

United States Department of the Interior
National Park Service

MAY 13 2016

Nat. Register of Historic Places
National Park Service

469

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Francis Street-Fenwood Road District

Other names/site number: NA

Name of related multiple property listing: NA

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

2. Location

Street & number: roughly bounded by Huntington Ave., Francis, Vining, and Fenwood Sts., and St. Albans Road

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

Not For Publication:

Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local

Applicable National Register Criteria:

A B C D

<u>Brona Simon</u>	<u>May 3, 2016</u>
Signature of certifying official/Title: Brona Simon, SHPO	Date
State or Federal agency/bureau or Tribal Government	

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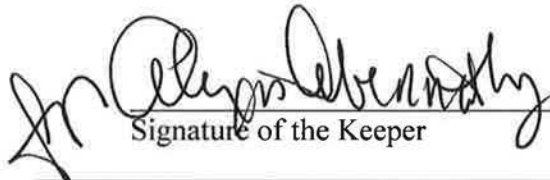
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In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
<hr/> Signature of commenting official:	Date
<hr/> Title :	State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

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


Signature of the Keeper

6/23/16
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

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

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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	
<u>51</u>	<u>1</u>	buildings
<u>0</u>	<u>2</u>	sites
<u>1</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>52</u>	<u>3</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

Domestic: multiple dwellings
Commerce/Trade: specialty store, business, restaurant
Education: school

Current Functions

(Enter categories from instructions.)

Domestic: multiple dwellings
Commerce/Trade: specialty store, business, financial institution, restaurant
Education: school
Landscape: parking lot, park, plaza, street furniture/object

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7. Description

Architectural Classification

(Enter categories from instructions.)

Late Victorian: Queen Anne

Late 19th and 20th Century Revivals: Colonial Revival, Classical Revival

Late 19th and Early 20th Century American Movements: Craftsman

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Foundations: stone, concrete - Walls: wood (clapboard, shingle), metal (aluminum) - Roofs: slate, fiberglass/asphalt shingles

Narrative Description

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

Summary Paragraph

The Francis Street-Fenwood Road District is a dense urban neighborhood of mostly residential properties, situated on land that gently slopes down from the main thoroughfare of Huntington Avenue westward to the Muddy River. Attractive two- and three-family, middle-class houses predominate, complemented along the Huntington Avenue edge by two apartment houses, a school, and a commercial block. The district was largely developed within a single decade at the beginning of the 20th century, much of it designed by local architects. Buildings are primarily wood-frame construction, two to three stories high, with pitched roofs and lively Queen Anne and Colonial Revival detailing. Similar scale and massing, along with consistent setbacks and spacing, further contribute to the cohesive character of the neighborhood. Now surrounded by large-scale modern construction in the Longwood Medical Area to the north and west, and by the Mission Park housing complex to the south, the Francis Street-Fenwood Road District is a well-preserved enclave of high-quality, early 20th-century residential development.

Narrative Description

The Francis Street-Fenwood Road District is a boot-shaped area that extends westward from the intersection of Huntington Avenue and Francis Street. It is bounded by Huntington Avenue on the east, Francis Street on the north, Vining Street on the west, and Fenwood Road and St. Albans Road on the south. (For purposes of convenience, Francis Street is assumed to be the northern edge of the district, although it more accurately is northeast.) The vast majority of buildings in the Francis Street-Fenwood Road District are two- and three-family, wood-frame houses, constructed at the turn of the 20th century. The district also contains four modest brick apartment houses. Nonresidential properties, all located

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along Huntington Avenue, include the Farragut School and a substantial commercial/residential building (the Harmon Block). The area is unified by many common architectural features, including narrow site setbacks that create a continuous street edge; 2 ½- to 3 ½-story building heights; consistent roof forms (gabled and hipped roofs for the residential buildings, and flat roofs along Huntington Avenue); wood exteriors for the residential buildings and brick for nonresidential buildings; Queen Anne-influenced manipulations of form and lightness of ornament; and strong Colonial and Classical Revival architectural details. Street trees along Fenwood Road provide additional visual accents.

The earliest buildings in the area, dating to 1898, were built along Francis Street between St. Albans Road and Vining Street; the remainder of Francis Street was filled in by 1906. This streetscape is characterized by 3½-story, three-family houses (Photos 9, 11). Fenwood Road was developed similarly between 1899 and 1910, mostly with 2½-story, two-family dwellings (Photos 1, 2, 4, 5). According to the building permits, both the two- and three-family dwellings were typically constructed with stone foundations, mortise-and-tenon joinery (braced-frame construction), and pitched roofs clad with slate or wood shingles. The walls were originally clad with wood clapboards and shingles. The commercial and apartment structures along Huntington Avenue, along with the Farragut School at Huntington and Fenwood, were built between 1899 and 1916. These are characteristically larger, with flat roofs and brick construction (Photos 12, 13, 14).

The broad swath of Huntington Avenue, which forms the eastern edge of the district, is bisected by streetcar trolley tracks. The side of Huntington Avenue that is opposite the Francis Street-Fenwood Road District is lined with a heterogeneous mixture of one-story, early 20th-century storefront blocks, large, late 20th-century commercial buildings, and three-story brick rowhouses with bow-front façades. The steep slope of Mission Hill rises immediately behind this side of the street.

The 3½ story, three-family dwellings on Francis Street typically possess gabled roofs with pedimented gable ends; side-hall plans with well-detailed, compact, one-story entrance porches; full-height angled and curved bays; decoratively bracketed eaves; and delicate composition ornament, chiefly in the form of festoons and acanthus brackets. Representative Queen Anne/Colonial Revival-style examples include 22 Francis Street (1900; BOS.16691; Photo 7), a Queen Anne/Colonial Revival-style building that is distinguished by its puddingstone foundation, two angled bays on the façade, original entrance porch with wood paneling, prominent cornice moldings, and corbelled chimney. The building at 32 Francis Street (1898; BOS.16692; Photos 8 and 9) displays two multistory, angled bay windows, framed by paneled pilasters with Ionic capitals, festoon ornament on the main wall fascia, bracketed and dentiled eaves, and garland ornament on the offset entrance porch.

The building at 36 Francis Street (1898; BOS.16694; Photo 9) is notable for the façade's pair of multistory, angled bay windows, festoon ornament on window and wall fascias, dentil and modillion moldings at roof edges, and deep bracketed eaves with acanthus brackets; its pedimented gable end contains a recessed porch framed by a pair of arches. The façade of 44 Francis Street (1898; BOS.16698; Photo 11) features a pedimented gable end with a pair of multistory, angled bay windows, trimmed with pilasters, garland ornament on the main wall fascia, and modillions and dentil courses at the eaves; its offset entrance porch is embellished with paired Doric columns and festoon ornament on the frieze.

The façade of 50 Francis Street (1900; BOS.7421; Photo 10) displays corner pilasters, and has a curved bay over the entrance porch, and a full-height angled bay, both with paneled bands and flared aprons. Garlands and festoons ornament the entrance porch and the first- and third-story entablatures of the façade. At the corner of Vining Street, 52 Francis Street (1900; BOS.16701; Photo 11) culminates

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atypically in a low, hipped roof. More characteristic façade details include a two-story bow window with festoon ornament above the offset entrance porch, a three-story, angled bay window, deep eaves with modillions and acanthus brackets, and a full entablature with dentil course between the first and second stories.

On the 2½-story, two-family dwellings characteristic of Fenwood Road, both gabled and hipped roofs are common—the former usually have pedimented gable ends. These houses display both center- and side-hall plans; more generous first-story porches often span the entire width of the building. Bays, eaves, and ornament on Fenwood Road are similar to the Francis Street buildings, although often more elaborately detailed on both the front and side elevations. Representative Queen Anne-style examples include 11 and 15 Fenwood Road (1903; BOS.7415 and 7416; Photo 5), mirror-image designs that are 2 ½ stories high with pedimented gable ends, full-width front porches with clustered columns, full-height angled and curved bays, and stained-glass windows flanking the offset entrance. The building at 35 Fenwood Road (1901; BOS.16674) exhibits two full-height, curved bay windows (one of which contains the main doorway), a substantial entrance porch with stone piers and an offset entrance, prominent window cornices, festoon ornament at the second-story entablature, and a full pediment enclosing a recessed alcove with a bowed knee wall.

The pair of similar houses at 36 and 40 Fenwood Road (1900; BOS. 7411 and 7412; Photo 3) have pedimented gable ends with recessed porches in the attic story, bracketed eaves, large entry porches with stone piers, and a pair of curved bay windows on their facades; a full-height, polygonal bay window with gabled dormer rises on each of their facing side elevations. 36 Fenwood has an offset entrance and a large porch across half the facade; 40 Fenwood has a central entry and a porch spanning the entire front of the building. The building at 50 Fenwood Road (ca. 1899-1906; BOS 16678; Photo 4) exploits its corner location with a three-story corner tower with conical roof, modillion brackets, and festoon ornament; its offset entrance bay features porches at the first and second floors and a pedimented cross gable on the main, hipped roof.

