J. Cruz, Cruz Development Corporation