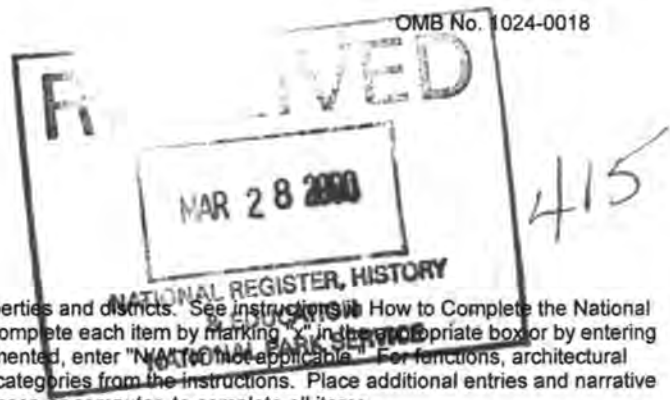


United States Department of the Interior
National Park Service

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

1. Name of Property

historic name Harvard Avenue Historic District

other names/site number Allston Village Historic District

2. Location

street & number 1-194 Harvard Ave., 101-174 Brighton Ave., 334-391 Cambridge St., plus Franklin, Gardner Sts. Farrington Ave., Harvard, Glenville Terrs. N/A not for publication

city or town Boston (Allston) N/A vicinity

state Massachusetts code MA county Suffolk code 025 zip code 02134

3. State/Federal Agency Certification

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

Judith B. McDonough
Signature of certifying official/Title

Date 3/24/2000

State or Federal agency and bureau

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

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:
 entered in the National Register
 See continuation sheet.
 determined eligible for the National Register
 See continuation sheet.
 determined not eligible for the National Register
 removed from the National Register
 other (explain): _____

Signature of the Keeper

Date of Action

Edson A. Beall 4/28/00

Harvard Avenue Historic District
Name of Property

Suffolk County, MA
County and State

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

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
63	13	buildings
0	0	sites
1	1	structures
0	1	objects
64	15	Total

Name of related multiple property listing

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

N/A

Number of contributing resources previously listed in the National Register

2 (1 building, 1 object)

6. Function or Use

Historic Functions

(Enter categories from instructions)

- DOMESTIC/single; multiple dwelling
- COMMERCIAL/business; store; restaurant
- GOVERNMENT/fire station
- RELIGION/religious facility
- TRANSPORTATION/rail-related

Current Functions

(Enter categories from instructions)

- DOMESTIC/multiple dwelling
- COMMERCIAL/business; store; restaurant
- RELIGION/religious facility
- GOVERNMENT/fire station, post office

7. Description

Architectural Classification

(Enter categories from instructions)

- LATE VICTORIAN/Mansard; Second Gothic Revival;
- Queen Anne; Richardsonian Romanesque; Renais-
- sance Revival
- LATE 19TH & 20TH CENTURY REVIVALS/Colonial
- Revival, Classical Revival, Tudor Revival, Spanish
- Colonial Revival

Materials

(Enter categories from instructions)

- foundation BRICK; CONCRETE; STONE
- walls BRICK; WOOD; STUCCO;
- SYNTHETICS: vinyl
- roof ASPHALT; STONE/slate; CERAMIC TILE
- other STONE/sandstone, limestone; WOOD
- METAL; TERRA COTTA

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

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Boston (Allston) (Suffolk Co.), Mass.

7. DESCRIPTION

Architectural overview

The Harvard Avenue Historic District is an area of approximately 23 acres roughly aligned along the north/south axis of the Harvard Avenue corridor in the Allston section of Boston. Extending south from the former Boston & Albany railroad tracks nearly to Allston's major southern street, Commonwealth Avenue, it is a mixed-use district that was built up with one-story commercial buildings and small-scale brick apartments and row houses in an explosion of development in the early years of the twentieth century. While most of the buildings date from 1905 through 1916, a handful of late nineteenth century multi-story masonry commercial blocks and wood-frame houses remain as well. Three early focal points of the district are neither commercial nor residential in origin: the stuccoed Tudor Gothic **Allston Methodist Episcopal Church** of 1877, the 1887 Richardsonian Romanesque **Allston Station** (recently designated a Boston Local Landmarks), designed by Shepley, Rutan & Coolidge; and the Colonial Revival **Harvard Avenue Fire Station / Station #41** of 1891 (NR individual listed 1983). While many of the commercial properties have been somewhat altered by storefront replacement, and residential buildings have undergone window and door replacement and some siding changes, there are very few non-contributing properties within the district. The 15 non-contributing resources include eight post-1950 buildings and a rental car lot – all of a modest scale compatible with their surroundings.

Description

Two major east-west streets, Cambridge Street and Brighton Avenue, cross Harvard Avenue within the district. Each has its own node of commercial buildings flanking the intersection. The district's earliest group of resources is located at the area's northern boundary just south of the railroad, around the intersection of Cambridge Street with Harvard Avenue, at the foot of Franklin Street. Here are several buildings that link the Harvard Avenue District to its former incarnation as a nineteenth century neighborhood that grew up near the first 1860s Allston railroad depot. The oldest building in the district, the wood-frame **John English House at 390 Cambridge Street** (map #7) of c. 1870, is the only single-family house in the district that remains from what was a stylish nineteenth century suburban area of middle and upper-middle class residences on large lots. For a full century the English House stood close in the shadow of the neighborhood grammar school, the Washington Allston School (demolished 1977), a high-gabled masonry edifice on the lot to the west. The English House is a modest mansard cottage, altered by changes to its siding and fenestration, but retaining its overall proportions and the distinctive belcast flare of its roof.

North across Cambridge Street, on the block between Wilton and Franklin Streets, is a cluster of multi-story brick buildings representing the district's earliest commercial center. Two flat-roofed three-story buildings, the **Shepard/Longfellow Block** and the **Chester Block** (maps #4,5, photo #1), share a continuous roofline adorned with corbelled brick cornices which provide the main decorative note in these simply detailed buildings of stores at the first story and apartments on upper floors. Both the Shepard/Longfellow Block at **4-8 Franklin Street** and the eastern two-thirds of the Chester Block at **379-385 Cambridge Street** were built c. 1876, while the western section of the Chester Block was added in 1892. The Shepard/Longfellow Block, probably one of several buildings designed by architect/developer Frank Shepherd (Shepard), has been altered by the application of modern "permastone"-like siding to its first floor façade, and by the boarding up of its doors and many of its windows. At the second and third

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story level, portions of red brick wall with dark mortar show beneath a layer of peeling white paint; a row of angled vertical "soldier" bricks forms a band just under the cornice. The upper walls of the older, east portion of the Chester Block have three evenly-spaced window bays facing Franklin Street, and eight of the Cambridge Street side. On the nine-bay later western section, a rare commercial example of the work of Swiss-born architect Franz Joseph Untersee, two sets of windows with marble sills are arranged in pairs. Like the Shepard/Longfellow Block, the Chester incorporates angled bricks into the cornice. Between the upper stories, a carved stone sign reads "Chester Block." The storefronts of both parts of the building are some of the bests-preserved in the district. Most are of a typical three-part arrangement with large plate glass display windows and central, recessed entries. Several retain their early wooden glass-and-panel doors and dome slender cast-iron paneled piers. The Wilton Street end retains an early three-part display window, the cast iron frieze above the storefront, and a round cast-iron column that supports the upper southwest corner of the building. In contrast to the unusual survival of its late Victorian features, the appearance of the Chester Block is presently marred by four large billboards atop its roof.

Nearly touching the northwest rear wall of the Chester Block at **7 Wilton Street** (map #6), is a narrow four story three-bay lodging house, later converted to apartments, designed by Frank H. Shepherd and constructed in 1890. This simply detailed building has a facade of red and yellow brick, paired polygonal bay windows with woven-brick corners at the first and second stories, and splayed-brick lintels.

At the corner of Braintree and Franklin Street, abutting the Shepard/Longfellow Block at the northern edge of the district is one of the area's largest and most distinctive buildings, the 1890 **Allston Hall Block (10-14 Franklin Street/4 Braintree Street**, map #3, photo #2). Also designed by Shepherd, this massive four story block was once complemented by another similar building adjoining it to the west – the wood frame Odd Fellows' Hall. Today, however, it remains as the district's only example of a once popular late nineteenth century hybrid – the mixed use business block with stores at the ground level, flats on the second floor, and a meeting hall above. The function of its fourth story is unknown, but each street façade of the near vertical red slate mansard roof displays two Queen Anne wall dormers with large Palladian windows, and trimmed with brownstone and terra cotta. Just below the east wall dormers is a carved terra cotta sign reading "18 Allston Hall Block 90". Just like the dormers, the walls of the second and third stories are faced with buff brick, no greatly darkened. Contrasting dark brickwork forms a quoin-like motif at the corners. While the first story walls and windows have been filled in with multi-colored modern brick, the fluted cast-iron piers or pilasters that divided their storefronts remain.

Across Franklin Street abutting the former B & A railroad tracks at **15 Franklin Street** is the **Allston Station** of 1887 (map #1, photo #3). Designed by Shepley, Rutan & Coolidge, as a replacement for the smaller wood-frame 1867 depot, it is a long Richardsonian Romanesque building of ashlar granite construction with dark Longmeadow sandstone trim and a steeply-pitched, low-hanging roof of ark gray slate. Dark, beaded mortar joints between the randomly-laid, rough faced granite blocks and a series of band courses of dark sandstone emphasize both the warm polychromy and strong horizontality of the building. Triple round-headed, sandstone trimmed windows high in each gable end wall are typical Richardsonian Romanesque features, as are the low, integral chimney at the peak of the east gable wall and the dressed sandstone coping of the gable end walls. The function of the two main waiting rooms of the station, one for men and one for women, is still reflected in the mirror image fenestration of the south façade, where a center entry flanked by paired, deeply-set, square-headed windows remains from each

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waiting room. The original covered promenades remain along the tracks, still supported by over a dozen wood posts with three part braces. On the street side, the deeply overhanging, bracketed eaves of the roof's south slope rest of knee braces atop stone corbels. On the interior, the open ceiling, supported on seven dark-stained king post trusses, has been preserved. A 1970s addition, made when the depot was converted to a restaurant, is a salvaged red caboose (N/C, map #2) that forms the outer portion of a plank sided lean-to extension at the southwest corner. Other modern additions include a one story kitchen wing to the east with a smaller concrete-block ell abutting its outer end. No remnant survives, however, from the original Olmsted-designed landscaping of the carriage drive area between the building and the street.

The vista southeast from Cambridge Street east of the station, which still includes the wide expanse of railroad tracks entering the Allston railroad yards, now also overlooks the Massachusetts Turnpike, which was extended in the 1960s through the railroad right of way. The northeast corner of the district ends at the Cambridge Street overpass. Forming a dramatic gateway to the district, and prominently visible from the Turnpike, is the four story, yellow-brick 1895 Georgian Revival **Allen Building (334-354 Cambridge Street, map #12-17, photo #4)**. The Allen Building sweeps in a full twenty-five bays around the corner of Linden Street, with a wide bowfront at the northeast corner. While the building is unified by its symmetrical upper fenestration pattern, a prominent corner entrance, and three horizontal lines of brick and terra cotta band course, its Cambridge and Linden Streets first story facades are quite different in design. The first story along the Cambridge Street side, like most of its neighbors to the west, is divided into storefronts. Although their windows have been blocked up with metal, wood and textured modern brick, all four stores retain their wood-paneled, recessed entries, and a wide metal frieze topped by a fret-work cornice remains above them. The entablature above the altered main entry at the rounded corner is still in place, displaying the somewhat effaced named "Allen Building." The first story facing Linden Street forms a striking visual transition from the commercial focus of the main thoroughfares to the residential neighborhood of the side streets. Here three first story recessed entries with cast-iron fleur-de-lys embellished hoods have steep stairs leading to the glass and panel doors to the apartments that fill all four floor on this side of the building. Instead of storefronts, the first story wall of this east side displays paired 1/1 sash windows with splayed brick lintels. On both facades at the second and third stories, paired 1/1's with brick keystone lintels alternate with two shallow, two-story high polygonal copper bay windows, the only examples of their type in the district.

At **11-15A Linden Street** (map # 18-21, photo #19), abutting the south wall of the Allen Building and built about 1897, is a small Federal Revival red brick block that began as a set of four rowhouses, and was later subdivided into apartments. Its façade is symmetrically arranged, with four bowfronts and four double doorways with high stone stairs, each recessed deeply under a round keystone brick arch. While in generally poor condition, it retains its dentiled cast iron roof cornice and marble window lintels, sills and band course above the basement story. Several of its wood glass and panel doors with paneled surrounds remain, as do some of the iron rails and recessed-panel iron posts on the stairways.

The latest contributing resource in the district is located west of the Allen Building at **372 Cambridge Street**, at the west corner of Cambridge and Highgate Streets (map #10, photo #18). This is a one-story gas station of 1935. While its pumps are gone, it is bow surrounded by an auto storage lot, and its walls have been re-clad with corrugated metal siding. Its diminutive L-plan form and imitation tile roof with finials constitute a rare small-scale reminder of the early automobile age.

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Proceeding to the west, the two south corners of the Harvard Avenue/Cambridge Street intersection are marked by two more round-cornered buildings, much smaller than the Allen Building; and as one story brick multi-store blocks with decoration mainly in the pilasters and upper walls above the store windows, they set the tone for most of the commercial district to their south. At the east corner, **4-8 Harvard Avenue/374-380 Cambridge Street** (map #9, photo #5), built c. 1908, has been considerably altered by the filling in of its storefronts (including the southern one for the former Allston post office) and the addition of a concrete-block northeast section. Nevertheless, it retains its general form, as well as its upper wall with brick parapet, dentiled cornice, frieze, and the molded capitals of its pilasters. On the west side of Harvard Avenue at **1-5 Harvard Avenue/382-386 Cambridge Street** (map #8) is a slightly larger, later building, built in 1911 and designed by architect A.J. Carpenter. Georgian Revival in its detailing, it has lost its original turned roof balustrade, but still has its paneled cast-iron cornice and frieze with both modillions and an egg-and-dart course above five storefronts. Attached to its south end at **11-17 Harvard Avenue** (map #22) is a building built about a decade later whose material is cast stone shaped to form fluted pilasters and shield and drapery motifs in its paneled parapet. It continues the general form and roofline of the building to its north. This is a three-store block, and it retains its three part wooden display windows. The unusual survival of this amount of detail stands in striking contrast, however, to the modern billboard on its roof, and the large satellite dish and smaller billboards on the building to its north.

Across Harvard Avenue is one of two institutional buildings in the district (now an antique store), and the only one previously listed on the NR. The two-story, hipped-roof **Harvard Avenue Fire Station at 16 Harvard Avenue** (map #23, photo #6) was designed in 1891 by City Architect H.H. Atwood using a buff brick, with hipped slate roof. Punctuating the roof are a hipped-roofed front former, three shed-roofed dormers along each side slope, and toward the front, a square copper-clad cupola. While the two wide segmental-arched entrance bays on the façade have been glassed-in to become display windows, the building retains the massive form and Renaissance/Colonial Revival character that still causes it to dominate the northern block of Harvard Avenue. Classical detailing here includes corner pilaster and a stone cornice with modillions and egg-and-dart detailing.

The properties immediately south of the fire station on both sides were among the last on Harvard Avenue to be developed. A double and a single wood frame house stood on the west side until the middle of the twentieth century, when they were both torn down for the present N/C rental car lot (map #25-27) and the new Allston Post Office at 39 Harvard Avenue (map #29). All the other buildings replaced houses at a much earlier date. **20-24 Harvard Avenue** (map #24), a three story building of dark textured brick and stucco, was built between 1909 and 1915. Although its storefronts have been greatly changed, they have kept their original configuration and proportions, with deeply recessed entries and angled display windows. The upper wall is simply finished with a stuccoed frieze, lines of vertical "soldier" bricks, stone cornice and a brick parapet. One glass and panel door with a single long glass light remains in the southernmost storefront. The next building south at 32-34A Harvard Avenue (map #28) has recently been rendered N/C by the complete replacement of its storefront. On the other hand, the next store block across a small parking lot to the south, at the northeast corner of Farrington Avenue, **44-58 Harvard Avenue** (192, map #30, photo #7) displays an unusual survival in three out of its four double storefronts. Designed by John Spofford, it is generally Federal revival in detailing. The focus of this long one story building is in the dramatic, yet fragile, wood and glass frieze, which incorporates a wide fanlight flanked by a series of narrow vertical glass panels above each store. Ringing the top of the building is an intact modillioned cast iron cornice. Brick pilasters between the stores retain their stone bases and capitals.

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Like its neighbors, the store block at 44-58 Harvard Avenue stands on the site of a late nineteenth century house. This property covered 2/3 of an acre stretching east to the present line of Highgate Street, room enough for both the store building and the apartment house behind it. The district's largest residential building, this three story Tudor Revival apartment building at **4-12 Farrington Avenue/33 Highgate Street** (1912, map #31, photo #8), was also designed by John Spofford. Connected to 44-58 Harvard by a continuation of the cast-iron cornice as a flat archway, this is a well-preserved red brick block with a cast-stone basement story and doorway surrounds. Other cast-stone detailing includes label-molded lintels at the double and triple windows, and broad, flat panels over the four recessed entries displaying the name of each section of the building: the Sherman, the Worcester, the Norma and the Clumber. The wall surface is articulated by six shallow pavilions and on the east by a wide polygonal bay. At the roofline, the parapet of the pavilions is slightly crenellated, with semi-circle motifs on the parapet of the southeast corner pavilion and the projecting portions of the Highland façade.