The most recent wood-frame dwelling in the district is 24 St. Albans Road (1926; BOS.16703). This 2½-story, two-family house, unique among the buildings in the district, employs the Craftsman style on a cubical volume with a hipped roof, exposed rafter ends, paired and tripartite fenestration on the façade, and a modest, center entrance porch.

Several early residential buildings employ massing and detailing similar to that of the wood-frame dwellings, but are distinguished by their brick construction, flat roofs, copper accents, and more formal Classical Revival styling. At 30 Francis Street and 5 St. Albans Road (both likely Timothy J. Desmond, architect, 1900; BOS.7419 and 7420; Photo 8) are an adjacent pair of similarly detailed, three-story, multifamily houses occupying the corner of Francis Street and St. Albans Road. The larger, 30 Francis Street building has three-story copper bays at its three visible corners (round bays on the Francis Street elevation, and angled bays at the southeast corner) that frame flat brick walls, all capped by a heavy, bracketed copper cornice. The front elevation is distinguished by a three-bay, wood entrance porch with a bay of round-arched windows framed by brick pilasters centered above; stone sills and flared brick lintels are typical of this building's fenestration. The smaller and somewhat simpler 5 St. Albans Road has three window bays in its brick façade, a two-bay wood entrance porch, and an angled, three-story copper bay at its northeast corner. Set near the corner of Huntington Avenue, the modest three-family house at 7 Fenwood Road (Cornelius A. and F. N. Russell, architects, 1910; BOS.7414; Photo 6) exhibits a recessed, offset entrance with stone entablature, plain stone window sills and lintels, and a flat roof; its prominent bracketed cornice and two-story angled bay are made of copper.

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Two larger, and slightly later, conjoined apartment houses, christened the Avondale Chambers and Avondale Apartments, stand at 777-779 Huntington Avenue (Jacob Schwartz, 1916; BOS.16702; Photo 14). The composite U-shaped building is constructed of yellow brick on its two street elevations, and a creamy grey brick on its west (rear) and north elevations. Containing twelve apartments on each side, it rises three stories from a low, raised basement to a flat roof with wood modillions at its prominent cornice. Limestone trims the watertable, quoins, window sills, and lintels. Second-story windows have flared lintels with decoratively molded keystones; other lintels are rectangular. The Huntington Avenue façade is divided into two sections, each with a central entrance surmounted by a gabled pediment and framed by full-height, angled bays. Each entrance is comprised of freestanding, fluted stone columns with Ionic-inspired capitals supporting an elaborate entablature with dentil and egg-and-dart courses.

Two large, nonresidential buildings define the Huntington Avenue edge of the district. The Farragut Primary School at 10 Fenwood Road (Wheelwright and Haven, architects, 1903; BOS.7410; Photo 13) is an L-shaped, brick building rising two stories from a raised basement to a flat roof. The main entrance is located in the interior, concave corner, facing a large, paved schoolyard that is enclosed by a perimeter wall of cast-iron fencing spanning between brick piers. The Classical Revival-style building employs limestone trim at quoins, stringcourses, keystones, and classical surrounds at the entry; the brick is laid in rusticated bands. Windows on the principal (courtyard) façades have 4/4 sash set in masonry surrounds with stone sills and lintels; a roundel surmounts each window bay.

The two street edges of the Farragut School site are lined with a fence, composed of a low masonry base and surmounted by brick piers alternating with sections of decorative metal picket fence. The fence base is limestone along Huntington Avenue and brick with limestone trim along Fenwood Road. The main entrance at the corner of Huntington Avenue and Fenwood Road is marked by monumental, rusticated brick piers flanking a solid brick panel. The rectangular opening within this solid panel is ornamented by a limestone enframing with quoins and keystones, and decorative, double-leaf metal gates. Adjacent to the building wing on Fenwood Road, a secondary entrance to the courtyard of the school consists of a high brick panel flanked by rusticated brick piers; its tall, arched opening is framed with limestone quoins and a keystone, and spanned by decorative metal gates. Historic photographs (1904) show that the Huntington Avenue segment of the fence originally contained rusticated brick piers with solid infill panels; these were removed and replaced to match the Fenwood Road segment by the 1930s.

The Harmon Block at 733-739 and 741-747 Huntington Avenue (1899; Samuel Rantin and Son, architect for #733-739, BOS.7498; and Cornelius A. Russell, architect for #741-747, BOS.7499; Photo 12) was built as two separate but contiguous structures with similar designs; it contains commercial uses on the ground floor and apartments above. Stretching nearly a full block along Huntington Avenue, the brick building rises three stories from a storefront base with brick pilasters and a substantial copper entablature. The two upper floors contain two-story, copper oriel windows, a prominent and elaborately molded copper cornice, and a flat roof. The design of 741-747 Huntington is distinguished by an arched entrance on each of its two street elevations, a corner entrance recessed under the curved corner bay, an angled bay window at the outer end of each street façade, and loosely grouped, rectangular windows with flared brick lintels and continuous stone sills and lintel molding. The Huntington Avenue façade of #733-739 has a central pair of angled bay windows with more decorative paneling, flanked on each side by a single bay of windows with rectangular stone sills and lintels.

Alterations and Noncontributing Resources

Alterations to existing buildings in the Francis Street-Fenwood Road District are relatively minor. They include replacement windows, new porch railings and second-story decks, and artificial siding. The

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application of artificial siding is usually limited to the first story on the façade, and the side and rear elevations; in most cases, wall and window trim have been retained, and original siding survives underneath. Architectural integrity therefore remains intact.

The major visual intrusion in the district is a modern, one-story bank building at the corner of Huntington Avenue and Francis Street (2-6 Francis Street, ca. 1999; BOS.16686). This structure, and the contemporaneous landscaped park (Hanlon Square; BOS.9772) set between it and the Harmon Block, replaced two contiguous, one-story, masonry commercial buildings that were constructed between 1900 and 1915.

Several undeveloped sites are scattered throughout the district. The site of an early three-decker at 42 Francis Street (which was destroyed by fire) now contains the newly landscaped Francis Street Garden (BOS.9773). At 20 Fenwood Road and 20 St. Albans Road, wood-frame buildings similar in siting and massing to the Fenwood Road streetscape have been replaced by a surface parking lot. Several empty parcels on Huntington Avenue between the Farragut School and the Avondale apartments were occupied in the mid 20th century by a series of narrow, one-story, masonry buildings with commercial uses; these lots have been vacant since 2002.

A handful of wood-frame buildings constructed in the district's original development (51, 53, 54, 55, and 57 Fenwood Road and 36 Francis Street) were demolished in the 1950s and 1960s after deterioration and abandonment. In 2001, they were replaced by similar dwellings of the same period and architectural character, which were moved from the block between Francis Street and Fenwood Road, immediately west of Vining Street, to allow for construction of a large new medical facility (the Shapiro Center, 70 Francis Street, outside the nominated district). The moved buildings were set on new foundations of concrete block with aggregate; front and side setbacks match the adjacent houses. Some front porches were preserved; others were reproduced and placed on new, or in one case (57 Fenwood Road), relocated, stone piers, all in the style of the original designs (Photos 1, 4, 9, 11). All six moved houses retained the roofs over their front porches and the associated soffits, eaves, and ceilings. All received new porch floors, railings, and stairs. One building (57 Fenwood Road) retained its round porch columns; new square columns were substituted at the other five addresses. The stone porch foundation for 57 Fenwood Road was dismantled, labeled, and reconstructed on its new site. The houses moved to 51, 53, and 55 Fenwood received new stone-veneer porch foundations. The porches at 54 Fenwood and 36 Francis Street are supported on new sonotubes and wood posts. Despite their relocation, these houses are considered contributing to the district's overall significance.

Following are brief descriptions of two moved buildings on Fenwood Road; 36 Francis Street (Photos 9 and 11) is described above. Located at 57 Fenwood Road (1902; BOS.16684; Photo 1) is a 2 ½-story, two-family house. Its elaborate Queen Anne/Colonial Revival design includes pedimented gable ends, two-story bow windows on the façade (one of which contains an offset entrance at the base), modillion brackets and dentils at the eaves, and festoon ornament at the frieze bands of the window lintels, porch roof, and main wall entablature. The building's distinctive porch features a granite ashlar foundation with a circular center motif at the eastern half, and tapered ashlar piers supporting Doric columns. The two-family house at 54 Fenwood Road (1904; BOS.16681; Photo 4) also employs the Queen Anne and Colonial Revival styles, rising 3 ½ stories to a pedimented gable end with modillion brackets and dentil courses. The façade is further embellished with a two-story, angled bay window above the offset entrance porch, flanked by a three-story bow window.

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8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

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

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Areas of Significance

(Enter categories from instructions.)

Architecture
Community Planning and Development
Education

Period of Significance

1897 - 1966

Significant Dates

1897: Jeremiah Spillane acquired most of the land in the district
1898-1910: Concentrated period of development
1903: Farragut School built

Significant Person

(Complete only if Criterion B is marked above.)

NA

Cultural Affiliation

NA

Architect/Builder

See continuation sheets

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

The Francis Street-Fenwood Road District is an extraordinarily well-preserved example of high-quality, middle-class, streetcar-suburb housing in Boston, constructed at the turn of the 20th century. Historically, it represents an important period in the evolution of Boston, when the Fenway area was transformed from marshland into a premiere public park and new developable land, coinciding with a period of very rapid population and economic growth in the late 19th and early 20th centuries. Architecturally, the district retains fine examples of multifamily residential, commercial, and institutional buildings in the Queen Anne/Colonial Revival and Classical Revival styles, assembled into remarkably rhythmic and cohesive streetscapes. The district showcases the work of several local architects, ranging from the prominent Boston firm of Wheelwright and Haven, known for its public buildings, to smaller-scale architects who specialized in speculative housing.

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The district retains integrity of location, design, setting, materials, workmanship, feeling, and association, and meets Criteria A and C of the National Register at the local level. Consideration B applies because of the moving of six buildings into the proposed district from an adjacent block. The moved buildings share construction history and date, architectural design, and demographic evolution with the other buildings in the district, and form an important part of the recent history of the neighborhood.

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

Architecture

The well-preserved Francis Street-Fenwood Road District contains a nearly uninterrupted collection of development from the turn of the 20th century, now surrounded by monumental modern medical facilities on the north and west, a public housing tower to the south, and the constantly evolving commercial spine of Huntington Avenue to the east. The district maintains highly uniform patterns of building heights and spacing, materials, forms, style, and architectural elements, skillfully designed by a variety of Boston architects.

Community Planning and Development

The Francis Street-Fenwood Road District exemplifies the residential expansion of the Fenway/Longwood area that began in the 1890s, when handsome middle-class housing and grand institutional buildings spread down Huntington Avenue upon completion of major water and sanitary improvements in the Back Bay Fens. The residential core of the district is complemented by a handful of commercial buildings and a distinguished elementary school, epitomizing civic life during a period of unprecedented population and economic growth in the city.

Education

Visually anchoring a prominent block of the district, the Farragut School represents a progressive era in educational methods and architecture that arose during the beginning of the 20th century. In 1901, architect Edmund Wheelwright published a seminal book on school architecture that influenced educational design across the country; many of its principles were demonstrated in the Farragut School building that he designed two years later.

Developmental History/Additional Historic Context Information

The Francis Street-Fenwood Road District is located between the highly fashionable Back Bay neighborhood of downtown Boston and the town of Brookline; the Muddy River meanders to the west of the district. The Fenway/Longwood area of which the district is a part was officially a section of the independent town of Roxbury until it was annexed by the City of Boston in 1868. The earliest arterial road in the area was Tremont Street, which followed an early Native American trail; its section south of Francis Street is now part of Huntington Avenue. Brookline Avenue and Francis Street were laid out by 1833. The area was mostly agrarian until the mid 19th century, when the arrival of the Boston & Providence Railroad and horse-drawn streetcars inspired well-to-do suburban commuters to establish large country estates here. In 1833, for example, the retired East India merchant Ebenezer Francis, one of the wealthiest men in Boston, bought a farm and mansion on more than 20 acres of land adjacent to the north side of the eponymous street.

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Because portions of the Fenway/Longwood area were covered in marshland of the Muddy River and Stony Brook, large-scale development did not occur here until the completion in 1893 of Frederick Law Olmsted's plan for draining, dredging, and filling the Back Bay Fens. Begun in 1875, this engineering project solved major sanitary and drainage problems and created an extraordinary public park (part of Boston's "Emerald Necklace"), for a total cost of \$18,000,000. A large area of new land along the park conveniently became available soon after a major fire in downtown Boston in 1872, and during a period of tremendous population and cultural growth in the city. Huntington Avenue was extended from Ruggles Street (near the present Museum of Fine Arts) to Francis Street in 1882, and an electric streetcar line began operating in 1891.

Major institutions that had been located downtown looked to move westward to rebuild, expand, and modernize. The Fenway area (East Fens and Fenway/Longwood) became a center of intense construction activity for a host of cultural, medical, and educational facilities, mainly between Huntington Avenue and The Fenway. These included the Christian Science Church (1894), Symphony Hall (1900), Horticultural Hall (1901), and Museum of Fine Arts (1909), all along Huntington Avenue in the East Fens (between Massachusetts Avenue and Tremont Street); and, in Fenway/Longwood (southwest of Tremont Street), Harvard Medical College (Longwood Avenue, 1906), Peter Bent Brigham Hospital (Huntington Avenue and Francis Street, 1912), Children's Hospital (Longwood Avenue, 1914), and Simmons and Emmanuel colleges (The Fenway, 1904 and 1916, respectively).

At the same time, speculative residential development created high-quality, middle-class housing in a variety of street grids and distinctive neighborhoods. New commercial and civic buildings were constructed to serve the local residents, conveniently providing shopping and schools in close proximity to their homes. Despite the strong connective tissue of Huntington Avenue, a wide thoroughfare that connects Copley Square in the Back Bay with Jamaica Plain and Brookline, the street clearly defines the edge of the Francis Street-Fenwood Road District. Notably different building types, topography, developers, and architectural quality characterize the two sides of Huntington Avenue in this location, although they were developed in a similar era and share popular architectural styles and several architects.

As late as 1890, the Francis Street-Fenwood Road District was largely open land occupied by a string of large suburban estates along Huntington Avenue. Moving east to west, these were owned by the family of John L. DeWolf (at the corner of Huntington and Francis), William A. Crafts, and Stillman B. Allen, culminating in the imposing House of the Good Shepherd, a convent and reformatory for girls that stood on the site of the present Mission Park housing complex from 1871 until the 1960s. In 1890, Nancy M. Downer, widow of the wealthy oil merchant and abolitionist Samuel Downer, owned the large, undeveloped tract framed by Francis Street, Huntington Avenue, and Brookline Avenue that contains most of the present Francis Street-Fenwood Road District.

James Stevenson, a millionaire real estate investor, had acquired Downer's property by December of 1897, when developer Jeremiah C. Spillane bought the land for what was reported to be well above its assessed value of \$250,000. Spillane quickly laid out building lots along the already existing Francis Street and along Fenwood Road, which was created in 1898 under the name of Kenwood Road. By 1899, the commercial/residential block at 733-747 Huntington Avenue (BOS.7498 and 7499) was built, and seventeen wood-frame residential buildings were scattered along Francis Street and Fenwood Road between Huntington Avenue and Vining (then Vila) Street. By 1906, virtually all the lots on Francis and Fenwood streets in this district had been developed, along with the Farragut School at the corner of Huntington Avenue and Fenwood Road (1903; BOS.7410); Fenwood Road acquired its present name in that year. William Crafts' mansion and barn still survived on Huntington Avenue (by this time owned by

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Albert F. Hayden, trustee), but their days were numbered—the 1906 atlas shows St. Albans Street laid out, at least on paper, through the middle of the property.

In the years between 1870 and 1915, Boston's population grew more than 40 percent, from nearly 139,000 to just over 196,000. The Irish and Jewish immigrants who formed a large part of this growth initially settled in Boston's North End, but between 1895 and 1910 had largely migrated to other parts of the city, including the newly available Fenway/Longwood section. Dense urban residential development followed major transportation lines into Roxbury, characterized in the late 19th century by sophisticated Queen Anne- and Colonial Revival-style three-deckers, and more frequently by brick apartment blocks in the early 20th century.

Two- and three-family, freestanding, wood-frame dwellings with horizontal apartments were extremely popular in Boston's streetcar suburbs, and appeared in varied forms, styles, and class levels. Many of them handsomely reflect current architectural fashions:

“Many well-known architects [in Boston] designed as many deckers [sic] as they did all kinds of apartment houses. And it is overlooked completely that several architects made a distinct specialty of three-decker design providing plans of excellent quality for builders and developers and subsequently publishing them. One such pattern book [was] published in 1908 by *Architects and Builders Magazine*...” (Shand-Tucci: 124)

Developer Jeremiah C. Spillane was active in the real estate business from 1899 to 1913, and was directly responsible for the construction of twenty of the houses in this district, including 11, 15, 19, 35, 36, 40, 43, 49, 54, and 56 Fenwood Road and 12, 16, 20, 32, 34, 36, 38, 44, 50, and 52 Francis Street; all of these were quickly sold. The building permits list Spillane as the architect and builder of half of these residences, although no evidence of Spillane's architectural training or experience has been uncovered. Spillane repeated many building designs in the district, with notations in the building permits for duplicate plans from earlier applications. These may have been the work of uncredited local architects, or Spillane may have used designs available in architectural and building magazines of the period. Nine professional architects have been identified for sixteen buildings in the district, encompassing residential, commercial, and institutional structures.