Across Farrington Avenue, which existed as a street in the 1850s, the district's only institutional building, the **Allston Methodist Episcopal Church** of 1877, stands with its main gable facing Harvard Avenue, **62 [64] Harvard Avenue**, map #41, photo #7. This is a compact, simply detailed Tudor gothic building, composed of a high central gable-roofed nave flanked by the single pitch roofed extensions of the side aisles, with a three story square, crenellated tower inset at the northwest façade corner. The sanctuary is at the second story. A vestibule and parish hall originally occupied the first story, which now houses a daycare center. Although originally clapboarded, the building is now stuccoed, and has a projecting entry porch with half-timbered gable. Windows along the six-bay sides of the building are paired 1/1 sash at the first story, and paired round-arch stained glass windows in pointed arch openings at the second. The tower fenestration echoes that of the side walls. On the main façade at second and third story level are two large stained glass windows. The more elaborate upper window was a gift of prominent Brighton cattle dealers the Swift family.

Adjoining the church to the south at 66-68 Harvard Avenue (map #42) is the district's only two-family house, remaining from several that once stood along Harvard Avenue. Although it retains its general c. 1880 form, with paired polygonal bay windows flanking a high central wall gable, and paired chimneys near the center of the ridge of its slate roof, it has been transformed by the addition of single story mid-twentieth century storefronts to render it N/C to the district.

Across the street at **51-63 Harvard Avenue** is the **Whitehead Block** (1913, map # 32, photo #9). This four story block was designed by A.J. Carpenter as a hybrid Craftsman-style building of yellow roman brick with Tudor and Classical Revival accents. The three gabled hoods with half-timbered faces and long curved braces that project over the three Harvard Avenue entrances are perhaps a conscious reflection of the entry to the Methodist church. The wall above the storefronts is stuccoed, with flat wood trim applied in half-timbered fashion, as well. The front roof slope, now clad in asphalt shingle, was formerly covered with red tiles. Below some of the newer display windows, some of the older wood-paneled aprons survive. The southernmost store of this building is quite different in character from the others. Occupying the south end of the building at the north corner of Harvard Terrace, it has a clipped corner entry facing southwest under a high stepped brick parapet with a cast-stone panel displaying a drain shield.

51-63 Harvard Avenue was built on the northeast corner of a 1.3 acre parcel formerly belonging to the

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Hollis family, large land-owners in Allston. By 1909; a short dead-end street, Harvard Terrace, has been cut through the Hollis parcel, with the portion on the north side of the street divided into small lots by the Hollis heirs. By 1916 all six of these lots had acquired the tall Colonial Revival wood-frame three-decker houses seen today, at **5, 7, 9, 11, 15 and 17 Harvard Terrace** (MAP # 33-38, PHOTO #10). In form the houses are identical or mirror-image versions of each other, with flat roofs, facades with a three-story corner polygonal bay and a three-story porch, a shallow polygonal bay on one long side, and three-story rear porches inset under the main roof. All houses have tiny front yards typical of most Boston three-deckers. Much of their detailing is identical, including the modillion roof cornices and high foundations of rough-cut stone blocks. Porch detailing varies somewhat; one building (#15) has round Tuscan-like porch columns of the period, and three others (#5, 7, and 11) have fluted square columns. All the original porch columns are two-story, indicating that the third story balustrades that appear on all of the buildings are late twentieth century safety features. Three of the buildings have wood shingled siding; the others are synthetic-sided. Some retain their 6/1 sash windows, and several original glass and panel façade doors remain.

The south side of Harvard Terrace was also subdivided from the Hollis parcel. The earliest building constructed is the handsome three-story apartment building on the south corner, **67-73 Harvard Avenue** (1905, map #40, photos #5, 21), which was designed by Frederick A. Norcross. In excellent condition save for some expected window sash replacement and the installation of outer glass and metal security doors, this is a Georgian/Renaissance Revival brick building faced with stone at the first story façade. Stone also forms the decorative accents of the upper stories, including corner quoining, splayed keystoned window lintels, and an elaborate segmental-arched foliate-carved panel over the center second-story windows. The large-scale roof cornice has foliate modillion blocks, and both dental and egg and dart courses. The building reads as a two-part apartment block, each half of the façade arranged with a two bay center section flanked by large-scale bow fronts. In the center of each half are double recessed entries which retain their mosaic-tiled floors and varnished oak doors, fluted pilaster and dado paneling. Behind 67-73 Harvard Avenue, on the south side of Harvard Terrace, is another apartment building developed by the same owners, Hollis heirs Harriet Baldwin and her son, builder Dwight Baldwin. Constructed in 1912 and designed by John Spofford, **8-16 Harvard Terrace** (map #39) is a three-part, three-story brick block, clad in stone veneer on all but the rear elevation. Its facade is symmetrically arranged, with five shallow pavilions containing three-part windows with diamond-pane central upper sash. Each of the three façade entries has a double-leaf wood door with long glass lights, surmounted by a wide transom. The detailing in this building incorporates both classical and gothic-inspired elements, including splayed keystoned lintels over the minor windows, and wide label moldings over those in the pavilions. The parapet has an assortment of recessed panels under a simply-molded cornice.

Diagonally across Harvard Avenue from the foot of Harvard Terrace at the corner of Gardner Street is another three story apartment block of the same era. Constructed in 1912, the **Barrett and Bacon Chambers, 74-84 Harvard Avenue** (map #43, photo #11) was originally clad in stone veneer on both street facades. Those walls have since acquired a sprayed stucco surface. This building, another Spofford design, has the same vertical – recessed – paneled embellishment at the roofline, and a similar combination of label moldings and splayed stone, keystoned lintels over the windows as at 8-16 Harvard Terrace. Its Gardner Street elevation has one wide polygonal bay; the Harvard Avenue façade has a symmetrical arrangement of four. The two recessed Harvard Avenue entries, each surmounted by an entablature carved with one of the building names, have paneled pilasters and egg and dart architraves.

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Inside the entries the floor and wall tiling and the original marble stairs survive. One decorative element unique to this building is the three metal panels on the parapet, embellished with shields, scrolls and foliate ornament.

Just as 67-73 Harvard Avenue and 8-16 Harvard Terrace were a two building combination erected by one developer, 74-84 Harvard Avenue was also developed together with another building, **4-8 Gardner Street**, facing the side street. And, as took place on the former Mason/Richardson property at the north corner of Harvard and Farrington Avenues, one of those buildings was built on the site of a large Victorian house; the other was erected on the rear part of the same lot. John Spofford designed 4-8 Gardner Street (1912, map # 45, photo #11) as well. The Gardner Street building is largely brick, with cast-stone cladding at the basement story on the façade and around the two first story entries, symmetrically located between three projecting pavilions. Like 14-18 Harvard Terrace, the windows here are paired on the main walls, and tripartite in the pavilions. And as is the case with both 74-84 Harvard Avenue and 8-16 Harvard Terrace, label moldings surmount the pavilion windows, splayed lintels with keystones top the others, and portions of the parapet walls are embellished with vertically-oriented recessed panels. One note unique to this building is the pattern-brick paneling on the other sections of the parapet. Here the entries again display the egg and dart motif, rendered as a cast-stone architrave.

Across the street at **15 Gardner Street** (1915-16, map #48, photo #20) is a smaller brick apartment building of about the same date as 4-8 Gardner. This one, designed by Alfred Turner, was constructed on the same lot as the commercial buildings to its south, which face Brighton Avenue. All were built on the large, formerly residential property that belonged to the Pratt family. This Colonial Revival apartment block is four stories high, and its seven-bay façade is symmetrically arranged with a deep recessed center entry between a pair of shallow rectangular pavilions. Cast-stone detailing appears in the Tuscan columns of the entry, the band-coursing and quoining of the first story, and in the splayed, keystoneed lintels of the windows in the upper stories.

Opposite the foot of Gardner Street on the west side of Harvard Avenue, the district returns to its commercial focus. **75-87 Harvard Avenue** (map #44, photo #22) another long one-story multi-store block, is one of the later buildings on the northern side of the street. It was constructed c. 1920 on part of the large residential property formerly belonging to Jesse Tirrell, and was originally a brick and cast-stone Classical Revival seven-store block. Although the three southern storefronts have recently been replaced by a pub with a new façade and further alterations are planned, currently the four northernmost storefronts are unusually intact. All four retain their original configuration, window arrangement, and large-light glass and panel doors. Many of their wooden mullions remain, and the store at 79 Harvard still has its segmental arched transom and its frieze of two rows of square glass panes. The original recessed paneled pilasters with palmette adorned capitals remain throughout most of the building, as does an extremely well-preserved building entablature with recessed panel frieze, modillioned and dentiled cornice, and a low parapet embellished with cartouches and volutes.

Like 75-87 Harvard Avenue, most of the buildings in the corridor south of Garner Street are the result of the later phase of development from 1910 to 1930. This section is overwhelmingly commercial, and is somewhat less intact than the northern segment. Nonetheless, in a section of Allston known for its long streetscapes of continuous apartment blocks, it preserves the character of an early twentieth century

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Boston "neighborhood downtown" that is still a bustling commercial area. The southern portion of the district begins with the buildings at the intersection of Harvard and Brighton Avenues. While the original appearance of the one story c. 1920 11 store block at the northwest corner of the intersection has been obliterated by modern renovations and is now outside the district boundaries, the c. 1913 **Prindiville Building (143-155 Brighton Avenue**, map #46, photo #12) at the northeast corner is one of the most striking focal points of the district. This is a two story L-plan Tudoresque red brick building with four façade bays facing Harvard Avenue, three along Brighton Avenue, and one facing the street corner. Cast stone piers which separate the bays form paneled pilasters that rise above the slightly crenellated brick parapet to end in spool-like finials. Other cast stone accents exist in the diamond panels and capstones of the parapet, the prominent cornice, and label-molded lintels and quoined architraves of the paired second-story windows. All the storefronts of this building have been altered in both form and materials, although some sections of the cast-stone frieze above them are visible behind their wall signs.

While one story cast stone piers still mark the little store block that abuts the east end of the Prindiville Building at 139-143 Brighton Avenue (c. 1913, map #49), this part of the property has been radically altered, rendering it N/C to the character of the district. Its rear section at **9 Gardner Street** (c. 1913, map #47), however, now a separate parcel, incorporates a type of attached building that has all but disappeared from commercial districts of the period – the small-scale, early twentieth century bowling alley. It retains its overall utilitarian form, its high end parapet walls, and the single pitched roof front facing Gardner Street.

Proceeding east on the north side of Brighton Avenue, **127-137 Brighton Avenue** (map 3 51, 50, photo #23) is a two part one story brick commercial building constructed c. 1915-16 by Donald Hill, et al on the south portion of the two acre lot that includes the small apartment house at 15 Gardner Street. While all its storefronts have been highly altered, the upper portion of the textured brick and cast stone façade wall is intact and the pedimented parapet retains all its cast stone ball finials. The next store east, **117-125 Brighton Avenue** (map #52) is a four-store brick block of 1914 that also retains its upper wall, with stucco and marble panels. Adjoining it to the east, 113 Brighton Avenue (map #53) built in 1902, has lost all evidence of its era and is now N/C to the district. The **Lincoln Block at 103-109 Brighton Avenue** (map #54, photos #13, 28) however, in spite of considerable storefront alteration, is a rare survivor as a 1902 two story wood-frame multi-store block with brick end walls. While synthetic siding now covers the clapboards of the second story façade, the tripartite double-hung fenestration of its three bays remains, as does its cornice, adorned with modillions and volute-like brackets. Abutting the east end of the Lincoln Block at the corner of Linden Street is a little one-story store at **101 Brighton Avenue** (1902, map #55). This building has an intact wooden paneled frieze and modillioned cornice, and retains its clipped corner form, a plan that was typical of corner properties at the turn of the century.

On the south side of Brighton Avenue, an area where early-modern commercial buildings replaced several single and two family houses, the district begins with a former used car dealership, the **Allston Auto Exchange** of 1925 at **116-118 Brighton Avenue** (map #56, photo #24). This is now a four-store block which has lost its storefront detail, but retains its general form and decorated structure. It has recessed-panel cast stone pilasters and a long parapet punctuated with pineapple finials and embellished with reliefs of urns, scrolls and garland-like flora and foliate ornament.

Attached to its west end at 122 Brighton Avenue (map #57) is a large brick garage, the Allston Garage, c. 1914. Although its bulky, box-like form and utilitarian lack of decoration is consistent with its original

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appearance, its fenestration has changed enough to render it N/C to the district. The property next west is the site of the 1912 Allston Theatre (torn down in 1955) and replaced by the present N/C building, 128 Brighton Avenue (map #58). While the Theatre is gone, its companion building at the corner of Harvard Avenue at **130-140 Brighton Avenue** (1912, map #59, photo #14) designed by George Meserve, remains as a well-preserved example of a stylish two story corner business block of the 1910-1915 period. Hybrid in style, with overtones of both the Renaissance Revival and Spanish Colonial Revival as interpreted in Tapestry Brick and cast stone, the lavishness of some of its decoration can be attributed to the fact that it housed a bank, the Market Trust Company. Most of the wall material is rough-surfaced red brick, embellished with angled brick decorative panels above and below the large second story windows. Long marble panels are located over the four storefronts, surmounted by a stone band course. At the roofline is a red-tiled pent roof with prominent copper moldings and flashing, supported by ornate openwork cast-iron brackets. Above the pent roof is a solid brick, diamond-paneled parapet with a stone cap. While the second story window sash has been replaced and the first story storefronts have been altered, especially on the Harvard Avenue façade, much remains of the original stone, marble, cast stone and cast-iron detailing of this building. The former location of the bank at the center of the Brighton Avenue elevation is unmistakable – the five bays of this façade are marked at the second story by cast stone quoining and paneling around the windows, the outer of which have balconies supported by large consoles, and cast iron balustrade. At the first story, sheltered by the balconies, large transomed windows (one is now a door) have similar surrounds. Between them is the recessed brick entrance, surrounded by limestone quoining. The entry itself has a transomed and sidelighted glass and panel door with large lights, and is flanked by restored curve-sided bays with green marble Tuscan pilasters. (Faux-marble wood panels below the windows of the bays are part of a recent restoration.) Wide granite blocks form the entry step, curbing along the base of the wall, and panels below the outer window and door of the bank façade. Other well-preserved details in this section include wrought-iron wall lanterns beside the doorway, and high on the wall, the cast-iron alarm box for the bank vault. Like many of the other commercial blocks in the district, this building has a single-bay, clipped corner wall.

The district continues westward across the Harvard Avenue intersection along the south side of Brighton Avenue to the corner of Parkvale Avenue. While a modern commercial building at 97-119 Harvard Avenue/148-152 Brighton Avenue (map #60) is N/C, the two one-story commercial buildings to its west, both built around 1920, make their contribution to the area's twentieth-century character. Although three of its four storefronts have changed, the westernmost storefront in the building at **154-162 Brighton Avenue** (map #61) retains its three part configuration, with central recessed entry, and most of the wood surrounds and lower-wall panels of its display windows still intact. The building's upper section is also intact, including a stepped center brick parapet with concrete accents. The simple utilitarian rear section of the building was built as a repair garage, the Parkvale Garage. The storefronts of the eight store block at **164-174 Brighton Avenue** (map #62, photo #25), which rounds the corner to Parkvale, have been somewhat altered, but the building's general form and structural detail remain in the rhythm of its recessed entry bays and four concrete-topped pilasters. A small brick gable marks the clipped corner entry of the westernmost store, and the paneled metal frieze above all the storefronts unifies the building.

Returning to the main Harvard Avenue corridor, with the exception of its one c. 1908 residential block, the district south of Brighton Avenue comprises a cohesive collection of masonry commercial buildings dating from c. 1910 to 1926. The long one story **McLaughlin Block at 116-126 Harvard Avenue** (map #65), c. 1913, echoes the Tapestry Brick/Spanish Revival character of 130-140 Brighton Avenue in its ceramic-tiled

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pent roof, supported on large console-like brackets. Its storefronts have been considerably altered, but all its brick pierce remain, complete with their decorative terra cotta finials – the center front adorned with acanthus leaves; the outer two with scrolls. Abutting the south end of the McLaughlin block is a five store block built in 1915, but of a very different character. The **Cass Block, 128-136 Harvard Avenue** (map #66, photo #15) has a formal Classical Revival cast stone façade with flat Tuscan pilasters, triglyphs and metopes in the frieze, and a modillioned cornice and central triangular pediment. Its outer stores are unusual in the district for their two-bay arrangement, and one of the narrow entries at the south end still displays an intact segmental-arched multi-light transom. Down an alley behind the Cass Block is the tallest building in the district, and the only example of a multi-story brick warehouse, the **Allston Storage Warehouse** of 1915 at **138 Harvard Avenue** (map #67). It is a five story, flat-roofed rectangular utilitarian building designed by John Spofford with windowless north and south ends. Its six-bay west wall is articulated by the rectangular tower of an elevator shaft, some original 6/1 sash windows, and several second and third story iron loading doors.

The very long one story nine-store block across the street at **123-145 Harvard Avenue** (map #68), built about 1923, is representative of the simplicity of the 1920s in its lack of all adornment, although some enameled panels remaining on the upper walls could date to as late as the 1940s. While the northernmost store at 123 Harvard is a modern addition or alteration, and much of the wall surface of the rest of the block has been covered with modern signage, the storefronts at 125-145 Harvard still display their three-bay recessed entry configurations.