Directories show that Spillane worked in the rubber industry from the mid 1880s through approximately 1897. In 1899, he was one of eighteen incorporators who established a safe deposit and trust company in Boston, possibly to support real estate development. Also in that year, the city directory gave his occupation as real estate, and the birth record of his younger son listed him as a contractor. In 1902, Spillane's occupation was listed as both wood moulding and real estate; he continued as a real estate agent at least through 1910. Spillane's office was located at Huntington Avenue and Francis Street from 1899 to 1906, and on Columbia Road in Dorchester in 1910.

Born in 1865, Spillane was married to Agnes Muldoon, with whom he had two sons. The family lived in Roxbury and Dorchester. Although described as “prominent socially and politically” in Roxbury, Spillane was involved in an investment scandal and trial in 1907, in which he admitted that “he once had about \$225,000, now he was ‘broke.’” (*Boston Daily Globe*, September 20 and 21, 1907) Indicative of his financial decline, in 1900 the Spillanes had owned their home and lived there with their two sons and a servant; in 1910, they were renting a house that was also occupied by Agnes's three unmarried, adult siblings. By 1920, Jeremiah Spillane had died, and Agnes was living in New Hampshire with her sons, who both worked as clerks in a shipyard.

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The multifamily dwellings that were constructed in the Francis Street-Fenwood District were well-built, stylish, convenient, and affordable. They were consistently occupied by white-collar and skilled blue-collar workers into the 1960s; owner-occupants seem to have remained relatively steady at approximately 40 to 50 percent of householders. According to original building permits, the construction cost of the wood-frame houses was typically between \$5,000 and \$6,000. Later building permits reveal several applications for construction of one- and two-car garages in the early 20th century, reflecting the ascendance of the automobile. (Four garages are shown in the 1931 atlas; no garages survive in the district today.)

The 1910 census shows the district occupied primarily by large families of Irish/English or German/Eastern European backgrounds (both immigrants and first generation). Common occupations included sales, bookkeeping, clerical, teaching, dressmaking, civil service (firefighter, police officer, US marshal), and factory work; several residents were shop owners. Women were typically employed as seamstresses and dressmakers (often within the home), bookkeepers, stenographers, and teachers. Unusual occupations included confectioner at a hotel, model for an advertising agency, sculptress, violinist, and professional baseball player. About 40 percent of the buildings randomly selected for research were owner-occupied.

Complementing the functions and quality of the suburban housing within the district, a handsome array of masonry structures—including commercial structures, small apartment houses, and a splendid primary school—was constructed contemporaneously along Huntington Avenue.

The Harmon Block at 733-739 and 741-747 Huntington Avenue (1899; BOS.7498 and 7499; Photo 12) was among the earliest buildings constructed in the Francis Street and Fenwood Road district. It exemplifies the mixed commercial and residential uses typical along Huntington Avenue. The northern section of the structure (#733-739) was built for James Harmon and designed by Samuel Rantin & Son. At the time, Harmon (born in Ireland, 1842) lived nearby on Mission Hill, on the east side of Huntington Avenue. Little is known of Harmon, who was identified as a marble worker and a partner in the stone-cutting firm of Thompson & Harmon until at least 1882. From 1889 on, no occupation is identified; his career may have segued into real estate development. The contiguous structure at #741-747 was designed by Cornelius A. Russell and built simultaneously. While the building permit lists L. J. Lyons as the owner, in 1900 the structure was owned and occupied by John B. Lyons (b. 1854), who lived here at least through 1920. In 1900 he was a grocer, with his business also on the property; by 1910 Lyons was employed as a real estate agent, and in 1920 he managed a garage. Businesses in the ground-floor storefronts have included a drugstore, restaurants, an appliance store, and cleaners. Upper-floor residents in 1910 included a harness maker, musician, wine clerk, hack driver, theatrical press agent, real-estate agent, stenographer, and dressmaker; residents of these apartments tended to be similar in demographics to the families in the detached houses throughout the district.

The Farragut School at 7 Fenwood Road, on the corner of Huntington Avenue and Fenwood Road (1903; BOS.7410; Photo 13), was built as a primary school and kindergarten from designs by Wheelwright & Haven. The Boston School Committee purchased the lot in 1902 for \$36,300 and constructed the school building in 1903 for a total cost of more than \$150,000 (one of the most expensive of its time). Built to house about 600 students, it opened in January of 1904 with eight teachers and 463 pupils in grades kindergarten through three. Most of the students were drawn from a nearby district school; some classes had been held in stores on Tremont Street and Huntington Avenue (including a store in the Harmon Block). The school was named after Admiral David Farragut (1801-1870), who is known for a Civil War

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battle order that is commonly paraphrased as "Damn the torpedoes. Full speed ahead!" When the Farragut School closed in 2011, it served 205 students in kindergarten through fifth grade. Today the building is occupied by a charter school for high school students, known as the Edward M. Kennedy Academy for Health Careers.

At the turn of the 20th century, changes in building technologies and materials, culture, and educational theories influenced new school building types, while huge population increases demanded many additional schoolhouses. In the Farragut School, architect Edmund Wheelwright amply demonstrated many of the principles he had espoused just two years earlier in the publication of his book, *School Architecture; A General Treatise for the Use of Architects and Others*. Among these very detailed design prescriptions are the avoidance of shading from adjacent buildings; generous recreation areas; eastern or southeastern exposure for classrooms; siting a building that is on a busy street to the rear of the lot, with the yard on the street; enclosed schoolyards with open fences for air circulation and sun, and brick walls for screening and wind protection (early photographs of the Farragut School show a solid brick wall along Huntington Avenue and a fence along Fenwood Road); a high, well-lit basement; high windows, with the tops placed near to the ceiling; and flat or low-pitched roofs. Wheelwright also advocated a regular, symmetrical composition for efficiency of use and "the brick architecture of the Renaissance," articulated by variation in texture and color, variety of detail, and the "accentuation of surface." (Wheelwright: 16-17)

More generally, the high quality of the modestly scaled Farragut School illustrates Wheelwright's observation that:

Members of school committees, and others interested in school construction, should recognize that in such work great saving in cost can seldom be made except by sacrifice of desirable features, and that the permanent value of a building depends upon the knowledge, skill, and forethought used by the architect in the disposition of its parts, in the durability and fire-protected character of its construction, in the quality of its appointments and fittings; and, finally, that beauty of the design, though no small consideration, may fittingly be restrained within the limitations of brick construction. Such construction may be more or less elaborate, as the neighborhood, the site, and the size of the building may require. (Wheelwright: 14)

Built in 1916, Avondale Chambers and Avondale Apartments (777-779 Huntington Avenue) are connected and architecturally similar structures, designed by the same architect and occupied by the same variety of lower middle-class and working-class residents as the detached two- and three-family houses nearby.

By the middle of the 20th century, population and lifestyles within the district were changing in important ways. Prevalent occupations revealed in the 1940 census included office work, sales and other shop workers, and a variety of civil-service jobs (police department, libraries, schools); the telephone company was a newly popular employer. Reflecting the growth and expansion of nearby hospitals, a significant number of residents worked in medical facilities (chambermaid, clerical data for syphilis research, orderly, dental assistant, pharmacist, laboratory assistant). In the apartment buildings along Huntington Avenue, the upper floors of the Harmon Block in 1940 were occupied by a dentist, mail carrier, motorman, salesperson, telephone operator, printer, watchman, and building inspector. Residents of the Avondale apartments in that year included a nurse, bartender, organ repairer, pharmacist, watchman, laboratory assistant, manager, and several clerks and salespeople. Residents of both apartment buildings

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seem to have consisted of about equal numbers of married and single people, the latter likely reflecting the smaller size of those apartments.

By the 1940s, families were more likely Irish, older, and smaller. The smaller household structure clearly affected the use of the existing dwellings: a 1941 application to convert one of the two-families along Fenwood into a three-family building made the following observation:

This location is a two family house with six rooms downstairs and ten rooms upstairs. We are unable to rent ten rooms whereas a six room apartment and a four room apartment could be rented very easily at any time. The character of the neighborhood has changed considerably and a number of other houses on Fenwood Road built on the same type have been permitted to change to six room and four room apartments in place of the ten room apartment. These have rented immediately. (City of Boston building permits for 31 Fenwood Road, 1941)

The Building Commission quickly agreed, noting that this proposal was “the only logical development...to meet present day living conditions, and rehabilitates a building that would otherwise soon become dormant, and an eyesore to the neighborhood.” (ibid)

By 1965, residents of the Francis Street-Fenwood Road District were more often blue collar—mechanics and machinists, laborers, motormen. Some were still clerks and office workers, while many were retired and/or single women.

New ethnic groups had started moving into the neighborhood, with several Hispanic residents listed in the Avondale apartments on Huntington Avenue and an Asian resident on St. Albans Road. The area today is racially and economically diverse: African-Americans, Latinos, and Asians make up nearly half the population, and more than one third of the households have incomes below the poverty level.