On the opposite side of the street is another very plain multi-store block of the early 1920s at 140-144 Harvard Avenue (map #69) which has been altered and rebuilt to the point of being N/C to the district's character. In front of its south corner, however, is the oldest resource in the district, a remnant of the early eighteenth century when the line of Harvard Avenue was part of the Roxbury Highway, the one route from the center of Cambridge to Boston via Roxbury. This is a rough granite **milestone** (1729, map #70, photo #26) which was listed in the National Register in 1971 as part of a group of milestones in and around Boston. Now embedded in the sidewalk, its flat west face is carved with "BOSTON, 6 MILES, 1729, PD". (P.D. are the initials of Paul Dudley, a Boston justice of the period.)

Continuing south along the east side of Harvard Avenue is another Baldwin family property – a very long connected twelve store complex built between 1910-1915. It begins with a little one story two-store building at **150-152 Harvard Avenue** (map #71, photo #27) which has a brick façade and two flat brick pilasters topped with cast stone tops, one of which retains a large ball finial. Abutting its south end at **154-156 Harvard Avenue** (map #72) is a small two-story block, built for two stores at street level, with offices at a second story added after 1925. Although its storefronts have been highly altered, the upper story retains its original beige glazed brick and simple, geometric Moderne embellishment of stone bandcoursing punctuated with flat circles at the juncture between the bandcourse and the surround of the three central windows. The east end of the Baldwin property, **164-176 Harvard Avenue** (map #74), terminating at a short dead-end street, Glenville Terrace, is a symmetrical five store block with altered storefronts but a fairly intact upper wall and parapet of glazed red-orange brick with long stucco panels. The center store is marked by a triangular wall gable rising above the parapet. All the glazed-brick piers between the storefronts appear to be intact, and retain their simple rounded stone capstones.

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The earliest of three utilitarian buildings on Glenville Terrace, the **Ideal Garage, 6 Glenville Terrace** (c. 1914, map #75) was constructed on the Baldwin property at about the same time as the stores in front of it. This is a long one story flat-roofed stucco garage or warehouse, which has some fenestration filled in, but otherwise retains its original form and proportions. The lower red-brick garage abutting its east side at **10 Glenville Terrace, the Glenville Garage** (map #76), replaced a small house in about 1918. Though also utilitarian in character, with modern garage doors, its façade is slightly animated by brick piers between the garage openings. The two-part red brick building on the south side of the street, **9 Glenville Terrace** (c. 1920, map #77) was also apparently a garage, attached to the Edison Illuminating Company buildings (outside the district) that still extend southwest to Linden Street and Commonwealth Avenue. Although the large entry openings on its higher, west portion have been bricked up, it still retains some of its original subdued decoration in a bad course of vertical bricks, in the four recessed brick panels in the upper wall (one positioned above each opening), and in a narrow corbeled cornice.

Two Harvard Avenue one-story store blocks south of Glenville Terrace are the last in the district on the east side of the street. **178-188 Harvard Avenue** (map #78, photo #17) is an altered building which in the late 1920s replaced another of the Baldwins' apartment houses. Its one-store wide south portion at 188 Harvard, displays the most accurate appearance of what the building formerly looked like – with a tapestry Brick façade and elaborate cast stone ornament in the Corinthian capitals of its piers and the foliate panels in the frieze above them. The solid brick parapet rises to a little stepped and semicircular gable detail at the center, punctuated by a cast stone diamond panel. Abutting it to the south at **190-194 Harvard Avenue** is a striking Neo-Adamesque three-store building of white terra cotta, the remaining north portion of David Walton's 1916 Walton Block (map #80). While the rest of the Walton complex that fronted on Commonwealth Avenue (outside the district boundaries) has been replaced or rebuilt, this section retains its trio of three-bay storefronts separated by fluted Ionic pilasters, and its entire upper section of frieze, cornice and a solid parapet decorated with blind Ionic arcades and oval medallions.

On the west side of Harvard Avenue, the district ends at the corner of Harvard and Glenville Avenues, where the corridor's largest commercial property, **149-175 Harvard Avenue** (1926, map #73, photo #16), meets the beginning of the large neighborhood of apartment blocks that stretches to the west. Today called the **Gordon Building**, this is a massive two story block with twelve bays on Harvard Avenue, four on Glenville, and a high, wide clipped-corner bay. Its long Harvard Avenue wall sweeps along the curve of the street, broken at mid-section by another high entrance bay topped at roof level with a fanciful open pediment embellished with elaborate raised foliate decoration. The building's brick construction is well concealed by a smooth plaster/stucco surface which lends itself well to the eclectic ornamentation that includes, not just the foliate ornament in both entry-bay pediments, but rope moldings around all the main openings, a full cornice, keystone panels over the window bays, and a combination of dagger-like ornaments at the top of the piers and panels above them in the parapet adorned with a variety of raised foliate decoration. A pair of torch finials and a central urn embellish the corner entry's swan neck pediment. At the second story level, the three wide three and four-part transomed windows under broad flat arches retain their molded and fluted wood mullions, as well as many of the recessed panels below them. At the first story, the Glenville Avenue storefronts have been filled in, but several on Harvard Avenue retain their three part configuration. The recessed formal entry of the bank at 171 Harvard, with a swan's neck pediment that echoes those of the main building entries, may remain from the original National Shawmut Bank entrance of the late 1920s. Each of the two main entries has a large window under a

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round arch at the second story, and a modern glass and metal outer door at the first. At the Harvard Avenue entry at 161 Harvard, however, the interior three part marble stair with cast iron railing, the terrazzo floor, and two-tone marble wall paneling have been preserved.

On the south corner of Harvard and Glenville Avenues, a three story brick and limestone apartment building c. 1908 at **183 Harvard Avenue/2 Glenville Avenue** (map #79) forms a fitting end point to the Harvard Avenue corridor. While its design may once have mirrored the free-standing Baldwin apartment block of the same date across Harvard Avenue (demolished), it now reads as the entrance to the residential neighborhood of long, continuous apartment blocks to the west. An elegant Renaissance/Colonial Revival building with a first story of ashlar limestone, its symmetrical façade is flanked by two polygonal bays. Stone forms both the sills and keystones window lintels of the upper stories, while the modillioned cornice at the roofline is cast iron. The building has one main center, segmental-arched entry, where a modern glass and metal outer door preserves the marble-lined vestibule.

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Harvard Avenue Historic District

Name of Property

Suffolk County, MA

County and State

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

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

Narrative Statement of Significance

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

9. Major Bibliographical References

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

Previous documentation on file (NPS):

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

Areas of Significance

(Enter categories from instructions)

ARCHITECTURE

COMMERCE

COMMUNITY PLANNING AND DEVELOPMENT

SOCIAL HISTORY

Period of Significance

1867-1950

Significant Dates

1867

1874

1888

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

(see Continuation Sheet)

Primary location of additional data:

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

Name of repository:

Massachusetts Historical Commission

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Architects

<u>Architects</u>	<u>Street Address</u>
Atwood, Harrison H.	16 Harvard Ave. (Harvard Ave. Fire Station)
Carpenter, A.J.	1-5 Harvard Ave./382-386 Cambridge St. 51-63 Harvard Ave. (Whitehead Block)
Collett, W.C.	190-194 Harvard Avenue (Walton Block)
Dolan, William	115-125 Brighton Ave.
Gould, A. Warren	11-15 Linden Street
Hurd & Gore	128-136 Harvard Ave.
Kendall, Henry M.	334-354 Cambridge St./1-9 Linden St. (Allen Building)
Meserve, George N.	130-140 Brighton Ave.
Norcross, Frederick A.	116-118 Brighton Avenue 67-73 Harvard Ave.
Prindiville, J.J.	90 Harvard Ave./143-155 Brighton Ave. (Prindiville Bldg.)
Shepherd (Shepard), Frank H.	10-14 Franklin/4 Braintree St. (Allston Hall Block) 7 Wilton Street ("The Wilton") 4-8 Franklin Street (Shepard/Longfellow Building-- <i>attributed</i> 373-385 Cambridge St. (Chester Block--ca. 1876 section)-- <i>attrib.</i>
Shepley, Rutan, & Coolidge	15 Franklin St./353 Cambridge St. (Allston Station)
Silverman, Brown, & Heenan	149-175 Harvard Ave./5 Glenville Ave. (Gordon Building)
Smith, O.F.	101; 103-113 Brighton Ave. (Lincoln Block)
Spofford, John C.	4-12 Farrington Ave./33 Highgate St. 4-8 Gardner Street 44-58 Harvard Avenue 74-84 Harvard Avenue (Bacon & Barrett Chambers) 138 Harvard Ave. (Allston Storage Warehouse). 179-185 Harvard Ave. (<i>attributed</i>) 8-16 Harvard Terrace
Turner, Alfred C.	15 Gardner Street
Untersee, Franz Joseph	387-391 Cambridge Street (Chester Block--1892 section)

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8. STATEMENT OF SIGNIFICANCE

Allston's Harvard Avenue corridor forms the spine around which Boston's largest apartment district spreads east towards Boston proper, south into Brookline and west to the center of Brighton. Mainly composed of buildings constructed between 1905-1925, the district is an important illustration of one type of land development in Boston associated with the population explosion in its outer neighborhoods at the beginning of the twentieth century. Most of the area was developed by small-scale individual property owners and local real estate syndicates, and the bulk of its architecture thus reflects a vernacular approach to the prevailing styles and materials of the World War I era. Facilitated by transportation improvements, one story brick blocks of stores in a variety of revivalist styles sprang up along Harvard Avenue and the adjacent blocks of Brighton Avenue. This construction was an extension of a small late nineteenth century commercial district that had evolved around the first Allston railroad depot at the north end of the district at an area known as Allston Square. A Local Landmark in Boston, the extant 1887 Richardsonian Romanesque Allston Station of Shepley, Rutan & Coolidge is an important example of H.H. Richardson's legacy designed by his successor firm shortly after his death. There are also significant and well-preserved illustrations of Colonial, Tudor, Renaissance and Spanish Revival architecture in both the commercial buildings and in the small apartment houses interspersed throughout the district – buildings designed both by architects and contractors, many of whom profoundly influenced the appearance of Boston's outer neighborhoods. The Harvard Avenue National Register District retains integrity of location, design, setting, materials, workmanship, feeling and association, and meets Criteria A and C at the local level.

Allston comprises the four square mile eastern portion of Allston/Brighton, the neighborhood which occupies the northwest lobe of the city between the town of Brookline to the south and the wide curve of the Charles River to the north and northeast. Much of Allston is residential, although portions of Harvard University line a long section of its northeast river bank, and industrial complexes occupy a wide east-west band through its center adjacent to the Massachusetts Turnpike and the multiple main line tracks of the former Boston & Albany Railroad.

Early Development of Allston

English settlement along the lower Charles River at Massachusetts Bay began in 1630 with the establishment of the towns of Boston, Watertown and Cambridge. The area on the south bank that eventually became Allston and Brighton was originally assigned to Watertown, but was legally transferred to Cambridge in 1634. While settlement on this isolated land across the river was slow, the area provided badly-needed grazing land to the early farmers of Cambridge. Harvard Avenue was originally part of the eight mile long Roxbury Highway, that linked Boston with the center of Cambridge as early as 1638. In Allston, the highway ran southwest from the Great Bridge over the Charles (built in 1662-3 to replace an earlier ferry service), following the line of North Harvard Street and south down the length of Harvard Avenue. For over a century and half this road was the only route northwest out of Boston. It was over the Roxbury Highway that express rider William Dawes, Paul Revere's compatriot, rode toward Lexington with warnings of the approaching British forces on the night of April 18-19, 1775. Dawes passed the one historical resource remaining in the district from the Colonial era – a rough granite **milestone** now

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embedded in the sidewalk at 144 Harvard Avenue (NR 1971, map #70). One of a series of outlying markers that indicate the distance to downtown Boston, it dates to 1729.

From 1688 (when Newton withdrew from Cambridge) until 1807, Allston/Brighton was known as Little Cambridge, the only part of that community located south of the Charles. It was sparsely populated throughout the eighteenth century, and much of its acreage was owned by a handful of prominent Colonial families, including the Danas, Sparhawks, Griggses and Gardners, who established large estate farms here. Both the Griggs (demolished) and Gardner homesteads were located on the Roxbury Highway within the boundaries of the Harvard Avenue District.

During the first year of the Revolution Little Cambridge underwent a transformation to a thriving commercial center with the establishment of the Cattle Market, created to purchase, slaughter and process beef to feed the Continental Army, headquartered in Cambridge. This original cattle market at what is now Brighton Center was the forerunner of what was to become Allston/Brighton's major commercial activity for the next century. Throughout most of the nineteenth century the cattle industry and associated businesses were to swell the fortunes of the community's most influential families and provide work for a large portion of its populace.

Nineteenth Century Development

Little Cambridge's early wealth and power were suddenly threatened at the beginning of the nineteenth century, when the West Boston Bridge, built between Cambridge and Boston in 1793, began to draw business and population away from the west to the eastern end of Cambridge. With the new bridge in place, the old Roxbury Highway (now called Brookline Road) lost its supremacy as the only continuous route between Cambridge and Boston. The Great Bridge fell into disrepair, and as Little Cambridge's population proportionately diminished, its prosperity and political influence declined as well. After several proposals to upgrade the Great Bridge and expand the related road network were defeated at a succession of Cambridge Town Meeting, the citizens of Little Cambridge petitioned to become independent from their mother town. In 1807 their request was granted by the Legislature, and with a population of 600, the area was incorporated as the new town of Brighton.

The first 40 years of Brighton's existence were marked by a series of transportation improvements, many of them in the eastern section that was to become Allston. These would set the stage for the town's ultimate development into a thriving inner suburb of Boston. The first major acts after incorporation, in direct response to competition from the West Boston Bridge, were the building of Cambridge Street in 1808 and the construction of a new bridge to Cambridge at its eastern end in 1810-11. This provided improved access for farmers from the north through Allston to the Brighton Cattle Market, and sparked some building activity along Harvard Avenue and the Cambridge Street intersection. In 1820, the opening of the first part of a westward highway from Boston over the new Back Bay Mill Dam, with an extension along today's Commonwealth Avenue to Brighton Avenue in 1825, established a more direct link with downtown than the older Roxbury Highway route. In the later 1820s competition between Brighton business interests and those that stood to benefit from improvements along the West Boston Bridge route through Cambridge came to a head over the potential route of a projected Boston to Worcester railroad. By that time horticulture was joining the livestock trade as the new town's second major industry. Owners

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of stockyards and commercial gardens joined forces and succeeded in bringing the Boston & Worcester Railroad, which opened in 1834, across the Back Bay and along the river through what is now Allston to the northern part of Brighton.

The coming of the railroad out of Boston, with its first stop in North Brighton at the earliest and largest of the town nurseries, Winship Gardens, solidified Brighton's supremacy in the livestock, bolstered its satellite industries and nurseries, and opened the way for suburban development near this new, reliable, form of transportation. The sections of the town nearest the stockyards and Cattle Market were rendered undesirable for residential development because of odors and pollution from the slaughterhouses, however, the eastern section of Brighton (today's Allston) was less affected by those "nuisance industries."

By the early 1850s, six large new residences on generous landscaped lots appeared on Harvard Avenue. The old Thomas Gardner homestead, at the northwest corner of Harvard and Brighton Avenues, was moved west of the district to Higgins Street in 1850. Large portions of the old Gardner estate, which once covered 110 acres in Allston east to the river, were by then in the possession of a few wealthy local businessmen. The family of Isaac Farrington, whose house was located at the southeast corner of Harvard and Farrington Avenues, owned most of the northeast section of the former Gardner farm. Isaac Pratt Jr., an iron manufacturer, owned a large piece of the former Gardner property south of the Farrington land extending to Brighton Avenue and east of the district to Malvern Street. From Brighton Avenue south to the Brookline border on the east side of Harvard Avenue, the Morrison family has established a 60-acre farm on former Griggs and Gardner land, much of which was later bought by Judge Henry Baldwin. Smaller acreages were owned at mid-century by Albert Towne, who had several acres bordering Cambridge Street; meat-dealer John English (at the southeast corner of Brighton and Harvard Avenues); and south of the Herrick property, David Hart and his Griggs in-laws owned many acres of the former Griggs estates. By 1866 sheep-dealer J. Warren Hollis owned much of the northwest part of the Harvard Avenue district, on both sides of Cambridge Street north to the railroad; and coal and lumber yard owned Jesse Tirrell had erected a large Second Empire mansion and carriage house on the former Thomas Gardner house site.

Starting in the third quarter of the nineteenth century, growth in all parts of Brighton, including Allston, was accelerated by the filling of Boston's Back Bay, a long-term project which began in 1837. As the filling progressed westward it brought residential construction with it. Land throughout the town rose in value, and it soon became more profitable to subdivide farms and estates into building lots rather than to continue farming. Isaac Pratt, Jr. was one of the first in Allston to subdivide his land for a large number of residential lots. His portion of the former Gardner estate east of the district along Gardner Street became one of the most fashionable late nineteenth century residential neighborhoods in Boston's inner suburbs.

A horse-car route from Boston to Cambridge that was opened along Cambridge Street in 1858 slightly eased transportation to the city for the new group of residents, but there was no actual railroad station in Allston proper until 1867 when a small wood-frame depot was built at the corner of Cambridge Street and Harvard Avenue, called Cambridge Crossing. This caused immediate confusion for railroad passengers, however, who would alight thinking that they had reached the city of Cambridge. The necessity for a name change was clear, and the next year, precipitated by the coming of a post office which would also take the name of the area around the depot, the name of the railroad stop was changed to Allston,

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honoring romantic painter Washington Allston (1779-1843). Although he had lived across the river in Cambridge, he had married a member of the Little Cambridge Dana family, and was known for his inspiration while walking in the rural northeast part of town. While Allston, the only known community in the United States named after an artist, never became an independent town, the name soon spread to encompass the entire eastern end of Brighton.

During the first twenty years after the Allston depot was opened, much of Cambridge Street to its west and the Harvard Avenue corridor to its south continued to develop as spacious boulevards with stylish Second Empire, late Italianate, and by the early 1880s, pattern-shingled Queen Anne houses standing on large landscaped lots with ornamental gardens, fences and carriage houses. The value of land for residential building in Allston and the rest of Brighton increased again after 1870, when the Legislature ordered a clean-up of the stockyards/slaughterhouses pollution, removing the livestock operations to what would become the notable Brighton Abattoir in northwest Brighton. To help attract new residents to the town, in the early 1870s a tight-knit group of local leaders engineered hundreds of thousands of dollars in road improvements, street lighting, and sewer construction. This effort caused an enormous debt for Brighton, however, for which the townspeople saw only one solution – the annexation of the town to the city of Boston, an event which took place in 1874.

Late nineteenth Century Residential Properties

Many of the owners of property in the Harvard Avenue district in the last quarter of the nineteenth century helped speed the transition from a gracious Victorian residential neighborhood with a small commercial node around the depot to a dense twentieth century commercial and apartment district. By the end of the century, land was being readily subdivided by the heirs of the original owners. The most visible evidence of this pattern remaining in the district today comes from the combined Hollis and Baldwin families. In 1875, the suburban estate of John Warren Hollis dominated both sides of Cambridge Street west of the district, with property stretching southward to today's Brighton Avenue (then called North Beacon Street), and east to Harvard Avenue. Hollis' eldest daughter, Harriet, had married Judge Henry Baldwin in 1861, and in 1868 J. Warren took for his second wife Henry's sister Adelaide. By 1880 other Hollis and Baldwin siblings and cousins had built or renovated large mansions in and around the district on parcels divided out from their families land. Shortly after J. Warren Hollis' death in 1896, his numerous heirs subdivided several of his open parcels for development, including a 1.3 acre piece on the west side of Harvard Avenue where they laid out a short side street, Harvard Terrace. Other large property owners, such as the powerful George A. Wilson, who had benefited greatly from real estate prices in the 1870s and had initiated the petition for annexation, subdivided their own land and put up buildings themselves. Wilson, former owner of the Brighton Hotel and a major contractor for the Chestnut Hill reservoir, built the c. 1908 post office building at **4-8 Harvard Avenue** (map #9) where, with meat dealer Horace W. Jordan, he had also owned its forerunner, a three-family house.

Smaller landowners followed a similar subdivision pattern. The only house within the district that survives from the era of large-lot single-family Victorian development belonged to one of them – the mansard cottage at **390 Cambridge Street** (map #7) built c. 1870 by John English on a two acre parcel extending east to the corner of Harvard Avenue. About 1890 his heirs divided land at the corner, where a three story multi-unit rental house was erected. Like the Wilson house on the opposite corner, however, within twenty years the building was replaced by a one-story store block **1-5 Harvard Avenue/382-386 Cambridge Street** (1911; map #8).

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Other late century landowners who subdivided their properties into small lots or put up houses for rent in or near the district included the Farrington and Pratt families (east of Harvard Avenue), and Jesse Tirrell, who built several houses along Brighton Avenue west of Harvard, adjacent to his residence on the former Gardner Mansion site. Isaac Pratt, Jr.'s residence was located on the opposite corner, facing Harvard Avenue between Brighton Avenue and Gardner Street. In addition to the neighborhood he had already developed east of the district, in 1890 he also had considerable land holdings along the new Commonwealth Avenue to the south, and in his old age was one of six entrepreneurs who saw this major new parkway through to completion. By 1900, however, much of the Pratt holdings were under the control of his four sons.

At the end of the century, land within the district boundaries flanking Harvard Avenue on the south side of the Brighton Avenue intersection was still occupied by the large house lots of the Herrick family on the west, and on the east by the former John English/Calvin Smith home lot, which by then was owned by Smith's daughter, Hattie Smith Brown, and her husband Simeon Brown. While large-scale development south of Brighton Avenue was deterred for decades because of its generally swampy terrain, a few more houses had been built in this section by the 1890s. South of the Herrick property on the west side was a large double house; south of that in the vicinity of today's Glenville Avenue was the home of Gideon Brown who had married first one, then another of J. Warren Hollis' brother, Ebenezer A. Hollis. On the opposite side of Harvard Avenue, south of the much-reduced remains of the Morrison farmstead, was the home of Mrs. Brown's cousin, Harriet, and her husband, Judge Henry Baldwin. As the new century dawned, the Harvard Avenue district's identity as a primarily Victorian residential neighborhood was about to change. All but one of the houses built within the district's boundaries between 1875 and 1900 were soon to be replaced by the explosion of masonry construction in the World War I era. Even the lone late Victorian survivor, the two family J.P. Shorey House at 66-68 Harvard Avenue (map #42) c. 1883 (later rendered non-contributing by late twentieth century changes), had acquired one story brick storefronts by 1925.

Development at Allston Square

In the 1880s and 1890s, with the exception of the English property at 390 Cambridge Street, the area immediately by the railroad station was undergoing a different type of development than the rest of the district. The focus at the Harvard Avenue/Cambridge Street intersection, which by that time was known as Allston Square, was on mixed-use multi-story masonry blocks, and it was here that the earliest commercial and multi-use rental development took place. By 1875 land opposite the railroad on the south side of Cambridge Street between Harvard Avenue and Linden Street had been subdivided into seven small lots, where two wood-frame rental houses, including the Wilson rental house were standing by 1885. West of the depot, a few wood-frame buildings erected after the Civil War were already being replaced by large multi-story brick commercial buildings. The oldest that remains is the east section of the **Chester Block, 373-391 Cambridge Street** (c. 1876, map #5). It was joined c. 1880 by the **Shepard Block** (later called the **Longfellow Building**) at **4-8 Franklin Street** (map #4), an investment property apparently developed by architect Frank Shepherd (Shepard). The building was later acquired by H.W. Longfellow, Jr. (a distant relative of the poet), who had a grocery store at the first story and lived for several years on one of the upper floors. The early name of the Shepard/Longfellow Building suggest that it may have been designed by Frank Shepherd, who had owned several acres of land between Cambridge Street and the railroad in partnership with developer W.R. Chester, for whom he may also have designed the eastern section of the Chester Block. This building was extended to Wilton Street in 1892 to a design by Swiss-born Franz

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Joseph Untersee (1858-1927), an architect best known for his ecclesiastical buildings. Untersee designed many Catholic churches in New England and New York, many of them in the Romanesque Revival style. Among them were St. Anthony's of Padua church in Allston, and the St. Columbkille's complex (church, school and convent) in Brighton. The Chester Block addition represents a rare example of his commercial/residential work. For many years the store at the Harvard/Cambridge/Franklin corner of the Chester Block was occupied by Staples & Towse apothecaries, and also Holman's Dry Good Store.

The developer of the third major building west of the depot, the **Allston Hall Block, 10-14 Franklin/4 Braintree Streets** (map #3) was local book manufacturer Samuel Hano, who owned a factory northwest of the district on Hano Street. In the late 1880s he had laid out streets of workers' housing near the factory for his employees and those of the railroad repair shops and other industries along the railroad corridor. At the height of his career he owned more than \$1 million of real estate in the southern part of Allston. Hano built the Allston Hall Block in 889-90, shortly before the Hano book bindery burned down and he had to declare bankruptcy. Frank Shepherd designed most of Hano's buildings, was the architect. The block was designed to accommodate the Newton Savings Bank at the first story, with a meeting hall and apartments above. Diagonally west, at **7 Wilton Street** (1890, map #6) is another building Shepherd designed for Hano. Called "the Wilton", it was built as a 35-room lodging house, probably for some of the unmarried employees of both the railroad and the Hano factory. At Hano's bankruptcy, the building was acquired by Charles S. Dennison, president and treasurer of the Dennison Manufacturing Company, which stood across Braintree Street just to the north on the site of today's 26 Franklin Street.

The Chester Block, Longfellow Building and Allston Hall Block were built as multi-story, mixed used, combined commercial and residential buildings, a trend that continued in this northern section of the district into the 1890s with the construction of Allston Square's largest building, the **Allen Building at 334-354 Cambridge Street/1-9 Linden Street** (1895, map #12-17). In this massive yellow-brick four story Colonial Revival structure, built with a great curved front that rounds the Cambridge/Linden corner, the different uses were divided, not just according to floors, but by streets. Individually owned stores occupied the first floor along Cambridge Street, while the entrance to the apartments above was through the elaborate corner entrance. On the east side however, the transition to the adjacent residential neighborhood is signaled by a different layout, where three high-staired entries lead to apartments on all floors of the Linden Street side of the building. The Allen Building was one many in the district developed by a builder. In this case owned, John Butland constructed the building himself, to a design by architect Henry M. Kendall (1855-1943) of the Boston firm Kendall & Stevens. Kendall had been an assistant to the supervising architect of the U.S. Treasury in Washington during the 1880s. After 1900 he went into partnership with Bertram Taylor, and developed a reputation for large early-modern hospitals, including the Boston City Hospital and Corey Hill Hospital in Brookline.

The three story, high-stooped residential arrangement of the east side of the Allen Building is continued in the set of four rowhouses abutting it to the south, **11-15 Linden Street** (map #18-21). This red-brick Federal Revival three story block with its high arched double entries was developed in 1897 by Albert L. Jewell and designed by architect A. Warren Gould. Part of it, at least, was owned by Francis Packard, a member of the family who developed a considerable portion of the nearby neighborhood to the southeast at the foot of Brighton Avenue called Packard's Corner.

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Boston (Allston) (Suffolk Co.), Mass.**The Allston Station – 1887**

While the Allen Building make a dramatic gateway to the district from the east, and the multi-story brick buildings around the Cambridge/Harvard intersection convey a distinctly urban character, architecturally the northern end of the district at Allston Square is dominated by a long, low one-story building, the second **Allston Station** at **15 Franklin Street** (1887, map #1). The original wood frame 1867 depot had been constructed just after the Boston & Worcester line merged with the Western Railroad to form the Boston & Albany Railroad. The construction of the station in what was then still a sparsely populated part of the town of Brighton was one of the first examples of the new company's effort to promote suburban development on the outskirts of urban centers. The railroad managers anticipated that development would in turn foster a commuter ridership that would grow over the years. According to promotion literature, the Allston Depot, the first of three Brighton stops, would be at heart of a "new and prosperous village" four miles from the center of Boston. Allston did indeed become the site of Brighton's first significant development as a suburb, and ridership from the station doubled within three years.

In 1881 the directors of the B & A embarked on a large-scale capital improvement campaign of railroad facilities that was to last until 1894. In Allston, that included an explosive expansion of tracks, yards and repair shops that dominated the north central part of the community for decades afterwards. The best known part of the campaign, however, was the building of 32 passenger stations along its main and suburban lines. The company hired H.H. Richardson to be project architect; he designed nine of the stations before his death in 1886, of which only four remain. The Boston & Albany construction campaign was a showcase for the Richardsonian Romanesque style developed by Richardson, and after his death, the remaining portion of the commission became an important vehicle for the perpetuation of the master's style by his successors.

The new Allston station, the 12th of the Boston & Albany's series of 32, was designed in the years after Richardson's death by his successor firm, Shepley, Rutan & Coolidge – composed of the other members of his office, who took on the remaining railroad projects. The station was constructed in the summer of 1887 by Richardson's favorite builders, Norcross Brothers of Worcester, who are also known as general contractors for McKim, Mead & White; Van Brunt & Howe and Peabody & Stearns. Although the building is relatively unusual in its gabled roof (most of the stations in the series had hipped roofs), it exemplifies virtually all the other signature elements of the Richardsonian railroad station: the long, low mass of rough-cut granite block with brownstone trim; grouped windows; and the prominent, overhanging roof with deep eaves and exposed interior trusses. The building's comfortable accommodations of men's and women's waiting rooms and wide, sheltered platforms were rendered even more attractive by the landscaped station grounds designed by eminent landscape architect Frederick Law Olmsted, who planned the grounds for eleven of the B & A's stations. So ambitious was the landscaping program for all the stations that in 1887 the railroad opened a nursery northwest of the district in its Allston rail yards to cultivate the plants it needed. Sadly, no hint of Olmsted's curved carriage drive, gardens, ornamental iron fence, or "pleasant modulated surfaces of turf, ornamented with diversified shrubbery," remains at the Allston station. (Architectural Record, August 1914, 24)

Institutional Development

As the Allston end of Brighton grew into a true suburban community, newly-formed religious societies built their houses of worship on lots divided out from some of the larger properties. A Universalist Church (no longer extant) was constructed on Cambridge Street just west of the district in 1861, and an Episcopal

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church was built closer to Brighton Center in 1864. A Methodist congregation that was organized in 1872 laid the cornerstone of its wood-frame Gothic Revival church at the south corner of Harvard and Farrington Avenues (the site of the former Farrington homestead) in December 1876. Today, covered with stucco and occupied by the Church of the Holy Resurrection, the **Allston Methodist-Episcopal Church 62 [64] Harvard Avenue** (1877, map #41) is still the only church in the district.

One of the first major municipal building projects after Brighton's 1874 annexation to Boston was the construction of two spacious new grammar schools. The fact that one of them, the 1879 Allston Grammar School, later known as the Washington Allston Grammar School (demolished), was built at Allston Square (its site abuts the west boundary of the district on Cambridge Street) signifies both the transportation improvements along Cambridge Street, and the growing population of Allston.

Although the city of Boston built a small wood-frame engine house for Chemical Engine #6 at **16 Harvard Avenue** in the late 1870s, the need for better firefighting capability was underscored by the 1891 destruction of the nearby Hano book bindery. Ironically, the Hano fire took place just before the completion of the engine house's replacement, the **Harvard Avenue Fire Station** (1891, map #23, NRIND 1983). This large Colonial/Renaissance Revival yellow-brick fire station housed both Fire Engine #41, and later on, hook and ladder #14. It was designed by the city architect of the time, Harrison Henry Atwood, and constructed by R.R. Mayers & Co. H.H. Atwood was City Architect from 1889 to 1891. Among the buildings he designed in that capacity are several schools; three firehouses, including both the Allston and Brighton firehouses; the Roslindale Municipal Building, and the East Boston District Courthouse.

Pre World War I Development

Residential. By the turn of the twentieth century, the growth of the entire Allston/Brighton section of Boston was accelerating to a frenetic pinch. While railroad passenger service and the horse trolley system has inspired single-family suburban construction in Allston after the Civil War, working-class families could not afford train fares on a regular basis. The introduction of low cost, efficient electric streetcar service to the area in 1888, however, suddenly made dense, large-scale residential development feasible. The Allston branch of Boston's first electric streetcar route came north from Brookline via Harvard Avenue, ending at a carbarn on Braintree Street just northwest of the district. By the early years of the century, the first true apartment blocks had appeared near the Brookline border in south and southeast Allston, setting the stage for stores and service establishments to follow. With the rapidly expanding population of Boston pressing westward from the now fully-developed Back Bay, between 1880 and 1910 the population of Allston/Brighton more than quadrupled from 6,700 to 27,000, turning the former suburb into one of the most densely-populated sections of the city.

In the 1890s, due to the efforts of Isaac Pratt, Jr. and five other entrepreneurs, the continuation of Boston's major Back Bay boulevard, Commonwealth Avenue, was built across the south end of the district. Its Allston/Brighton section was designed to Frederick Law Olmsted's visionary specifications as a parkway to rival the recent extension of Beacon Street through Brookline a short distance away. Real estate development along Commonwealth Avenue was slow until the 1901s, however, due to the general recession of the mid-90s, and competition from the more established and desirable Beacon Street. Construction of large apartment blocks along Commonwealth Avenue and its neighboring streets picked

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up after 1905, finally sounding the death knell for the last of the large old residential properties in the adjacent north-south Harvard Avenue corridor.

For a while it appeared uncertain whether the lots along Harvard Avenue would be developed for commercial or multi-family residential use, or whether the street would one day be lined with apartment blocks. The earliest twentieth-century buildings there are in fact multi-unit residential structures as at least six stylish apartment buildings were built on or adjacent to Harvard Avenue in the district between 1905 and 1912. Three were put up by members of the Baldwin family: the three story apartment block at **67-73 Harvard** (1905, map #40), the 18-unit stone faced block at **8-16 Harvard Terrace** (1912, map #39) and another south of Brighton Avenue on the site of the former Baldwin mansion at 178-188 Harvard (since demolished). Harriet Baldwin, by then a widow, held title to the latter two, while the main developer and builder was her son Dwight. Dwight Baldwin himself owned 67-73 Harvard. Mrs. Baldwin had been actively involved in the development of Allston/Brighton in many capacities, especially in Allston institutions and cultural affairs, including founding the Allston Congregational Church and serving as the first president of the Allston Woman's Association. The Harriet Baldwin School, built on Corey Road in 1926, is named for her. In the years just before the first World War, she was one of the largest property owners in the district. Designed by prominent architects to be comfortable, upper middle class residences, the Baldwin buildings are conspicuous for their elegant entries. To design 67-73 Harvard Avenue, Baldwin hired Frederick A. Norcross, who became known for several early century Boston theaters and downtown office buildings. Local Allston architect John Calvin Spofford, who was commissioned for many buildings in the area, including the fashionable Princeton Hotel on Commonwealth Avenue, designed 8-16 Harvard Terrace. A former partner of Charles Brigham, he had become known throughout the region for municipal buildings, including the Fairhaven, Mass. Town hall and library and the city hall in Lewiston, Maine. After going into practice on his own in 1892, he would design the Parlin Library in Everett, Mass., the Salem Armory (1908) and the city hall of Bangor, Maine.