Health care was Greater Boston’s third largest industry in 1965, and three of the largest hospitals stood in the Longwood area. In 1964, Harvard University bought almost all the properties in the Francis Street-Fenwood Road district, along with the brick rowhouses along St. Albans Road, Kempton Street, and part of Huntington Avenue. The university planned to demolish the existing dwellings for a major expansion of its medical campus. Widespread neighborhood protests, however, resulted in 1969 in the organization of the Roxbury Tenants of Harvard Association (RTH), a nonprofit housing and community development organization.

In the spirit of 1960s student activism, three Harvard and Radcliffe students helped form RTH, which eventually represented about 800 tenants, and successfully staged demonstrations to attract media attention, and brought in local architect John Sharratt to help argue against the destruction of the neighborhood. As reported by the *Boston Globe’s* architecture critic in 1978, “In 1970, [Harvard] agreed to deal with the Roxbury Tenants. Apartments were fixed up, families encouraged to stay, and the proposed hospital site was moved to vacant land. Harvard agreed to help find financing for new housing that became, eight years later, Mission Park.” (*Boston Globe*, July 30, 1978)

The tenant association’s negotiations with Harvard included retention of most of the existing buildings and replacement housing for displaced families. About 800 new affordable housing units were created in a complex of high-rise towers, mid-rise buildings, and townhouses on the Huntington Avenue site of the House of the Good Shepherd. Sharratt served as the chief architect for the new Mission Park housing project, which was completed in 1978. A journalist from that period observed that, “Many believe this is

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the first time that a university has successfully negotiated directly with a tenants' group for development of a project of this size." (*Boston Globe*, September 15, 1972) Three of the new apartment buildings were named after the college students who had been instrumental in preserving the character of the neighborhood.

Today almost all of the properties in the Francis Street-Fenwood Road District are owned and managed by the Roxbury Tenants of Harvard. In 1982, most of the wood-frame houses were subdivided into additional apartments to advance RTH's mission of providing housing for low-income residents.

Adjacent to the Francis Street-Fenwood Road District on the north and west is the Longwood Medical Area, a densely built and large-scale community of 21 world-renowned health care, biomedical research, and educational institutions. Harvard Medical School was first, in 1906-1908, followed by Peter Bent Brigham Hospital on the north side of Francis Street in 1911-1913, the Psychopathic Department of Boston State Hospital on the western end of Fenwood Road in 1912, Boston Children's Hospital in 1912-1914, Boston Public Latin High School on Avenue Louis Pasteur in 1921, and Boston Lying-In [maternity] Hospital in 1921-1922 (all on Longwood Avenue, one block north of Francis Street, unless otherwise noted). The Longwood area today is also home to Beth Israel Deaconess Medical Center, Brigham and Women's Hospital (a 1980 merger of Robert Breck Brigham Hospital, Peter Bent Brigham Hospital, and Boston Hospital for Women), Dana Farber Cancer Institute, Joslin Diabetes Center, the Isabella Stewart Gardner Museum, Massachusetts College of Art and Design, and Emmanuel, Simmons, and Wheelock colleges.

The sporadic, heterogeneous residential development that was tentatively established on the blocks north of Francis Street between Huntington Avenue and Brookline Avenue in the early 20th century was quickly crowded out by these institutional complexes. The block immediately adjacent to the west of the district was developed at the same time, by the same developer, and with the same building types and residents as the surviving Francis Street-Fenwood Road District. Immediately to the south of the district, Kempton Street and the west side of St. Albans Road were lined with three-story, attached brick dwellings with bay windows, beginning by 1906 and lasting at least into the 1930s. Individual investors typically owned multiple groups of these residences. These buildings have been replaced with the collection of townhouses, mid-rise housing, and a high-rise apartment tower that now comprise Mission Park.

Since the 1960s, massive physical growth of these institutions has steadily encroached on the residential character of the surrounding neighborhood. In 2001, expansion of Brigham and Women's Hospital resulted in the move of six existing residential buildings from a block immediately west of the Francis Street-Fenwood District (between Francis Street, Fenwood Road, Vining Street, and Brookline Avenue) onto open lots within the district at 51, 53, 54, 55, and 57 Fenwood Road and 36 Francis Street. The Shapiro Cardiovascular Center now occupies the adjacent block, outside the nominated district. The move was arranged as mitigation for the effect of hospital expansion on the adjacent historic and residential neighborhood. Directly south of the Shapiro Center, the early 20th-century campus of the Massachusetts Mental Health Center has been demolished, and a large, new, state-of-the-art medical facility is presently under construction.

Over the last 50 years, changes to the streetscapes within the Francis Street-Fenwood Road District have been minimal. Profound demographic and socio-economic shifts contributed to deterioration and abandonment of a scattering of buildings. Economic stagnation, increased immigration, and the ascendance of the car characterized much of Boston in the 1960s, 1970s, and 1980s. As a result, several previously developed residential sites have been cleared by destruction or demolition. An early, three-

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family dwelling at 42 Francis Street was destroyed by fire and has been replaced with a small landscaped park. Two wood-frame, residential buildings (20 Fenwood Road and 20 St. Albans Road) have been replaced by small, surface parking lots.

The few open parcels that appeared on Huntington Avenue (between the Farragut School and Avalon Apartments and at Hanlon Square) were previously occupied by modest, one-story, early 20th-century commercial blocks. Parking became more desirable for residents and now occupies the empty lot at 761-775 Huntington Avenue. More fortunately, as city life revived near the turn of the 21st century, Hanlon Square (725 Huntington Avenue) was well positioned at a prominent intersection for adaptive reuse as a small park.

Architects

Nine architects are recorded as working in the Francis Street-Fenwood Road District. Eight of these were local firms without professional training, but well known for producing high-quality, single- and multifamily houses in the Roxbury and Jamaica Plain sections of Boston, and in neighboring Brookline. The Farragut School, by contrast, was designed by Wheelwright & Haven, one of Boston's best-known firms, which specialized in public buildings.

Samuel Rantin & Son

The most prolific of the architects identified in the district, with five known buildings, was Samuel Rantin & Son of Roxbury, who designed 30 and 73 (now 57) Fenwood Road (1909; BOS.16670 and 16684), 40 Francis Street (1901; BOS.16696), the Harmon Block at 733-739 Huntington Avenue (1899; BOS.7498; Photo 12), and 24 St. Albans Road (1926; BOS.16703). Rantin & Son was known for designing many three-decker houses of particularly high quality in the southern neighborhoods of Boston from the 1890s through the 1910s; more than 80 buildings in Brookline are attributed to the firm. They specialized in Queen Anne-style, multifamily houses distinguished by richly detailed front porches. The elder Rantin, born in Ireland (d. 1929), was active as a carpenter by the mid 1870s and was in partnership with his son, Samuel J. (b. 1874) by the mid 1890s. The firm had an office near Roxbury Crossing in Boston from the turn of the 20th century into the mid 1940s. A collection of architectural drawings by Rantin & Son is contained in the archives of Historic New England.

Frederick W. Mahoney

Little is presently known of this architect, who designed three buildings in the district at 32, 36, and 44 Francis Street (all 1898; BOS.16692, 16694, and 16698; Photo 9). The building permits for these dwellings locate Mahoney (born ca. 1872) across Huntington Avenue on Mission Hill; he was still living there in 1910, when he was described as an architect working on his own in general practice. Mahoney moved to Newton by 1928, when he designed and built a house for himself there (NWT.5449).

Cornelius A. Russell

Cornelius A. Russell (1851-1927) designed the southern part of the Harmon Block, 741-747 Huntington Avenue (1899; BOS.7499), and (with F. N. Russell) 7 Fenwood Street (1910; BOS.7414; Photo 6). Born in Canada, Russell worked on his own as an architect in Boston from at least 1890 through 1920; his office and home were in Roxbury. Russell's known work (43 properties) is predominantly single- and multifamily housing, including two-families and three-decker dwellings and several brick apartment buildings, plus several mixed commercial/residential blocks. Employing the fashionable Classical Revival and Romanesque styles, most of these projects are in Boston and Brookline; a few are scattered in the towns of Duxbury (South Shore) and Manchester (North Shore). Three examples of his work in the Roxbury and Dorchester sections of Boston are presently listed in the National Register: 4 Aspen Street

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in the Mount Pleasant Historic District (NR 1989); the Goldsmith Block (NR 2007); and Walton and Roslin Halls (NR 2013).

Harry S. Freeman

Harry S. Freeman (1869-1943) was the architect for 52 and, probably, 39 Fenwood Road (both, 1899; BOS.16679 and 16675; Photo 4); building permits list him as the owner for both parcels. Freeman was described as a carpenter living in Boston in the 1890s, and as a contractor at the time of his marriage in 1898. By 1901, he resided in Brookline, where he was described as architect and/or builder through the 1910s. In 1920 and 1930, he was listed as an agent in the real estate business; by 1940 he was a patient at Taunton State Hospital, a mental institution. A 1902 advertisement in the Brookline directory describes his services as "Architect and Builder; Plans and Specifications Furnished; Houses for Sale and to Rent."