John Spofford also designed three other apartment blocks in the district that were built in 1912. A twelve unit Colonial Revival brick and stone block at **4-8 Gardner Street** (map #45), and **74-84 Harvard Avenue**, which were operated as an apartment-hotel called the **Bacon and Barrett Chambers** (map #43), were built for developer E.V. Earle. For owner Frank Morse, he designed **4-12 Farrington Avenue/33 Highgate Street** (map #31). Spofford may also have designed another early apartment building that stands facing Harvard Avenue on the former Gideon Brown property, owned by W. Stanley Tripp from about 1909. This building, **179-185 Harvard Avenue** (map #79) at the south corner of Harvard and Glenville Avenues soon became part of a much larger complex of connected commercial apartment buildings that extends several blocks to the west along Glenville.

Commercial Development. While most of the 1880-1890 multi story buildings at Allston Square had been built with stores in the first story, commercial construction first gained a foothold in the south part of the district in 1902, when the **Lincoln Block** at **101-113 Brighton Avenue** (map #53-55) was put up on the east part of the former house lot of Isaac Pratt, Jr. The center section of this building was two stories high, built for stores at the first story, and stores and offices arranged around a central hall at the second. It was designed for real estate investor Gamaliel Bradford by architect Obed F. Smith, who was the designer for many of the later houses of the Back Bay built during the 1880s and 90s. Another long block of stores just west of the Lincoln Block, designed by William Dolan at **117/125 Brighton Avenue** (1914, map #52)

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was put up after Bradford's death by his widow, Helen Bradford. At the north end of Harvard Avenue at Allston Square, another widow, Mrs. George Wilson, replaced her husband's three story residential rental house with a one story brick store block and post office at **4-8 Harvard Avenue** (c. 1908, map #9).

The final phase of the district's building boom and for Allston as a whole was initiated by the improved electric trolley service from Boston introduced along Commonwealth Avenue. It was faster than the earlier trolleys, and used an underground subway under the streets of the Back Bay and downtown to provide quicker public transportation. By 1909 the Commonwealth Avenue trolley line could whisk passengers from Allston downtown cheaply and quickly. It was followed by another branch down Brighton Avenue to Brighton Center and ultimately to Watertown. A depression public works program extended the downtown subway to its present Blandford Street portal, making access to the city even more reliable for residents of the district who now had two choices of trolley lines. The Watertown line ran until 1969; the Commonwealth Avenue line continues to the present.

Today, half of the contributing buildings in the district dates to the period 1909-16, the short, explosive period when Harvard Avenue was radically transformed into a major commercial artery composed mainly of one and two-story business blocks. Most of the period's commercial buildings are flat-roofed multi-store blocks executed in a variety of masonry materials and revivalist styles, with their main decorative elements concentrated in the narrow wall area and parapets above the storefronts. Several main developers in this period were Allston residents, some of whom had begun acquiring property soon after the turn of the century. Others, like the Baldwins, were members of families who were longtime property owners. Many of the non-resident owners lived in Dorchester, Brookline and Newton. Of the Allston or Brighton residents, Ralph Whitehead built a striking neo-Classical/Tudor Revival seven store brick store block in 1913 opposite the Methodist Church at **51-63 Harvard Avenue** (map #32), designed by architect A.J. Carpenter. W. Stanley Tripp, who developed some parcels with E.V. Earle, hired architect George Nelson Meserve to design the lavish 1913 business block at **130-140 Brighton Avenue** (map #59). The stone and marble-trimmed center piece of this two-story store/office building was the branch office of a local Brighton bank, the Market Trust Company. Like most of the other two-story buildings of its era, it was now built for offices, rather than apartments, at the second. Among the tenants who occupied the second floor of this high-style structure over the years were a succession of doctors, dentists and lawyers.

Local restaurateur Fred McLaughlin owned an adjacent tapestry-brick building just to the south, the **McLaughlin Block, 116-126 Harvard Avenue** (map #65) also built in 1913. The long one story multi-store block introduces the collection of modest stores that line the east side of the block between Brighton and Commonwealth Avenues.

In the period 1909-16 one distinctive type of land development pattern was becoming quite common in the district – the coupling of the construction of a building facing the main thoroughfare with a second building behind it facing the side street. This was made possible by the size and configuration of the former residential lots along Harvard Avenue, which in typical nineteenth century suburban fashion had stretched deeply back from the street. On occasion both buildings were residential, as in the case of the apartment blocks at 74-84 Harvard Avenue and 4-8 Gardner Street, developed by E.V. Earle and designed by John Spofford, which were built on the lot where the large mid-nineteenth century house and carriage house of the Barrett family had stood. More commonly, the former residential property was developed with a

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commercial building facing the main thoroughfare and an apartment block behind it, facing the main street. For the site of the former home of Brighton's leading nineteenth century physician, Dr. Otis Marion at 54 Harvard Avenue, for instance, which extended to the rear along the north side of Farrington Avenue, John Spofford designed both the eight store block at **44-58 Harvard Avenue** (map #30) and the three store apartment building at **4-12 Farrington Avenue/33 Highgate Street** (map #31). Both buildings were constructed in 1912, for E. V. Earle and Frank E. Morse. More examples of this dual type of development exist on the west side of Harvard Avenue across from Farrington, where the former Hollis lot was developed into two lots facing Harvard, with a short dead-end side street, Harvard Terrace, behind them. The south side of the Terrace was developed by Dwight and Harriet Baldwin with two apartment blocks (see above), but the north side of the street, behind the multi-store Whitehead Block at 51-63 Harvard Avenue, was built up between 1909 and 1916 with a line of six Colonial wood-frame three decker houses on small lots (**5-17 Harvard Terrace**, map #33-38), the only examples of this building type in the district.

As with John Butland's Allen Building in the 1890s, some of the buildings erected between 1909-16 were both owned and constructed by investors who owned their own building companies. On the site of the former Isaac Pratt, Jr. house, the handsome Tudoresque **Prindiville Building at 90 Harvard Avenue and 143-155 Brighton Avenue** (c. 1913, map #46) was designed and constructed by its owner, builder J.J. Prindiville of Framingham. Prindiville, who also constructed the nearby Commonwealth Armory in 1915, was also associated with the Harvard Realty Company, one of a handful of local real estate syndicates which owned developed and managed property in the area. Over the years the first story of the Prindiville Building was home to a variety of businesses, including hair dressers, a photographer and a stationary store. Occupying professional offices at the second story were dentists, a lawyer and a loan office as well as the local Ward 221 Republican Club.

Another local real estate company, which administered the estate of William H. Hill, was headed by lawyer/banker Donald M. Hill. In 1915-16 the Hill heirs developed part of the former Pratt property just east of the Prindiville Building, where they put up three buildings: two single-story store blocks at **127-129 Brighton Avenue** (map #51) and **131-137 Brighton Avenue** (map #50); and a four story apartment building to their rear at **15 Gardner Street** (map #18), the latter designed by architect Alfred C. Turner.

Most of the one story store blocks constructed along Harvard Avenue between 1909 and the end of the first World War conform to the prevailing Colonial and Classical Revival taste of the day, with cast stone Classical motifs concentrated in their cornices, in the capitals of the pilasters between the stores, in the wall friezes above the display windows, and in some surviving roof parapets. The Colonial Revival multi store block that surrounds the southwest corner of Cambridge Street and Harvard Avenue at **1-5 Harvard Avenue/382-386 Cambridge Street** (1911, map #8), which originally houses one of two Allston Square drug stores, was designed by A.J. Carpenter for its builder Robert G. Jones, and was originally constructed with a turned roof balustrade (since removed). On the southern section of Harvard between Brighton and Commonwealth Avenues, the decoration of the building later known as the **Cass Block, 128-136 Harvard Avenue** (1915, map #66) includes the parapet pediment, triglyphs and metopes in the frieze, and segmental arched transoms. Its original owner was J.V. Whitney; and it was designed by the firm of (Harry) Hurd and (Henry) Gore. The southernmost building in the district, the **Walton Block at 190-194 Harvard Avenue** (map #80), was put up in 1916 by David H. Walton, the owner of several Boston restaurants. The architect of this handsome white terra cotta Adamesque Classical Revival store

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block was W.C. Collett, and the builder was C.A. Dodge. The current building was originally much larger; in 1930 it included a flower shop and grocery store facing Harvard Avenue, and extended southeast around the corner to Commonwealth where it incorporated five stores at 1213-1233 Commonwealth Avenue.

This same period of expansion also coincided with the early years of the automobile era, when buildings specifically designed for storage, repairs, and sales of cars were beginning to appear. The earliest auto-related buildings in the district, all of which are utilitarian in form and astylistic, are the **Ideal Garage**, a repair shop belonging to Harriet Baldwin at **6 Glenville Terrace** (c. 1914, map #75), and the very altered Allston Garage at 122 Brighton Avenue (c. 1914, map #57), which is non-contributing to the district. By the 1920s two more garages had been built – one for Dwight Baldwin, the **Glenville Garage** at **10 Glenville Terrace** (c. 1918, map #76), and another across from it at **9 Glenville Terrace** (c. 1920, map #77) as part of the Edison Electric Illuminating Company power station that faced Commonwealth Avenue at the southeast corner of the district. The location of many of the garages on alleys and side streets is typical of urban land-use patterns of the times. Similarly, W. Stanley Tripp built the largest utilitarian building and the tallest structure in the district, the five story **Allston Storage Warehouse** (1915, **138 Harvard Avenue**, map #67), another building designed by the versatile John Spofford, on an alley located behind and parallel to the line of stores on the east side of Harvard Avenue.

Later early-modern development. By the end of World War I only a few parcels in the district stood empty or under-utilized as remnants of Victorian era residential properties. Of the buildings erected between 1917-27, a few, such as the Brighton Realty Corp.'s three store block at **11-17 Harvard Avenue** (c. 1918, map #22) involved the demolition of some of the last remaining houses. Some post-war development also illustrates the involvement of a new group of investors. **75-87 Harvard Avenue** (c. 1920, map #44), a building of seven stores put up on the site of a former two-family house, was owned in the 1920s by Abram Fox, one of a growing number of Jewish developers who were representative of a change in demographics that was taking place in the area, as second generation Jewish families moved out from their former inner city neighborhoods to both live and build in the neighborhoods around Brighton and Commonwealth Avenues. Mr. Fox, who lived in Brookline, was president of furniture manufacturing firms and retail furniture stores in Roxbury and downtown Boston. Another Jewish investor in the district was Samuel Freedman, owner of a nine store block, now much altered at **123-145 Harvard Avenue** (c. 1923, map #68).

On the south side of Brighton Avenue, the Brighton Avenue Realty Company finally subdivided and developed part of the former Herrick family house lot that had extended from Harvard west to Parkvale Avenue. A long eight store block at **164-174 Brighton Avenue** (c. 1920, map #62) on the west part of the property at the corner of Parkvale was owned, and probably built, by the Beacon construction Company under another Brookline resident, Arthur T. Nelson. Abutting it to the east, a building of four storefronts and a long repair garage to the rear, the **Parkvale Garage**, was also constructed c. 1922 (**154-162 Brighton Avenue**, map #61). From c. 1939 to 1953 the garage was in use as a bowling alley called the Allston Bowladrome. The lot at the southwest corner of the intersection, however, remained opened for decades, a provided a site for a weekly open-air market for many years during the Depression.

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Continuation SheetSection number 8 Page 14Harvard Avenue Historic District
Boston (Allston) (Suffolk Co.), Mass.

In 1926 the nineteenth century home and outbuildings of Hollis heir Gideon Brown (later the residence of W. Stanley Tripp) were finally demolished for the construction of the district's largest building, **149-175 Harvard Avenue/5 Glenville Avenue** (map #73). Today called the **Gordon Building**, this long two story Georgian Revival block was designed by the firm of Silverman, Brown & Heenan to house the Allston branch of the Boston Public Library at its second story. The owner and developer was building contractor Abraham Kaplan, who apparently constructed the building himself. The architects are best known as apartment specialists, who built several apartment blocks in the area. A list of commercial establishments located at the Gordon Building in 1930 provides a glimpse of the variety of businesses that were located throughout the district during the early modern period. At that time the building houses a bank (the Shawmut National), a life insurance office, two dentists, a cobbler, a furniture company, two dress shops and a milliner, a small department store, a bakery, a photography studio, a billiard parlor, a cigar company and an early A & P grocery store.

By the 1920s the automobile had significantly affected all sections of the district. A movable police kiosk was installed at the Harvard/Brighton Avenues intersection for directing traffic. Automobile dealerships now dominated the nearby Packard's Corner area just east of the district, and as auto showrooms spread west, Thomas M. Smith replaced his former double hose with a used auto showroom, the **Allston Auto Exchange** and body repair shop at **116-118 Brighton Avenue** (1925, map #56). His architect was Frederick Norcross. Gas stations, most of them small by today's standards, were also springing up along Allston's thoroughfares. One early station, which operated into the 1980s, remains in the district in somewhat altered condition, at **372 Cambridge Street** (1935, map #10).

The population and demographics of the district, and of Allston/Brighton as a whole, underwent a series of changes between the two world wars. Between 1910 and 1930, the population doubled, from 27,000 to 60,000, to become the most dense of Boston's outer neighborhoods. The population increased another 16% from 1930 to 1935. Many descendants of Allston's old families moved away, and large groups of upwardly mobile middle-class Irish-Americans, Jews, and immigrant Italians moved in. The Italians were a largely working-class group, as were other newcomers from eastern Europe, a small concentration of near-Eastern immigrants who settled along Franklin Street north of Allston Square, and a growing number of African-Americans. In the early 1930s several Greek-Americans also owned businesses in the district, including two restaurants and a fruit store.

Post World War II development. All of these new population groups left their mark on the Harvard Avenue district in the form of businesses and services needed. The ever-increasing density of the area, where the supply of land for new residential construction had been nearly depleted by the mid 1930s, also led to the rise of rooming houses and the subdivision of units in the older apartment buildings. 15 Gardner Street, for instance, which had been built for eight apartments was converted to sixteen in 1949, and to eighteen the following year. After the war Allston experienced an influx of college students from the three major educational institutions on its periphery -- Boston University, Boston College and Harvard, which had located its Business School in northeast Allston along the Charles River in 1927. By the end of the 1950s, with a population of 70,000 squeezed into just four square miles, Allston/Brighton was suffering from strained public services, major traffic congestion, widespread absentee landlord ownership, and the decline of local businesses as shoppers turned more and more to suburban shopping centers. Older buildings were deteriorating, and many local landmarks were demolished or lost their character through

(continued)

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Section number 8 Page 15**Harvard Avenue Historic District
Boston (Allston) (Suffolk Co.), Mass.**

radical alterations. In the Harvard Avenue area, the 1912 Allston Theater at 128 Brighton Avenue was torn down in 1955, and the Washington Allston grammar school at 400 Cambridge Street was demolished in 1977.

By the mid 1970s, however, Allston/Brighton residents themselves had begun to address some of the neighborhood's problems. They took on a variety of quality-of-life issues ranging from parking improvements to increasing social services to historic preservation. Recent years have seen the establishment of several neighborhood associations, the Allston/Brighton Community Development Corporation, and the presence since 1968 of the Brighton-Allston Historical Society. Today, Allston has been revitalized by a new ethnic mix that includes large numbers of Asian- and African-Americans and Hispanics. The Harvard Avenue corridor is alive with the sound of many languages and the presence of a variety of highly visible ethnic businesses. Restaurants, bakeries, pubs and grocery stores represented within the district include Greek, Italian, Irish, Brazilian, Mexican, Chinese, Thai, Japanese, Vietnamese, Korean, Indian and Russian. The district also harbors a concentration of antique and second-hand stores, and several small furniture stores who cater to both the student trade and apartment dwellers in general.

In 1996 Allston Village Main Streets (AVMS) was organized under Boston's Main Streets Program as an economic partnership between the City and neighborhood merchants which works to revitalize the Harvard Avenue corridor and surrounding neighborhood through design improvements, promotion, and economic development. One example of their work has been the removal of the Brighton Avenue trolley tracks and unused overhead wires. The street now has a center island strip, replica street lamps, and plantings. AVMS offers a variety of technical assistance to commercial property owners, including an active storefront improvement campaign, with grants and low-interest loans for façade rehabilitation. Much of the district has already benefited from that assistance, and further revitalization is anticipated when federal preservation investment tax credits become available with National Register listing.

(end)

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 9 Page 1Harvard Avenue Historic District
Boston (Allston) (Suffolk Co.), Mass.9. Major Bibliographical Sources

BOOKS, DIRECTORIES, MANUSCRIPTS AND PAMPHLETS

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MAPS AND ATLASES

Assessors Maps. City of Boston, 1999.

Bromley, G.W. Atlases of the City of Boston. Philadelphia: G.W. Bromley & Co., 1885, 1897, 1909, 1916, 1925.Richards, L.J. Atlas of Dorchester, West Roxbury, and Brighton. Boston: L.J. Richards & Co., 1899.Hopkins, G.W. Atlas of Suffolk County, VII. Philadelphia: G.M. Hopkins & Co., 1875.Sanborn Fire Insurance Company. Sanborn Fire Insurance Maps. 1898, 1925.

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Massachusetts Historical Commission. National Register Nomination for Harvard Avenue Fire Station, 1978.

_____. Gordon, Edward. "Harvard Avenue" (MHC Form A), 1996.

Suffolk County Registry of Deeds.