For several years Freeman was a partner in the firm of Freeman, Funk & Wilcox, predecessor of the better-known office of Funk & Wilcox. The original three-man firm won an architectural competition in 1907 to build the central fire station in Brookline (Brookline Village NRHD 1979); they also designed the Waterville High School in Maine (1909-1912; NR 2010). Among the 52 known buildings attributed to Freeman in Brookline are a commercial building, a church, stores, the fire station, an apartment block, and many two-family dwellings similar to those on Fenwood Road.

Timothy Desmond

The architect for 5 St. Albans Road (1900; BOS.7420; Photo 8), Irish-born Timothy Desmond (1852-1903) is known to have designed numerous wood-frame, three-decker houses in the nearby Parker Hill neighborhood of Roxbury from the mid 1890s until his death. He also designed and built two double three-deckers across Huntington Avenue from the Francis Street-Fenwood Road District. Desmond lived in various neighborhoods of Boston, including East Boston and Roxbury.

Jacob Schwartz

Born in Budapest, architect Jacob Schwartz (1887-1946) designed the Avondale Chambers and Avondale Apartments 777-779 Huntington Avenue (1916; BOS.16702; Photo 14), for owner Morris Weinstein, a Russian-born contractor and fellow Jewish immigrant. A resident of Roxbury, Schwartz worked on his own and in 1915 had an office in Salem, where he designed a Classical Revival-style apartment house in that year. He is listed as an architect in Boston through 1940.

Robert H. Watson

Robert Watson (1853-1916), the architect for 48 Francis Street (1899; BOS.16700), is known to have designed more than 25 buildings, all in Boston. Born in Ireland, Watson first appears in Boston directories in 1880 as a draftsman; he was listed as an architect by the late 1880s. His office and home were located across Huntington Avenue from the Francis Street-Fenwood Road District; most of his work was in the Roxbury neighborhood. Watson specialized in distinctive, Queen Anne-style three-deckers, but his work also included two-family and single-family houses, a brick rowhouse, and brick commercial/residential blocks.

P. J. Cantwell

The building permit for 22 Francis Street (1900; BOS.16691; Photo 7) lists "P. J. Cantwells" as architect. A P. J. Cantwell is recorded as the designer of five buildings in Brookline from 1895 through 1902. The extended Cantwell family included an architect, carpenters, and developers, active chiefly in Boston and Brookline from the late 1890s into the early 1910s. John Cantwell was a carpenter-contractor who lived across Huntington Avenue from the district, and developed numerous three-deckers in that neighborhood

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in the 1890s. Members of the family lived in both the Roxbury neighborhood and Brookline at various times. They included Joseph N. Cantwell (described as a carpenter and also as an architect), and Lawrence and James F. Cantwell (both carpenters). John J. Cantwell (d. 1904) served as treasurer of the Modern Dwelling Trust company, which is thought to have been a family business (perhaps in real estate development), and was active around 1903.

Wheelwright & Haven

The most prominent architect in the district is the firm of Wheelwright & Haven, which designed the Farragut Primary School at 10 Fenwood Road (1903; BOS.7410; Photo 13). Edmund Wheelwright (1854-1912) was born in Roxbury and educated at Harvard, MIT, and the École des Beaux-Arts in Paris. After working for the prestigious offices of Peabody & Stearns and McKim, Mead & White, he opened his own practice in Boston in 1885. In 1888, he established a partnership with Parkman B. Haven that lasted until the early 1910s. Wheelwright served as Boston's City Architect from 1891-1895, designing public schools, hospitals, firehouses (including the Boston Fire Department Headquarters [now Pine Street Inn]; 1894), and police stations, as well as the Park Street subway entrance on Tremont Street. Wheelwright & Haven's distinguished portfolio of civic architecture included the Longfellow Bridge between Boston and Cambridge (1900; NRH D 1978), Boston's Horticultural Hall (1901; NR 1975) and Opera House (1908; demolished 1958), Jordan Hall at the New England Conservatory of Music (1903; NR 1980, NHL 1994), and the Harvard Lampoon Building in Cambridge (1909; NR 1978, NRHD 1988).

Wheelwright was a fellow of the AIA, served on its board of directors from 1892-1894 and 1898-1900, and was a fellow of the Boston Society of Architects. He consulted on the design of the Museum of Fine Arts, was a member of the committee on architecture for Massachusetts at the St. Louis Exposition in 1903, and was consulted by various other states on plans for public buildings. His treatise on school architecture was lauded both in the US and abroad, with the Royal Institute of British Architects placing it "in the front rank of works of reference which can and should be consulted by the architects and public bodies of this country." (*Journal of the Royal Institute of British Architects*: 347)

Wheelwright's friend and partner for more than 20 years was Parkman B. Haven (1858-1943). Haven began as a draftsman in Wheelwright's office; he "had the chief hand" in designing the Boston Opera House (*Harvard Graduates Magazine*: 241), and two years later consulted on a new theater in Paris, near the Avenue des Champs-Élysées. Edward H. Hoyt (1868-1936) was elevated to partner in 1911, and the firm's name was changed to Wheelwright, Haven & Hoyt. After Wheelwright's death, the practice continued until the late 1920s as Haven & Hoyt.

Like many of the leading architects of the period, Wheelwright & Haven deftly employed an eclectic range of styles, from Shingle to Italian Renaissance and Baroque to Georgian and Classical Revival and to whimsical Flemish Gothic. The Farragut School is a handsomely detailed, straightforward example of the Classical Revival style, although Wheelwright "was noted for his practice of freely combining diverse stylistic elements within a single design." (*Grove Encyclopedia of American Art*: 199)

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- Ryan-Tenison, Arthur H. "Review; School Architecture." *Journal of the Royal Institute of British Architects*, 9 (1902). London: The Institute [1893-1960].
- Salem (MA) City Directory, 1915.
- School Committee of the City of Boston. *Annual Reports*, 1903, 1904. Boston: George C. Rand & Avery, 1903, 1904.
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- Sutherland Conservation & Consulting. National Register nomination for Waterville High School, Waterville, ME, 2010.
- Thayer, William Roscoe, et al. "Edmund March Wheelwright, '76." *Harvard Graduates Magazine*, 21. Boston: Harvard Graduates Magazine Association, 1892-1934.
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- "Tragedies to transplants, the history of Longwood." *The Boston Globe*, November 9, 2014.
- United States Department of the Interior, National Park Service. "National Mall & Memorial Parks; David Farragut: America's First Admiral." <http://www.nps.gov/nama/blogs/David-Farragut-America-s-First-Admiral.htm>

Francis Street-Fenwood Road District
Name of Property

Suffolk County, MA
County and State

United States Federal Census: 1880, 1900, 1910, 1920, 1930, 1940.
Wheelwright, Edmund March. *School Architecture: A General Treatise for the use of Architects and Others*. Boston: Rogers & Manson, 1901.
Whitehill, Walter Muir, and Lawrence W. Kennedy. *Boston: A Topographical History*. Cambridge, MA: The Belknap Press of Harvard University Press, 2000.
Withey, Henry F. and Elsie Rathburn Withey. *Biographical Dictionary of American Architects (Deceased)*. Los Angeles: Hennessey & Ingalls, Inc., 1970.

Previous documentation on file (NPS):

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

Primary location of additional data:

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

Name of repository: Boston Landmarks Commission, Boston City Hall

Historic Resources Survey Number (if assigned): BOS.7410, 7411, 7412, 7414-7422, 16666-16703, 74498, 74499 (See attached data sheet)

Francis Street-Fenwood Road District
Name of Property

Suffolk County, MA
County and State

10. Geographical Data

Acreege of Property approximately 7 acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|--|----------------------|
| 1. Latitude: 42.33463
52 Francis Street | Longitude: -71.10596 |
| 2. Latitude: 42.33515
58 Fenwood Road | Longitude: -71.10806 |
| 3. Latitude: 42.33440
30 Fenwood Road | Longitude: -71.10694 |
| 4. Latitude: 42.33347
779 Huntington Avenue | Longitude: -71.10692 |
| 5. Latitude: 42.33426
2 Francis Street | Longitude: -71.10504 |

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|----------|-----------|-----------|
| 1. Zone: | Easting: | Northing: |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

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

The Francis Street-Fenwood Historic District is bounded by Francis Street on the north, Vining Street on the west, Fenwood Road and St. Albans Road on the south, and Huntington Avenue on the east. See attached maps for an outline of the district boundary.

Francis Street-Fenwood Road District
Name of Property

Suffolk County, MA
County and State

Boundary Justification (Explain why the boundaries were selected.)

The boundaries selected comprise an intact area of late 19th- and early 20th-century residential construction. Surrounding development to the north, west, and south profoundly contrasts in period, uses, forms, scale, and materials. The wide thoroughfare of Huntington Avenue forms a natural break on the east. The east side of Huntington Avenue is considered part of the Parker Hill/Mission Hill neighborhoods rather than the Fenway area; it exhibits distinctly different topography, patterns of development, and historic integrity than the Francis Street-Fenwood Road District on the west. Mission Hill rises steeply from the east side of Huntington Avenue, and both residential and commercial buildings employ different forms and scales on that side of the street.