(End)

Harvard Avenue Historic District
Name of Property

Suffolk County, MA
County and State

10. Geographical Data

Acreege of Property approximately 23 acres

UTM References

(Place additional UTM references on a continuation sheet)

1. 19 Zone	324300 Easting	4691330 Northing	3. 19 Zone	324400 Easting	4691020 Northing
2. 19 Zone	324369 Easting	4691230 Northing	4. 19 Zone	324500 Easting	4690950 Northing

X See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Anne M. Forbes, Consultant, with Betsy Friedberg, National Register Director

organization Massachusetts Historical Commission date March 2000

street & number 220 Morrissey Boulevard telephone 617-727-8470

city or town Boston state MA zip code 02125

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

- A USGS map (7.5 or 15 minute series) indicating the property's location.
- A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name multiple owners

street & number telephone

city or town state zip code

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. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 10 Page 1

Harvard Avenue Historic District
Boston (Allston) (Suffolk Co.), Mass.

10. Geographical Data, cont.

UTM References, cont.

5. 19	324440	4690740	7. 19	324230	4691100
Zone	Easting	Northing	Zone	Easting	Northing
6. 19	324360	4690700	8. 19	324240	4691250
Zone	Easting	Northing	Zone	Easting	Northing

Verbal Boundary Description

The boundaries of the Harvard Avenue Historic District, which extends roughly north to south from just north of Cambridge Street to the block between Glenville and Commonwealth Avenues, are shown on Boston Assessor's Maps 21017-21021 and 22019. All boundary lines follow Assessor's parcel boundaries except for those on Parcel 21-835, where they follow the east and south sides of the building footprint.

Boundary Justification

The district encompasses the intact sections of the historic Harvard Avenue commercial corridor that developed over eight decades of intense population expansion out from Boston into Allston from the time the first Allston depot was built until the end of the 1940s. The southern boundary has been drawn to exclude the short, more highly altered section of Harvard Avenue from just north of Commonwealth Avenue to the Brookline town line.

In addition to the buildings along Harvard Avenue itself, the district includes associated development around the intersections of two major cross streets, Cambridge Street and Brighton Avenue, as well as buildings on several side streets--Franklin, Wilton, Linden and Gardner Streets; and Harvard and Glenville Terraces--which were directly connected with the evolution of the Harvard Avenue corridor.

Although the east and west district boundaries end at the edge of the surrounding residential neighborhoods, it is possible that the district could be expanded into those areas in the future to include some of the adjacent streets, which comprise part of the largest early-twentieth-century apartment district in Boston, and which historically provided most of the clientele for the Harvard Avenue businesses.

(end)

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

Section number _____ Page _____

Harvard Avenue Historic District
Boston (Allston) (Suffolk Co.), Mass.**PHOTOGRAPHS (8 x 10")**

- all photographs by Anne Forbes, 1999
 - all negatives in possession of Allston Village Main Streets
1. Franklin and Braintree Streets, looking southwest: Chester Block (ca. 1876/1892), Shepard/Longfellow Building (ca. 1880), Allston Hall Block (1890)
 2. Looking northeast toward Allston Square: 7 Wilton St. (1890), Chester Block (ca. 1876/1892)
 3. Allston Square, looking northeast: Allston Station (1887)
 4. Allen Building, 334-354 Cambridge Street (1895)
 5. Allston Square, looking southwest: 4-8 Harvard/374-380 Cambridge St. (ca. 1908), 1-5 Harvard Ave/382-386 Cambridge St. (1911), John English House (ca. 1870). Also visible on west side Harvard Ave: 11-17 Harvard (ca. 1918), 39 Harvard (ca. 1970s), 51-63 Harvard (1913), 67-73 Harvard (1905)
 6. East side of Harvard Ave., looking south from #8, with Harvard Ave. Fire Station (1891), 20-24 Harvard (1910-1915), 32-34A Harvard (ca. 1928), 44-58 Harvard (1912), Allston Methodist Episcopal Church (1877), and 74-84 Harvard (1912)
 7. 44-58 Harvard Ave. (1912), Allston Methodist Episcopal Church (1877), Shorey-Bassett House (ca. 1880), 74-84 Harvard (1912)
 8. 4-12 Farrington Ave./33 Highgate Street (1912)
 9. Harvard Ave. and Harvard Terrace, looking northwest: 5 and 7 Harvard Terrace (1910-15), Whitehead Block (1913), 39 Harvard Ave. (ca. 1970s)
 10. Harvard Terrace, looking west: 5, 7, 9, 11, 15, 17 (1910-15)
 11. Harvard Ave. and Gardner Street, looking northeast: 74-84 Harvard Ave. (1912), 4-8 Gardner Street (1912)
 12. Prindiville Building (ca. 1913), looking northeast, with 139-143 Brighton Avenue
 13. Brighton Avenue, looking northwest from Linden Street: from Lincoln Block (1902) to Prindiville Building(ca. 1913)
 14. Harvard and Brighton Avenues, looking southeast to 130-140 Brighton Avenue (1913)

(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number _____ Page _____

Harvard Avenue Historic District
Boston (Allston) (Suffolk Co.), Mass.

PHOTOGRAPHS, cont.

15. Cass Block (1915), looking east, with Allston Storage Warehouse (1915)
16. Gordon Building (1926), looking northwest at corner of Glenville Ave.
17. 178-188 Harvard Avenue, south end (ca. 1925-30); Walton Block, 1916

Supplementary photographs (3 1/2 x 5")

18. Allston Square, looking south: 372 Cambridge St. (1935), and 4-8 Harvard Ave./374-380 Cambridge Street (ca. 1908)
19. Linden Street, looking south to 11 through 15A Linden (1897)
20. 15 Gardner Street (1915-16)
21. 67-73 Harvard Ave. (1905)
22. 79 Harvard Ave. (ca. 1920), detail
23. Brighton Avenue, looking east at Harvard Avenue intersection
24. 116-118 Brighton Avenue (1925)
25. Brighton Avenue: looking southeast from 164-174 (ca. 1920)
26. Boston milestone (1729)
27. Harvard Avenue, east side, from 144 (ca. 1920-25) to 156 (ca. 1910-15)
28. Lincoln Block, 107 Brighton Avenue (1902): second floor, interior.

(end)

HARVARD AVENUE HISTORIC DISTRICT
Allston (Boston), Suffolk County, Massachusetts
DISTRICT DATA SHEET

C = contributing; NC = non-contributing
 B = building; O = object; St = structure; Si = site

MAP#	MHC#	WARD & PARCEL	ADDRESS	HISTORIC NAME	DATE	DESCRIPTION	STATUS	TYPE
55		21-636	101 Brighton Ave.	Lincoln Block (east section)	1902	Colonial Revival	C	B
54		21-636	103-109 Brighton Ave.	Lincoln Block	1902	Colonial Revival	C	B
53		21-636	113 Brighton Ave.	Lincoln Block (west section)	1902	altered Col. Revival	NC	B
52		21-636	117-125 Brighton Ave.		1914	Colonial Revival	C	B
56		21-849	116-118 Brighton Ave.	Allston Auto Exchange; Allston Auto Body Repairs	1925	Federal Revival	C	B
57		21-848	122-124 Brighton Ave.	Allston Garage	ca. 1914	utilitarian garage	NC	B
51		21-637	127/129 Brighton Ave.		1915-16	Colonial Revival	C	B
58		21-847	128 Brighton Ave.		late-20th C.	utilitarian	NC	B
59	8742	21-846	130-140 Brighton Ave.		1913	Tapestry Brick/Spanish Rev.	C	B
50		21-637	131-137 Brighton Ave.		1915-16	Colonial Revival	C	B
49		21-638	139-143 Brighton Ave.		ca. 1913	altered Col. Revival	NC	B
46	8743	21-639	143-155 Brighton Ave./ 90 Harvard Avenue	Prindiville Building	ca. 1913	Tudor Revival	C	B
61		21-891	154-162 Brighton Ave.	stores; Parkvale Garage	ca. 1920	altered Art Deco	C	B
62		21-890	164-174 Brighton Ave.		ca. 1920	astylistic	C	B
63			Brighton Avenue	reproduction streetlamps	1990s	cast iron and glass	NC	O
12	8111	21-675	334-354 Cambridge St.	Allen Building (north section)	1895	Georgian Revival	C	B

HARVARD AVENUE HISTORIC DISTRICT
Allston (Boston), Suffolk County, Massachusetts
DISTRICT DATA SHEET

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 B = building; O = object; St = structure; Si = site

MAP#	MHC#	WARD & PARCEL	ADDRESS	HISTORIC NAME	DATE	DESCRIPTION	STATUS	TYPE
11		21-675	358-362 Cambridge St.			mid-20th C. utilitarian	NC	B
10		21-663	372 Cambridge Street	gas station	1935	utilitarian	C	B
5	8113	22-1850	373-391 Cambridge St.	Chester Block	ca. 1876/1892	Queen Anne	C	B
7	8745	21-711	390 Cambridge Street	John English House	ca. 1870	Mansard cottage	C	B
25		21-712		utilitarian building	ca. 1960s	utilitarian	NC	B
31		21-669	4-12 Farrington Ave./ 33 Highgate Street		1912	Colonial/Tudor Revival	C	B
4	8746	22-1856	4-8 Franklin Street	Shepard/Longfellow Building	ca. 1880	Queen Anne	C	B
3	8154	22-1855	10-14 Franklin Street/ 4 Braintree Street	Allston Hall Block	1889-1890	Mansard/Queen Anne.	C	B
1	8112	22-1857	15 Franklin Street (353 Cambridge St.)	Allston Station	1887	Richardsonian Romanesque	C	B
2				caboose	early 20th C.	railroad car	NC	St
45	8747	21-659	4-8 Gardner Street		1912	Tudor Revival	C	B
47		21-640	9 Gardner Street	bowling alley	ca. 1913	utilitarian	C	B
48		21-637	15 Gardner Street		1915-16	Colonial Revival	C	B
75		21-839	6 Glenville Terrace	Ideal Garage	ca. 1914	astylistic/utilitarian	C	B
77		21-837	9 Glenville Terrace	Edison Co. garage	ca. 1920	astylistic/utilitarian	C	B
76		21-838	10 Glenville Terrace	Glenville Garage	ca. 1918	astylistic/utilitarian	C	B
8	8744	21-713	1-5 Harvard Avenue/ 382-386 Cambridge St.		1911	Georgian Revival	C	B

HARVARD AVENUE HISTORIC DISTRICT
Allston (Boston), Suffolk County, Massachusetts
DISTRICT DATA SHEET

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MAP#	MHC#	WARD & PARCEL	ADDRESS	HISTORIC NAME	DATE	DESCRIPTION	STATUS	TYPE
9	8748	21-662	4-8 Harvard Avenue/ 374-80 Cambridge St.	Wilson Block/ Allston Post Office		ca. 1908 altered Col. Revival	C	B
22	8749	21-714	11-17 Harvard Avenue			ca. 1918 Classical Revival	C	B
23	8223-NR	21-674	16 Harvard Avenue	Harvard Ave. Fire Station (Fire Station # 41)		1891 Colonial Revival	C	B
24	8750	21-673	20-24 Harvard Avenue			ca. 1910-15 Classical Revival	C	B
		21-715		vacant				
26	8751	21-716	25-27 Harvard Avenue	car rental building		ca. 1960s utilitarian	NC	B
27		21-718	31 Harvard Avenue	garage		mid-20th C. utilitarian	NC	B
28	8752	21-672	32-34 Harvard Avenue			ca. 1928 altered store block	NC	B
		21-671	vacant	parking lot				
29	8753	21-719	39 Harvard Avenue	US Post Office		ca. 1970s modern	NC	B
30	8754	21-670	44-58 Harvard Avenue			1912 Federal Revival	C	B
32	8224	21-720	51-63 Harvard Avenue	Whitehead Block		1913 Craftsman/Tudor Revival	C	B
41	8755	21-645	62 (64) Harvard Avenue	Allston Methodist-Episcopal Church		1877 Tudor Gothic	C	B
42		21-661	66-68 Harvard Avenue	Shorey/Bassett House		ca. 1883 Italianate/Queen Anne	NC	B
40	8756	21-729	67-73 Harvard Avenue			1905 Georgian Revival	C	B
43	8757	21-660	74-84 Harvard Avenue	Bacon and Barrett Apartments		1912 Tudor Revival	C	B
44	8758	21-730	75-87 Harvard Avenue			ca. 1920 Classical Revival	C	B

HARVARD AVENUE HISTORIC DISTRICT
Allston (Boston), Suffolk County, Massachusetts
DISTRICT DATA SHEET

C = contributing; NC = non-contributing
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MAP#	MHC#	WARD & PARCEL	ADDRESS	HISTORIC NAME	DATE	DESCRIPTION	STATUS	TYPE
60	8759	21-731	99-119 Harvard Avenue/ 148-152 Brighton Ave.	Blanchard Liquors		late-20th C. modern	NC	B
65	8760	21-845	116-126 Harvard Avenue	McLaughlin Block	ca. 1913	Spanish Colonial Revival	C	B
64	8761	21-893	121 Harvard Avenue		ca. 1960s	modern	NC	B
68	8762	21-895	123-145 Harvard Avenue		ca. 1923	astylistic store block	C	B
66	8763	21-844	128-136 Harvard Avenue	Cass Block	1915	Classical Revival	C	B
67		21-842	138 Harvard Avenue	Allston Storage Warehouse	1915	utilitarian storage bldg.	C	B
69	8764	21-841	140-144 Harvard Avenue		ca. 1920-25	alt. Col. Revival	NC	B
70	(NR, 1971)		at 144 Harvard Avenue	Boston milestone	1729	granite block	C	O
71	8765	21-840	150-152 Harvard Avenue		ca. 1910-15	alt. Classical Revival	C	B
72		21-840	154-156 Harvard Avenue		ca. 1910-15/ ca. 1930s	Moderne	C	B
73	8225	21-896	149-175 Harvard Avenue/ 5 Glenville Avenue	Boston Public Library Branch/ Gordon Building	1926	Spanish Colonial Revival	C	B
74	8766	21-840	164-176 Harvard Avenue		ca. 1910-15	alt. Classical Revival	C	B
78	8768	21-836	178-188 Harvard Avenue		ca. 1925-30	Craftsman/Col. Revival	C	B
79	8767	21-880	179-185 Harvard Avenue		ca. 1908	Georgian Revival	C	B
80	8226	21-835	190-194 Harvard Avenue	Walton Block	1916	Classical Revival	C	B

HARVARD AVENUE HISTORIC DISTRICT
Allston (Boston), Suffolk County, Massachusetts
DISTRICT DATA SHEET

C = contributing; NC = non-contributing
 B = building; O = object; St = structure, Si = site

MAP#	MHC#	WARD & PARCEL	ADDRESS	HISTORIC NAME	DATE	DESCRIPTION	STATUS	TYPE
33	8772	21-721	5 Harvard Terrace			ca. 1909-16 Col. Revival 3-decker	C	B
34	8773	21-722	7 Harvard Terrace			ca. 1909-16 Col. Revival 3-decker	C	B
39	8771	21-728	8-16 Harvard Terrace			1912 Tudor Revival	C	B
35	8774	21-723	9 Harvard Terrace			ca. 1909-16 Col. Revival 3-decker	C	B
36	8775	21-724	11 Harvard Terrace			ca. 1909-16 Col. Revival 3-decker	C	B
37	8776	21-725	15 Harvard Terrace			ca. 1909-16 Col. Revival 3-decker	C	B
38	8777	21-726	17 Harvard Terrace			ca. 1909-16 Col. Revival 3-decker	C	B
13	8111	21-680	1 Linden Street	Allen Building--S. section		1895 Colonial Revival	C	B
14	8111	21-681	3 Linden Street	" " " "	1895	Colonial Revival	C	B
15	8111	21-682	5 Linden Street	" " " "	1895	Colonial Revival	C	B
16	8111	21-683	7 Linden Street	" " " "	1895	Colonial Reviva	C	B
17	8111	21-684	9 Linden Street	" " " "	1895	Colonial Revival	C	B
18		21-685	11 Linden Street			1897 Federal Revival	C	B
19		21-686	11A Linden Street			1897 Federal Revival	C	B
20		21-687	15 Linden Street			1897 Federal Revival	C	B
21		21-688	15A Linden Street			1897 Federal Revival	C	B
6		22-1851	7 Wilton Street	The Wilton		1890 Queen Anne	C	B
<i>Throughout the district:</i>								
81			historic road network			17th-early 20th C.	C	St