Modern intrusions in the district are remarkably few in number; they result primarily from demolition or destruction of historic development on isolated parcels. Legally recorded property lines define all edges of the district.

11. Form Prepared By

name/title: Wendy Frontiero, preservation consultant, with Betsy Friedberg, National Register Director, MHC
organization: Massachusetts Historical Commission
street & number: 220 Morrissey Boulevard
city or town: Boston state: Mass. zip code: 02125
e-mail: betsy.friedberg@sec.state.ma.us
telephone: 617. 727-8470
date: April, 2015

Additional Documentation

Submit the following items with the completed form:

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

Francis Street-Fenwood Road District
Name of Property

Suffolk County, MA
County and State

Photographs

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

Photo Log

Name of Property: Francis Street – Fenwood Road District

City or Vicinity: Boston

County: Suffolk State: Massachusetts

Photographer: Wendy Frontiero

Date Photographed: March 2014

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

- Photo 1 of 14: Fenwood Road, #s 43 to 57 (R to L). Camera facing northwest.
- Photo 2 of 14: Fenwood Road, #s 49, 47, 43 (L to R). Camera facing northeast.
- Photo 3 of 14: 36 Fenwood Road, north elevation. Camera facing south.
- Photo 4 of 14: Fenwood Road, #s 50 to 54 (L to R). Camera facing southwest.
- Photo 5 of 14: Fenwood Road, #s 17, 15, 11, 7 (L to R). Camera facing northeast.
- Photo 6 of 14: 7 and 11 Fenwood Road, south elevations. Camera facing north.
- Photo 7 of 14: 22 Francis Street, north and west elevations. Camera facing southeast.
- Photo 8 of 14: 5 St. Albans Road, 30 and 32 Francis Street (L to R). Camera facing southwest.
- Photo 9 of 14: Francis Street, #s 32 to 36 (L to R). Camera facing southwest.
- Photo 10 of 14: 50 Francis Street, north elevation. Camera facing south.
- Photo 11 of 14: Francis Street, #s 52 to 36 (R to L) and beyond. Camera facing southeast.
- Photo 12 of 14: 733-747 Huntington Avenue, east and north elevations. Camera facing southwest.
- Photo 13 of 14: 10 Fenwood Road, east and north elevations. Camera facing southwest.
- Photo 14 of 14: 777-779 Huntington Avenue, south and east elevations. Camera facing northwest.

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

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

**FRANCIS STREET-FENWOOD ROAD DISTRICT, Boston (Suffolk County), Massachusetts
DISTRICT DATA SHEET**

Assessors #	MHC #	Historic Name	St #	St Name	Date	Style; Architect (if known)	Resource Type	Status
1000200001	BOS.7414	John B. Lyons Three-Family House	07	Fenwood Road	1910	Classical Revival; Cornelius A. and F. N. Russell	B	C
1000269000	BOS.7410	Farragut Primary School	10	Fenwood Road Brick wall w/ iron fencing	1903 1903	Classical Revival Classical Revival both: Wheelwright & Haven	B St	C C
1000201000	BOS.7415	J. A. Driscoll Two-Family House	11	Fenwood Road	1903	Queen Anne	B	C
1000202000	BOS.7416	H. A. O'Brien Two-Family House	15	Fenwood Road	1903	Queen Anne	B	C
1000203000	BOS.16666	Benjamin Sheean Two-Family House	17	Fenwood Road	ca. 1899	Queen Anne	B	C
1000204000	BOS.16667	F. and J. L Dunn Two-Family House	19	Fenwood Road	ca. 1899	Queen Anne	B	C
1000268000			20	Fenwood Road		Vacant parcel (surface parking)	V	---
1000205000	BOS.1668	M. J and A. J. Whelan Two-Family House	21	Fenwood Road	ca. 1899- 1906	Queen Anne	B	C
1000267000	BOS.1669	E. J. Mahan Two-Family House	24	Fenwood Road	ca. 1899- 1906	Queen Anne	B	C
1000330000	BOS.16670	Anna M. Barry Two-Family House	30	Fenwood Road	1909	Queen Anne; Samuel Rantin & Son	B	C

Assessors #	MHC #	Historic Name	St #	St Name	Date	Style; Architect (if known)	Resource Type	Status
1000225000	BOS.16671	F. W. Stroud Two-Family House	31	Fenwood Road	ca. 1899	Queen Anne	B	C
1000329000	BOS.16672	J. F. Lowney Two-Family House	32	Fenwood Road	ca. 1899	Queen Anne	B	C
1000226000	BOS.16673	M. Kilduff Two-Family House	33	Fenwood Road	ca. 1899-1906	Queen Anne	B	C
1000227000	BOS.16674	J. F. Holland Two-Family House	35	Fenwood Road	1901	Queen Anne	B	C
1000328000	BOS.7411	H. C. Olsson Two-Family House	36	Fenwood Road	ca. 1899-1906	Queen Anne	B	C
1000228000	BOS.16675	N. Bailey Two-Family House	39	Fenwood Road	1899	Queen Anne; attrib. to Harry S. Freeman	B	C
1000327000	BOS.7412	C. E. Mead Two-Family House	40	Fenwood Road	1900	Queen Anne	B	C
1000229000	BOS.7417	Max Freiman Two-Family House	43	Fenwood Road	ca. 1899-1906	Queen Anne	B	C
1000326000	BOS.16676	Ida A. Hosmer Two-Family House	44	Fenwood Road	ca. 1899	Queen Anne	B	C
1000230000	BOS.16677	E. F. Ewing Two-Family House	47	Fenwood Road	ca. 1899	Queen Anne	B	C
1000231000	BOS.7418	Margaret E. Schofield Two-Family House	49	Fenwood Road	ca. 1899-1906	Queen Anne	B	C
1000325000	BOS.16678	J. M. Callahan Two-Family House	50	Fenwood Road	ca. 1899-1906	Queen Anne	B	C

Assessors #	MHC #	Historic Name	St #	St Name	Date	Style; Architect (if known)	Resource Type	Status
1000232000	BOS.7422	Rose H. Dooley Three-Decker	51	Fenwood Road (moved 2001 from 56 Francis Street)	ca. 1899- 1906	Queen Anne and Colonial Revival	B	C
1000324000	BOS.16679	W. W. Sampson Two-Family House	52	Fenwood Road	1899	Queen Anne; Harry S. Freeman	B	C
1000233000	BOS.16680	Annie Leather Three-Decker	53	Fenwood Road (moved 2001 from 54 Francis Street)	1900	Queen Anne and Colonial Revival	B	C
1000323000	BOS.16681	Genevieve Connor Three-Decker	54	Fenwood Road (moved 2001 from 68 Francis Street)	1904	Queen Anne and Colonial Revival	B	C
1000234000	BOS.16682	J. C. Spillane Two-Family House	55	Fenwood Road (moved 2001 from 71 Fenwood Road)	ca. 1899- 1906	Queen Anne	B	C
1000322000	BOS.16683	Gustina M. Gregory Two-Family House	56	Fenwood Road	1905	Queen Anne	B	C
1000235000	BOS.16684	Patrick W. Moon Two-Family House	57	Fenwood Road (moved 2001 from 73 Fenwood Road)	1902	Queen Anne/Colonial Revival; Samuel Rantin & Son	B	C
1000321000	BOS.16685	C. J. Connelly Two-Family House	58	Fenwood Road	ca. 1899	Queen Anne	B	C
1000197000 1000211000	BOS.16686	Santander Bank	02 - 06	Francis Street	ca. 1999	Contemporary	B	NC
1000210000	BOS.16687	D. Donlan Three-Decker	12	Francis Street	1900	Queen Anne and Colonial Revival	B	C
1000209000	BOS.16688	Louisa Lindauer Three-Decker	16	Francis Street	1899	Queen Anne and Colonial Revival	B	C

Assessors #	MHC #	Historic Name	St #	St Name	Date	Style; Architect (if known)	Resource Type	Status
1000208000	BOS.16689	Louisa Lindauer Three-Decker	18	Francis Street	ca. 1899-1906	Queen Anne and Colonial Revival	B	C
1000207000	BOS.16690	Jane Breen Three-Decker	20	Francis Street	1899	Queen Anne	B	C
1000206000	BOS.16691	P. & J. Cannon Three-Decker	22	Francis Street	1900	Queen Anne and Colonial Revival; P. J. Cantwell	B	C
1000223000	BOS.7419	Daniel Crowley Apartment Bldg	30	Francis Street	ca. 1900	Classical Revival; Attrib. to Timothy J. Desmond	B	C
1000222000	BOS.16692	C. J. Donovan Three-Decker	32	Francis Street	1898	Queen Anne and Colonial Revival; Frederick W. Mahoney	B	C
1000221000	BOS.16693	C. J. Donovan Three-Decker	34	Francis Street	1898	Queen Anne and Colonial Revival	B	C
1000220000	BOS.16694	J. Hourihan Three-Decker	36	Francis Street (moved 2001 from 58 Francis Street)	1898	Queen Anne and Colonial Revival; Frederick W. Mahoney	B	C
1000219000	BOS.16695	William S. Cole Three-Decker	38	Francis Street	1900	Queen Anne and Colonial Revival	B	C
1000218000	BOS.16696	O. McGovern Three-Decker	40	Francis Street	1901	Queen Anne and Colonial Revival; Samuel Rantin & Son	B	C
1000217000	BOS.9773	Francis Street Garden	42	Francis Street	L 20 th /E 21 st century	Landscaped park	Site	NC

Assessors #	MHC #	Historic Name	St #	St Name	Date	Style; Architect (if known)	Resource Type	Status
1000216000	BOS.16698	R. & M. Hannan Three-Decker	44	Francis Street	1898	Queen Anne and Colonial Revival; Frederick W. Mahoney	B	C
1000215000	BOS.16699	M. O'Neil Three-Decker	46	Francis Street	1901	Queen Anne and Colonial Revival	B	C
1000214000	BOS.16700	Mary A. Cole Three-Decker	48	Francis Street	1899	Queen Anne and Colonial Revival; Robert H. Watson	B	C
1000213000	BOS.7421	Fredericka Ilse Three-Decker	50	Francis Street	1900	Queen Anne and Colonial Revival	B	C
1000212000	BOS.16701	Mary Sullivan Three-Decker	52	Francis Street	1900	Queen Anne and Colonial Revival	B	C
1000197500	BOS.9772	Hanlon Square	725	Huntington Ave.	L 20 th /E 21 st century	Landscaped park	Site	NC
1000198000 1000199000 1000200000	BOS.7498 BOS.7499	James Harmon Commercial Block	733 -739 and 741- 747	Huntington Ave.	1899	Classical Revival; Samuel Rantin & Son and Cornelius A. Russell	B	2C
1000270000			761	Huntington Ave.		Vacant parcel	V	---
1000271000			775	Huntington Ave.		Vacant parcel	V	---
1000272000	BOS.16702	Avondale Chambers (#777) and Avondale Apartments (#779)	777 -779	Huntington Ave.	1916	Classical Revival; Jacob Schwartz	B	C

Assessors #	MHC #	Historic Name	St #	St Name	Date	Style; Architect (if known)	Resource Type	Status
1000224000	BOS.7420	Daniel Crowley Apartment Building	05	St. Albans Road	1900	Classical Revival; attrib. to Timothy J. Desmond	B	C
1000275000			20	St. Albans Road		Vacant parcel (surface parking)	V	---
1000274000	BOS.16703	Frank C. Kelley Two- Family House	24	St. Albans Road	1926	Craftsman; Samuel Rantin & Son	B	C
1000273010	BOS.16697	Elizabeth C. McInerney Two-Family House	28	St. Albans Road	ca. 1906- 15	Colonial Revival	B	C

Key

B – building; St = structure; Site; O = object, V = vacant; C = contributing; NC = Non-contributing

TOTAL DISTRICT RESOURCE COUNT

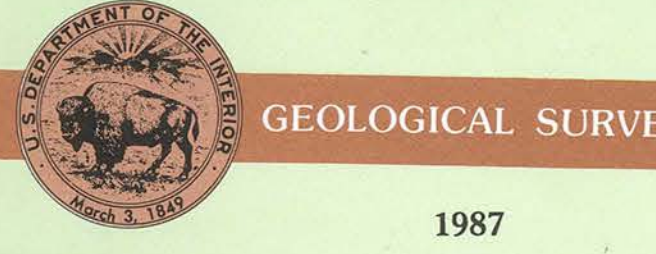
	Contributing	Noncontributing
Buildings	51	1
Sites	0	2
Structures	1	0
Objects	0	0
Total Contributing Resources	52	Total Noncontributing Resources 3

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 edited 1987
 Superimposed on Boston South 1:50,000-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, established since 1927 North American Datum
 To place on the predicted North American Datum 1983, move the projection lines 6 meters south and move the corner ticks
 DATUM IS MEAN LOW WATER
 SHALOWNESS SHOWN BETWEEN THE TWO DATUMS IS VARIABLE
 THE RELATIONSHIP BETWEEN THE APPROXIMATE LINE OF MEAN HIGH WATER AND THE APPROXIMATE LINE OF MEAN RANGE OF TIDE IS APPROXIMATELY 2.9 METERS
 THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS

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
 SHALOWNESS SHOWN BETWEEN THE TWO DATUMS IS VARIABLE
 THE RELATIONSHIP BETWEEN THE APPROXIMATE LINE OF MEAN HIGH WATER AND THE APPROXIMATE LINE OF MEAN RANGE OF TIDE IS APPROXIMATELY 2.9 METERS
 THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS

Meters	Feet	DECLINATION DIAGRAM	ADJOINING MAPS
1	3.2808		1 Maynard
2	6.5617		2 Boston North
3	9.8425		3 Lynn
4	13.1234		4 Framingham
5	16.4042		5 Fall
6	19.6850		6 Medfield
7	22.9659		7 Needham
8	26.2467		8 Weymouth
9	29.5276		
10	32.8084		

To convert meters to feet multiply by 3.2808
 To convert feet to meters multiply by 0.3048

UTM grid convergence (GN) and 1987 magnetic (MN) declination (D) at center of map Diagram is approximate

9 780607 001358

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 gauge; narrow gauge
- Bridge: drawbridge
- Footbridge; overpass; underpass
- Built-up area: only selected landmark buildings 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; isolated tower
- Dam; dam with lock
- Cemetery; grave
- Campground; picnic area; U.S. location monument
- Wellhead; water well; spring
- Mine shaft; prospect; shaft or ore
- Control: horizontal station; vertical station; spot elevation
- Statistical surface: strip mine, lava, sand
- Sounding; depth gauge
- Perennial lake and stream; intermittent lake and stream
- Rapids, large and small; falls, large and small
- Submerged aquatic; marsh; swamp
- Land subject to controlled inundation; flood-prone
- Scrub; mangrove
- Orchard; vineyard

















NO TRUCKS
OVERALL











5ONE 90

9

PENGUIN

THE ORIGINAL





NO
LEFT
TURN

1000

NO
LEFT
TURN

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Francis Street--Fenwood Road Historic District

MULTIPLE
NAME:

STATE & COUNTY: MASSACHUSETTS, Suffolk

DATE RECEIVED: 5/13/16 DATE OF PENDING LIST: 6/02/16
DATE OF 16TH DAY: 6/17/16 DATE OF 45TH DAY: 6/28/16
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 16000409

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 6/23/16 DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

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

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



CITY OF BOSTON
THE ENVIRONMENT DEPARTMENT

RECEIVED

FEB 01 2016

MASS HIST. COMM

Boston City Hall, Room 709 • Boston, MA 02201 • 617/635-3850 • FAX: 617/635-3435

January 27, 2016

Ms. Brona Simon
State Historic Preservation Officer
Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, MA 02125

Re: Francis Street-Fenwood Road Historic District, (Fenway) Boston
National Register of Historic Places Nomination

Dear Ms. Simon:

The Boston Landmarks Commission (BLC) is very pleased to support the listing of the Francis Street-Fenwood Road Historic District, (Fenway) Boston, in the National Register of Historic Places. The BLC unanimously voted to support this listing at its January 26, 2016 public meeting.

Thank you for providing the BLC with the opportunity to support this deserving nomination.

Sincerely,

Tonya M. Loveday
Assistant Survey Director
Boston Landmarks Commission

Cc: Betsy Friedberg, National Register Director, Massachusetts Historical Commission
Wendy Frontiero, preservation consultant (via e-mail)

VOTE TO SUPPORT THE LISTING OF THE FRANCIS STREET-FENWOOD ROAD HISTORIC DISTRICT,
(FENWAY) BOSTON, IN THE NATIONAL REGISTER OF HISTORIC PLACES

MOTION: C. Hart **SECOND:** D. Parcon
IN FAVOR: J. Amodeo, D. Berarducci, C. Hart, K. Hoffman,
D. Parcon, L. Smiledge, R. Yeager **OPPOSED:** None



RECEIVED 2280

MAY 13 2016

Nat. Register of Historic Places
National Park Service

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

May 3, 2016

Mr. J. Paul Loether
National Register of Historic Places
Department of the Interior
National Park Service
1201 Eye Street, NW 8th floor
Washington, DC 20005

Dear Mr. Loether:

Enclosed please find the following nomination form:

Francis Street-Fenwood Road District, Boston (Suffolk), MA

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

One letter of support has been received.

Sincerely,

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

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

enclosure

cc: Wendy Frontiero, consultant
Tonya Loveday, Boston CLG coordinator, BLC
Lynn Smiledge, Boston Landmarks Commission
Martin Walsh, Mayor, City of Boston

220 Morrissey Boulevard, Boston, Massachusetts 02125
(617) 727-8470 • Fax: (617) 727-5128
www.sec.state.ma.us/mhc