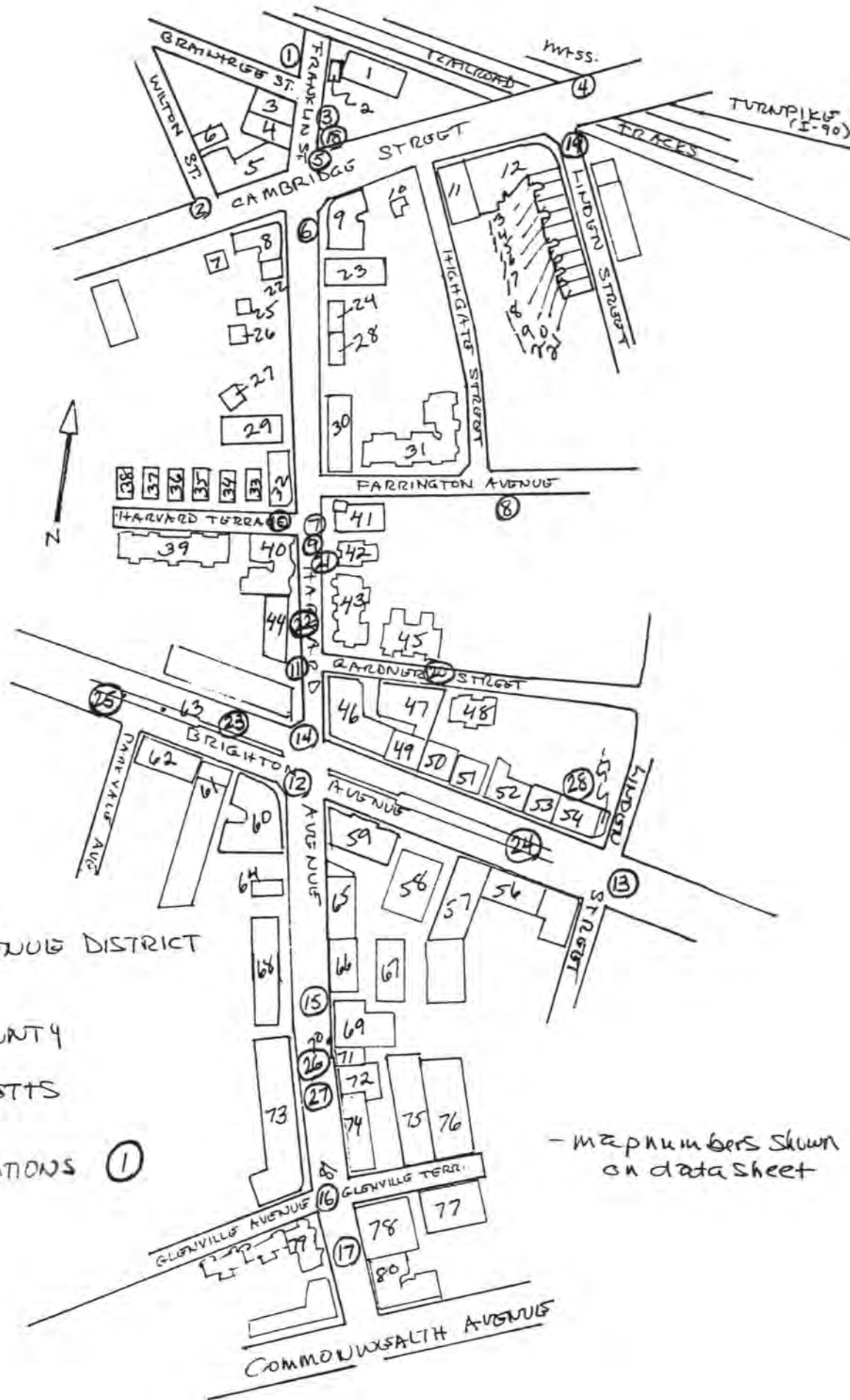
**HARVARD AVENUE HISTORIC DISTRICT
Allston (Boston), Suffolk County, Massachusetts
DISTRICT DATA SHEET**

TOTAL DISTRICT RESOURCE COUNT:

	<u>Contributing</u>	<u>Non-contributing</u>
BUILDINGS:	63	13
STRUCTURES:	1	1
OBJECTS:	0	1
SITES:	0	0
TOTAL CONTRIBUTING RESOURCES:	64*	TOTAL NON-CONTRIBUTING RESOURCES: 15

C = contributing; NC = non-contributing
B = building; O = object; St = structure, Si = site

* Two resources previously listed on the National Register, the Harvard Ave. Fire Station and the Boston Milestone, are not included in the total resource count.



HARVARD AVENUE DISTRICT
 BOSTON
 SUFFOLK COUNTY
 MASSACHUSETTS

PHOTOGRAPH LOCATIONS ①

- map numbers shown on data sheet

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Harvard Avenue Historic District

MULTIPLE NAME:

STATE & COUNTY: MASSACHUSETTS, Suffolk

DATE RECEIVED: 3/28/00 DATE OF PENDING LIST: 4/07/00
DATE OF 16TH DAY: 4/23/00 DATE OF 45TH DAY: 5/12/00
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 00000415

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

ACCEPT RETURN REJECT 4/28/00 DATE

ABSTRACT/SUMMARY COMMENTS:

**Entered in the
National Register**

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

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



① FRANKLIN + BRAINTREE STS, LOOKING SW:

CHESTER BLOCK (1876/1892), SHEPARD/LONGFELLOW BLOCK (ca. 1880),
AUSTON HALL BLOCK (1890)

HARVARD AVE. DISTRICT
AUSTON (BOSTON)
SUFFOLK CO., MA



② View NG TO AUSTON SQUARE.

↳ WITTON ST. (1890); Chester Block (ca. 1876/1892)

HARVARD Ave District
AUSTON (BOSTON)
Suffolk Co., MA



③ ALLSTON STATION (1887)

HARVARD Ave. District
ALLSTON (BOSTON)
SUFFOLK CO., MA



Don't you wish the road
was as clear as this?

Digital PCS
CELLULAR ONE
1 800 CELL ONE

④ AUSTON BUILDING, 334-354 Cambridge St. (189)

HARVARD AVE DISTRICT
AUSTON (BOSTON)
SUFFOLK CO., MA



⑤ AUSTON SEWARD, New Sq: 4-8 Harvard (ca. 1908), 1-5 Harvard
Ave. (1911), John English House (ca. 1870);
West Side Harvard: 11-17 Harvard Ave. (ca. 1918); 39 Harvard (ca. 1870),
51-63 Harvard (1913); 67-73 Harvard Ave. (1908)



- ⑥ ~~AUSTON SQUARE, view~~ EAST SIDE OF HARVARD AVE., Looking S.
From #8, with Harvard Ave. - Fire station (1891); 20-24 Harvard Ave.
(1910-15), 32-34 Harvard Ave. (ca. 1928); 44-58 Harvard Ave. (1912);
AUSTON Methodist Church (1877), 74-84 Harvard Ave. (1912)

HARVARD AVE. DISTRICT
AUSTON (BOSTON)
SUFFOLK CO., MA



⑦ 44-58 HARVARD AVE (1912); ALLSTON METHODIST CHURCH (1872),
SHORRY-BASSETT HOUSE (ca. 1880)

HARVARD AVE. DISTRICT
AUSTON (BOSTON)
SUFFOLK CO., MA



⑧ 4-12 FARRINGTON AVE./33 HIGHGATE ST (1912)
—view NW

HARVARD AVE. DISTRICT
ALSTON (BOSTON)
SUFFOLK CO., MA



THE COLLECTOR

SEAT
END
TEXT

WOOD CRAFT

⑨ HARVARD AVS. + HARVARD TERRACE, view NW: 5+7 Harvard terrace (1910-1912)
Whitehead Block (1913), 39 Harvard Ave. (ca. 1970s)

- view NW

HARVARD AVE. DISTRICT
AUSTON (BOSTON)
SUFFOLK CO., MA



WARD 13

DEAD
END
STREET

ANTIQUE
buy
sell 'ES
787-5952

1879 NG

⑩ HARVARD TERRACES, view W: 5, 7, 9, 11, 15, 17 (1910-15)

HARVARD AVE. DISTRICT
AUSTON (BOSTON)
SUFFOLK CO., MA



~~⑩ HARVARD TERRACE, view west: 5, 7, 9, 11, 15, 17 (1910-15)~~

⑪ HARVARD AVE + GARDNER ST., view NE: 74-84 Harvard Ave (1912);
4-8 Gardner St. (1912)

HARVARD AVE DISTRICT
AUSTON (BOSTON)
SUFFOLK CO., MA



⑫ PRINCIPAL BUILDING (ca. 1913), view N^W, with 139-143 Brighton Ave.

HARVARD AV^E DISTRICT
AUSTON (BOSTON)
SUFFOLK CO., MA



⑬ BRIGHTON AVE., view NW from Linden St.:
Lincoln Block (1902) to Prindiville Building (ca. 1913)

HARVARD AVE. DISTRICT
AUSTON (BOSTON)
SUFFOLK CO., MA



⑭ HARVARD + BRIGHTON AVES, view SE to 130-140 Brighton Ave (1913)

HARVARD AVE. DISTRICT
ALSTON (BOSTON)
SUFFOLK CO., MA



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WEST

(15)

HARVARD AVENUE:

CASS BLOCK (1915), view E., with Allston Storage Warehouse (1915)

HARVARD AVE. DISTRICT
ALLSTON (BOSTON)
SUFFOLK CO., MA



①6 GORDON BUILDING (1926), view NW at corner of Cleaveland Ave

HARVARD AVS. DISTRICT
AUSTON (BOSTON)
SUFFOLK CO., MA



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W-772

① 178-188 HARWARD AVE., S. end (ca. 1925-30); WALTON BLOCK, 1916

HARWARD AVE. DISTRICT
AUSTON, (BOSTON)
SUFFOLK CO. (MA)



①⑧ AUSTON SQ., view South:

Cambridge St., S. Side, E. of Harvard

372 Cambridge St. (1935), or

4-8 Harvard Ave. (ca. 1908)

1111 1110 865

IV-27A



①⑨ LINDEN ST., VIEW S. TO 11 THROUGH 15A
(BT)

9-15 Linden St. → S

398 0111 N-1

HARVARD AV. DISTRICT
AUSTON (BOSTON)
SUFFOLK CO. (MA)

N-34 ↑



② 15 GARDNER ST (1915-16)

15 Gardner St.

HARVARD AVS. DISTRICT
ALLSTON (BOSTON)
SUFFOLK CO., MA

N H 1110 FOR

III-28



② 67-73 HARVARD AVE. (1905)

67/69 and 71/73 Harvard Ave

HARVARD AVE. DISTRICT
AUSTON (BOSTON)
SUFFOLK CO. (MA)

404 0111 1111

711-74

EMERALD
UPHOLSTERY
787-8960

77

② 79 HARVARD AVS. (ca. 1920): detail

79 HARVARD AVS

HARVARD AVS. DISTRICT
AUSTON (BOSTON)
SUFFOLK CO., MA

525011 11142

V-24



LEFT LANE
MUST
TURN LEFT

←

②③ BRIGHTON AVS., View G. E. + HARVARD
AVS

BRIGHTON AVS., → E.
FROM HARVARD AVS.

HARVARD AVS. DISTRICT
AUSTON (BOSTON)
SUFFOLK CO., MA

5680111 N-1

VII



WHITE HORSE TAVERN

ALES & SPIRITS

BILLIARDS & GRILL

NO PARKING
EXCEPT FOR THE
PURPOSES OF THE
BUSINESS

OPEN
NO PARKING
EXCEPT FOR THE
PURPOSES OF THE
BUSINESS

(24) 116-118 BRIGHTON AVE. (1925)

116-118 BRIGHTON AVE

HARVARD AVE. DISTRICT
ALLSTON (BOSTON)
SUFFOLK CO, MA

5680111 H-1

VII



③ BRINGTON AVE: view SE from
164-174 (ca. 1920)

8120111 N-2

HARVARD AVE. DISTRICT
AUSTON (BOSTON)
SUFFOLK CO., MA

11



②6 BOSTON MUSTONS,
1729

BOSTON MUSTONS
398 0111 H-1 1799

HARVARD AV. DISTRICT
MUSTON (BOSTON)
BUFFOLK CO., MA

IV-9A




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Korean & Japanese Video

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②⑦ HARVARD AVENUE, E. Side from 144
(ca. 1920-25) to 156 (ca. 1910-15)

HARVARD AVENUE DISTRICT
AUSTON (BOSTON)
SUFFOLK CO., MA

111 110510

VI



(28)

LINCOLN BLOCK
107 BRIGGTON AVS.

HARVARD AVS. DISTRICT
AUSTON (BOSTON)
SUFFOLK CO-
MASS.

7580111 N 1

Boston South MASSACHUSETTS

1:25 000-scale metric
topographic map



7.5 X 15 MINUTE QUADRANGLE
SHOWING

- Contours and elevations in meters
- Highways, roads and other manmade structures
- Water features
- Woodland areas
- Geographic names



Produced by the United States Geological Survey in cooperation with Massachusetts Department of Public Works, Control by USGS, NOS/NOAA, and Commonwealth of Massachusetts agencies.

Compiled by photogrammetric methods from aerial photographs taken 1978. Field checked 1979. Map series 1987. Supersedes Newton and Boston South 1:25,000-scale maps dated 1970.

Selected hydrographic data compiled from NOS charts 13270 (1982) and 13272 (1982). This information is not intended for navigational purposes.

Projection and 1000-meter grid: Universal Transverse Mercator, zone 19. 10,000-foot grid ticks based on Massachusetts coordinate system, unadjusted zone.

1927 North American Datum.

To place on the predicted North American Datum 1983, move the projection lines 6 meters south and 42 meters west on adjacent dashed corner ticks. There may be private holdings within the boundaries of the National or State reservations shown on this map.

CONTOUR INTERVAL: 3 METERS

NATIONAL GEODETIC VERTICAL DATUM OF 1929 CONTROL ELEVATIONS SHOWN TO THE NEAREST 0.1 METER OTHER ELEVATIONS SHOWN TO THE NEAREST 0.5 METER DEPTH CURVES AND SOUNDINGS IN METERS

DATUM IS MEAN LOW WATER

THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE

SOUNDING SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER

THE MEAN RANGE OF TIDE IS APPROXIMATELY 2.5 METERS

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS

Meters	Feet	DECLINATION DIAGRAM	ADJOINING MAPS
1	3.2808		1 Maynard
2	6.5616		2 Boston North
3	9.8424		3 Lynn
4	13.1232		4 Framingham
5	16.4040		5 Hattis
6	19.6848		6 Medford
7	22.9656		7 Norwood
8	26.2464		8 Weymouth
9	29.5272		
10	32.8080		



Topographic Map Symbols

- Primary highway, hard surface
- Secondary highway, hard surface
- Light-duty road, hard or improved surface
- Unimproved road, trail
- Route marker: Interstate, U. S. State
- Railroad: standard gage, narrow gage
- Bridge: drawbridge
- Footbridge; overpass; underpass
- Subaqueous area: only selected features shown
- House; barn; church; school; large structure
- Boundary:
 - National, with monument
 - State
 - County, parish
 - Civil township, precinct, district
 - Incorporated city, village, town
 - National or State reservation; small park
 - Land grant with monument; land section corner
 - U. S. public lands survey: range, township; section
 - Range, township; section line: location approximate
 - Fence or field line
 - Power transmission line, located tower
 - Dam; dam with lock
 - Cemetery; grave
 - Campground; picnic area; U. S. location monument
 - Well; water well; spring
 - Mine shaft; prospect; adit or cave
 - Control: horizontal station; vertical station; spot elevation
 - Datums: index; intermediate; supplementary; depression
 - Datums: surface; strip mine; level; sand
 - Soundings; depth curve
 - Perennial lake and stream; intermittent lake and stream
 - Rapids, large and small; falls, large and small
 - Submerged mark; mark, survey
 - Land subject to controlled inundation; woodland
 - Scrub; mangrove
 - Orchard; vineyard

A pamphlet describing topographic maps is available on request

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DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092



SCALE 1:25 000
1 CENTIMETER ON THE MAP REPRESENTS 250 METERS ON THE GROUND
CONTOUR INTERVAL 3 METERS

MILES 1 2 3 4
KILOMETERS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20

21012
21020

HARVARD
TERR.

BLOCK 30
21020

21012

HARVARD

INFORMATION ON THIS PLAN IS
APPROXIMATE AND FOR ASSESSING
DEPARTMENT USE ONLY

BLOCK 22^c
22019

BRAINTREE
ST.

22018

FRANKLIN

ST.

AUTHORITY

22019
BLK. 22H

INFORMATION ON THIS PLAN IS
APPROXIMATE AND FOR ASSESSING
DEPARTMENT USE ONLY

BLOCK 3M
21018

AVENUE

FARRINGTON

PRATT
ST.

21013
BLOCK 32^c

INFORMATION ON THIS PLAN IS
APPROXIMATE AND FOR ASSESSING
DEPARTMENT USE ONLY

21013
BLOCK 32^a

LINDEN

STREET

MASSACHUSETTS
22211

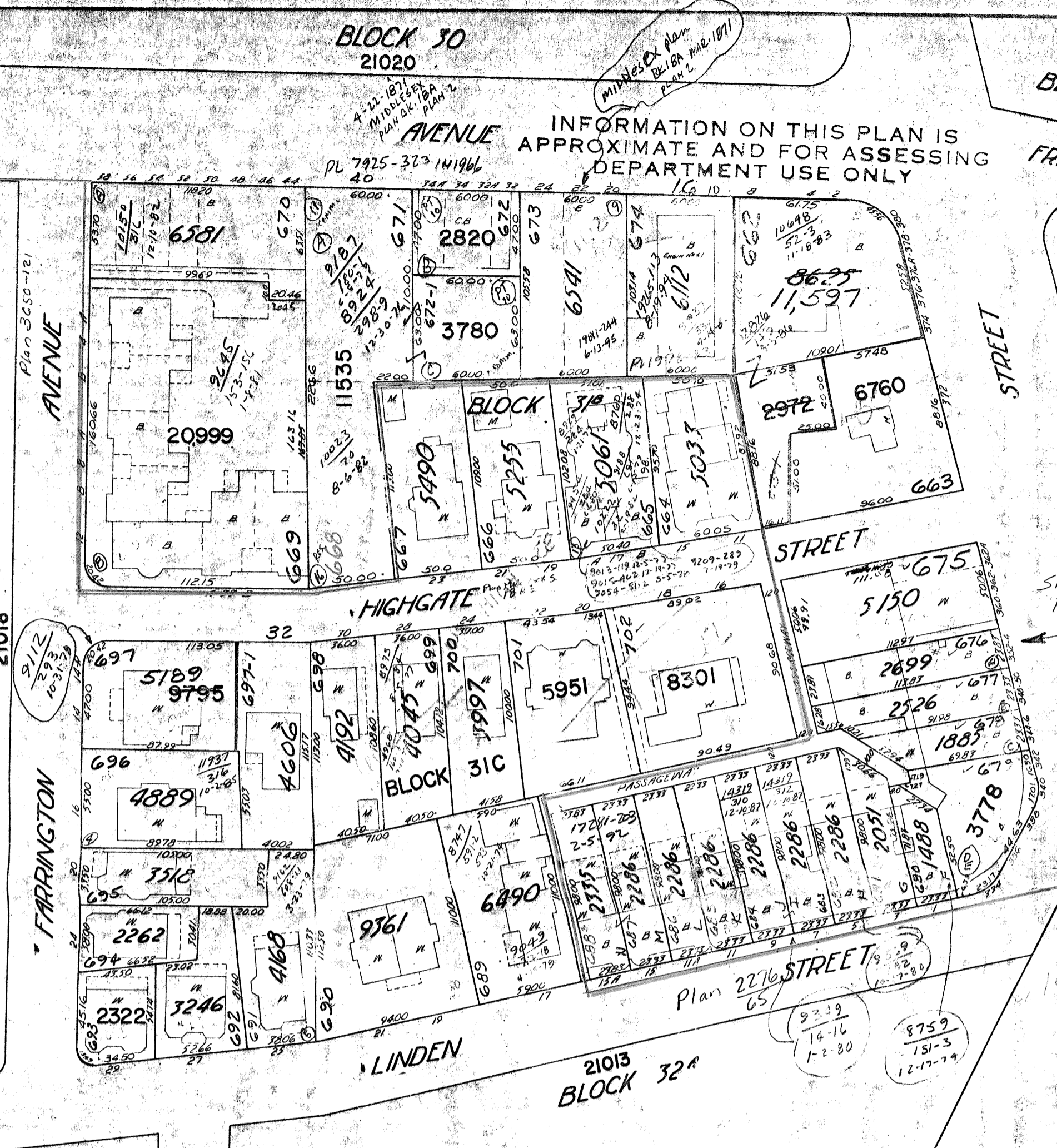
TURNPIKE

22017

CITY OF BOSTON
ASSESSORS PLAN
WARD 21017
BLOCKS 31B & 31C

SCALE 1/4" = 50'
E. COESANO C.E.
JUNE 1974
21017

HARVARD AVENUE DISTRICT
ALLSTON (BOSTON), MASS.



MIDDLESEX PLAN
BY 18A PAR. 1871
PLAN 2

9-22-1871
MIDDLESEX
PLAN 2K 18A
PLAN 2

PL 7925-323 IN 1966

SEE 21017A
FOR F.Y. 94

9-3-39
14-16
1-2-80

8759
151-3
12-17-74

91012



HARVARD AVENUE DISTRICT
 AUSTON (BOSTON)
 MASS.

INFORMATION ON THIS PLAN IS
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 DEPARTMENT USE ONLY
 BRI. - 24

CITY OF BOSTON
 ASSESSORS PLAN
 WARD 21018
 BLOCKS 31A, 37B
 SCALE 1" = 30' 1/4 WALL
 ACTING DIVISION ENGINEER

21018

BLOCK 39A-B 2A
 21021

BLOCK 38E
 21019

BLK. 38E
 21019

21018

HARVARD AVENUE NE DISTRICT
ALLSTON (BOSTON), MASS.

BLOCK 38C
21015

BLOCK 37A
21018
21014

LINDEN ST.

AVENUE

REEDSDALE

STREET

BLOCK 37B
21018

LINDEN

BLOCK 38E

STREET

COMMONWEALTH AVENUE

21016

BRIGHTON

BLOCK 38F

GLENNVILLE TERRACE

AVENUE

HARVARD

21021

BRI.-24

CITY OF BOSTON	
ASSESSORS PLAN	
WARD 21019	
BLOCKS 38E, 38F	
SCALE 1"=30'	MARCH, 1982
J.A. WALL	
ACTING DIVISION ENGINEER	
21019	

21019





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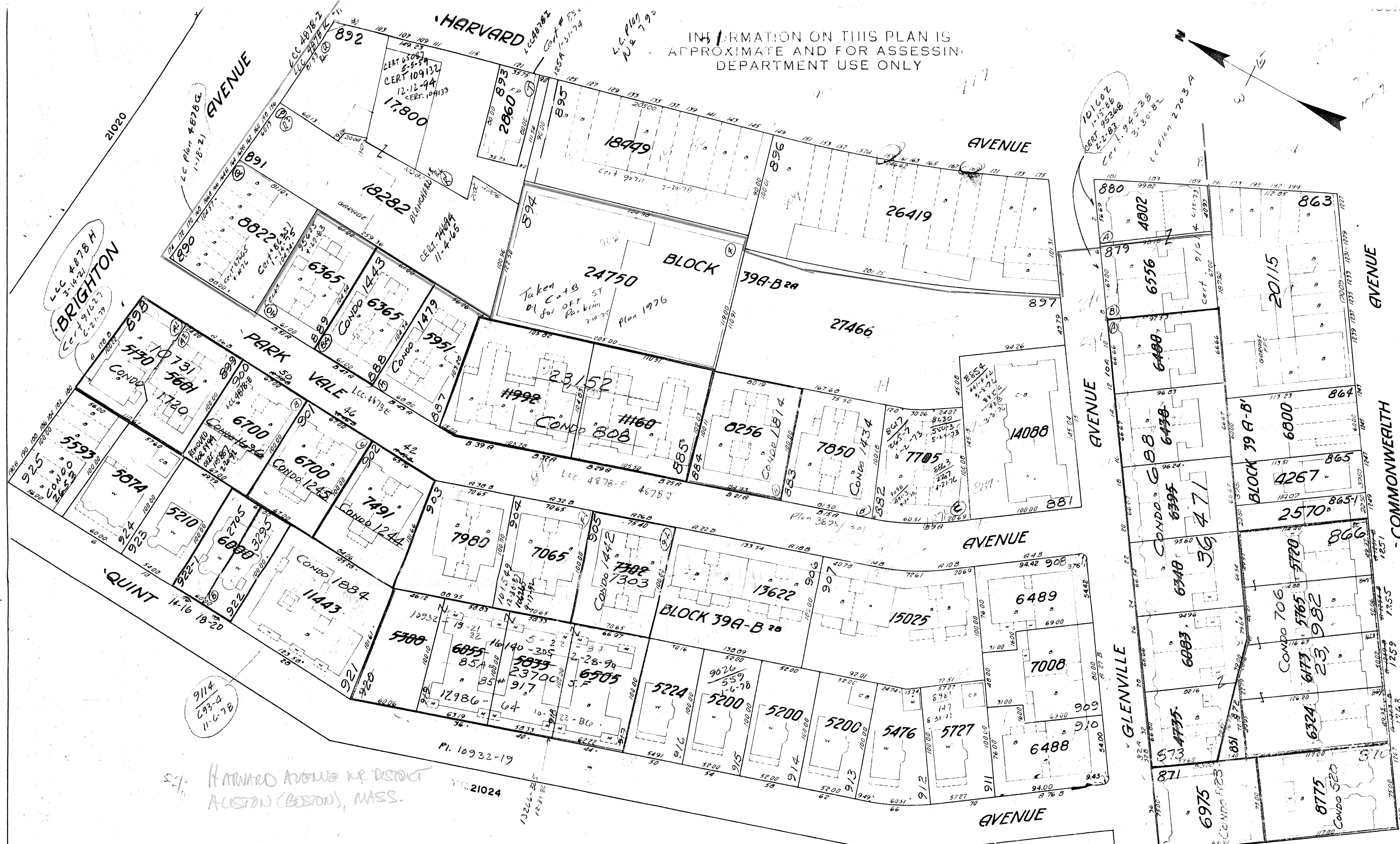
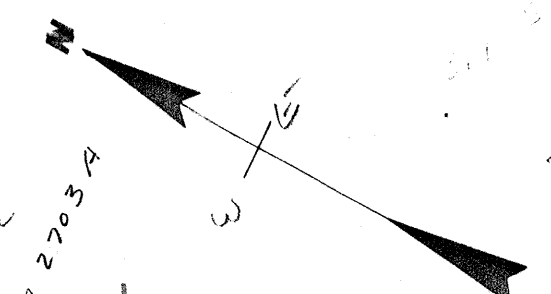
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CITY OF BOSTON
ASSESSORS' PLAN
WARD 21020
BLOCKS 29 & 30
 Scale: 1"=30' May, 1974
 E. Corsano C.E.

1	2	3
4	5	6
7	8	9

HARVARD AVENUE NE DISTRICT
 ALLSTON (BOSTON)
 MASS.

INFORMATION ON THIS PLAN IS APPROXIMATE AND FOR ASSESSING DEPARTMENT USE ONLY



INFORMATION ON THIS PLAN IS APPROXIMATE AND FOR ASSESSING DEPARTMENT USE ONLY

ASSESSORS PLAN
WARD 21021
BLOCKS 39A-B'
39A-B^{2A}-39A-B^{2B}

SCALE: 1 IN = 30 FT. E. CORSANO C.E. JAN 1971

1	2	3
4	5	6
7	8	9

HARVARD AVENUE NE DISTRICT
AUSTON (BOSTON), MASS.

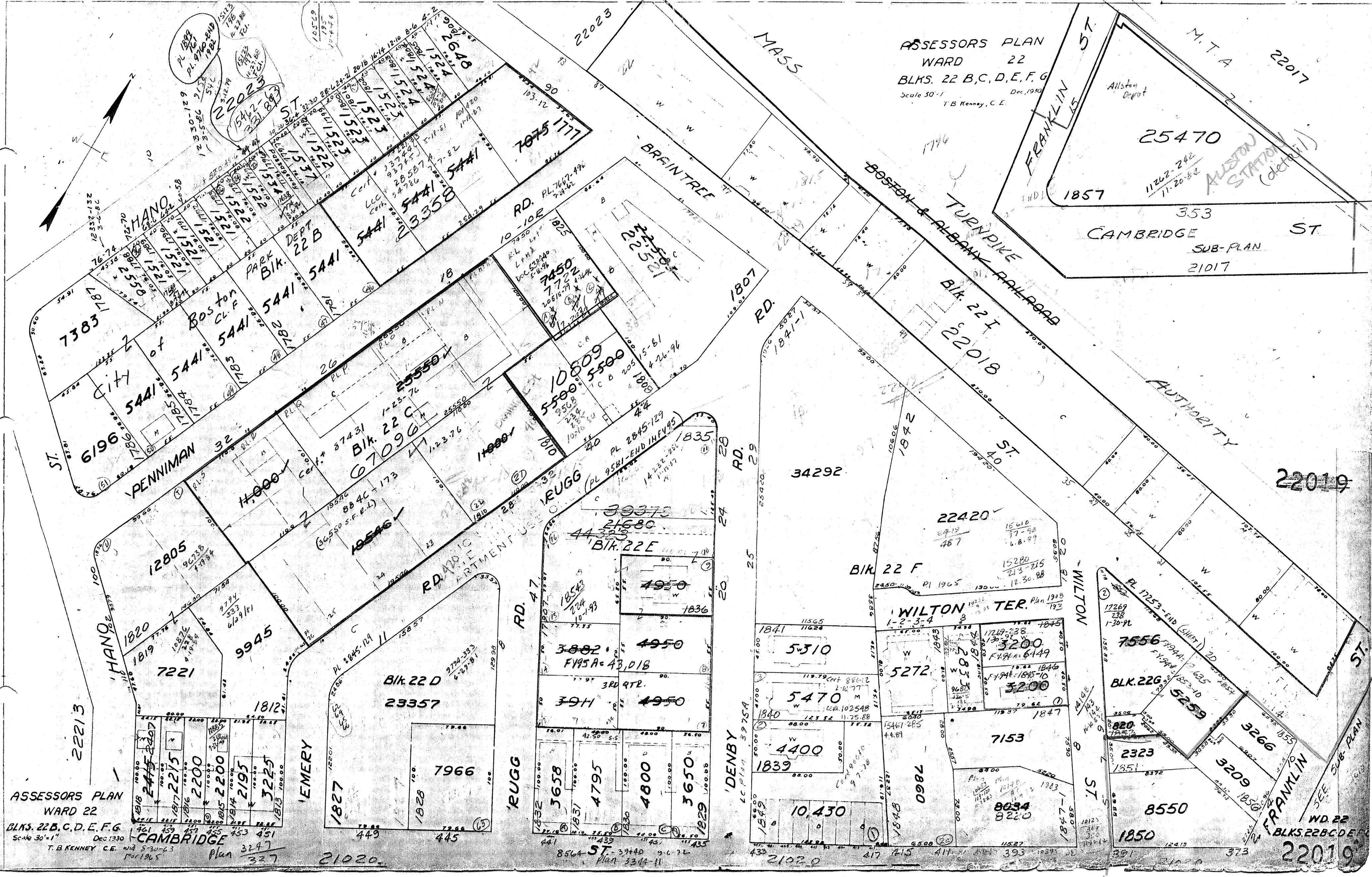
21021

21021

ASSESSORS PLAN
WARD 22
BLKS. 22 B, C, D, E, F, G
Scale 30'-1"
Dec. 1930
T. B. Kenney, C. E.

ASSESSORS PLAN
WARD 22
BLKS. 22 B, C, D, E, F, G
Scale 30'-1"
Dec. 1930
T. B. KENNEY C. E. W.D. 5-20-23
Plan 3247
327

HARVARD AVENUE DISTRICT
AUSTON (BOSTON)
MASS.



BF
RECEIVED
FEB 03 2000 PB

Alex and Tina Kontis
130 Josephine Ave
Somerville, MA 02144
MASS. HIST. COMM

January 19, 2000

Re: Harvard Avenue Historic District
5 Harvard Terrace

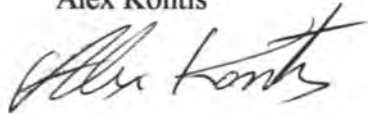
Judith B. McDonough
Executive Director
State Historic Preservation Officer
Massachusetts Historical Commission

Dear Ms. McDonough:

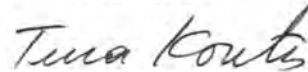
We recently received your notice that our property on 5 Harvard Terrace is being considered for nomination to the National Register of Historic Places. According to the "Rights of Private Property Owners to Comment And/Or To Object To Listing In The National Register", we have the right to not list our property in the National Register. We object to the listing of our property on 5 Harvard Terrace in the National Register.

Sincerely,

Alex Kontis



Tina Kontis



1/27/2000
Mass, Middlesex County
- M. Jose Barcliff
Notary Public
Comm Exp - 2/3/2006

BF

RECEIVED
MAR 29 2000
File
copy

MASS. HIST. COMM

Post Office Box 821
Westwood, MA 02090
January 29, 2000

Massachusetts Historical Commission
Office of the Secretary of the Commonwealth
William Francis Galvin
Massachusetts Archives Building
220 Morrissey Boulevard
Boston, MA 02125

Dear Sir:

Reference 128-136 Harvard Ave. Allston, MA 02134

Thank you for the opportunity to have my building included with the National Register. My building is made up of five stores that have been drastically updated and changed over the years. I do believe that they could not be returned to the original condition without a substantial cost to me. The adjacent stores have also been drastically altered therefore, I kindly request you do not submit my store block for consideration in the National Register.

Sincerely;

Stefan Theodore 2/29/00
Stefan Theodore
Stefan E. Theodore

Sworn and subscribed before me
this 29th day of February 2000
Janet E. Maull
Notary Public
My commission expires 2/11 2005



OFFICE OF BUSINESS DEVELOPMENT

THE DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT
CITY OF BOSTON • THOMAS M. MENINO, MAYOR

February 14, 2000

Boston Landmarks Commission
Environment Department, Rm. 805
City Hall
Boston, MA 02201

Massachusetts Historic Commission
220 Morrissey Boulevard
Boston, MA 02125

Dear Commissioners:

On behalf of Boston Main Streets and the City of Boston, I would like to offer my support for the proposed Harvard Avenue National Register District.

The district will enhance Allston Village Main Streets' efforts to revitalize the neighborhood by offering increased incentives for property owners to improve their properties. Preservation and economic development are both cornerstones of the Main Streets approach and this designation will further both those goals.

Again, I hope you will support designation of the Harvard Avenue National Register District. Thank you for your consideration.

Sincerely,

Emily Haber

Director
Boston Main Streets

Office of
Business Development
24 Court Street
Boston, MA 02108
tel 617-635-2000
fax 635-0282
e-mail: ebd@ci.boston.ma.us
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TOTAL P.02



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

March 24, 2000

Ms. Carol Shull
National Register of Historic Places
Department of the Interior
National Park Service
Mail Stop 2280, Suite 400
1849 C Street, N.W.
Washington, DC 20240

Dear Ms. Shull:

Enclosed please find the following nomination for:

Harvard Avenue Historic District, Boston (Allston)(Suffolk Co.), 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 property in the Certified Local Government community of Boston were notified of pending State Review Board consideration 60-120 days before the meeting. Two letters of objection have been received, and one letter of support.

Sincerely,

A handwritten signature in cursive script that reads "Betsy Friedberg".

Betsy Friedberg, National Register Director
Massachusetts Historical Commission

cc: John C. Bowman, Chair, Boston Landmarks Commission
Anne McC. Forbes, Preservation Consultant
Hon. Thomas M. Menino, Mayor, City of Boston
Jennifer Goold, CLG Coordinator, Boston Landmarks Commission
Jennifer Rose, Allston Village Main Streets

enclosure

220 Morrissey Boulevard, Boston, Massachusetts 02125 · (617) 727-8470
Fax: (617) 727-5128 · TDD: 1-800-392-6090
www.state.ma.us/sec/mhc