

# 19 KENTON ROAD

Jamaica Plain, Boston, Massachusetts

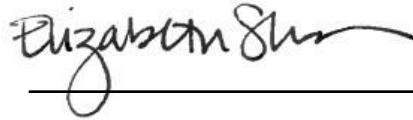


## BOSTON LANDMARKS COMMISSION STUDY REPORT

Petition # 292.24

Boston Landmarks Commission | Office of Historic Preservation  
City of Boston

Approved by:




Elizabeth Sherva, Executive Director

May 20, 2025

Date

Approved by:



Bradford C. Walker, Chair

May 20, 2025

Date

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Report posted on March 20, 2025

Cover image: 19 Kenton Road, Jamaica Plain, 2025, Mary Cirbus



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## 1. DESIGNATION

The Boston Landmarks Commission was established by Ch. 772 of the Acts of 1975 as amended to identify and safeguard the public's interest in preserving historic sites that represent distinctive features of the political, economic, social, cultural or architectural history of the city. As part of the process of designating a new Landmark or District, a Study Report is prepared to locate and describe the site; to provide a record of the rationale for creating the designation; to identify the character-defining features; and to list Standards and Criteria that will guide the Boston Landmarks Commission in evaluating proposed changes in the future.

The designation of 19 Kenton Road was initiated in 2024 after a petition was submitted by a group of registered voters to the Boston Landmarks Commission asking that the Commission designate the property under the provisions of Chapter 772 of the Acts of 1975, as amended (hereinafter "Chapter 772"). The purpose of such a designation is to recognize and protect a physical feature or improvement that in whole or part has historical, cultural, social, architectural, or aesthetic significance.

19 Kenton Road meets the following criteria for designation as a Boston Landmark as established in Section 4 of Chapter 772:

C. Structures, sites, objects, man-made or natural, associated significantly with the lives of outstanding historical personages.

19 Kenton Road was built on land belonging to prominent Boston businessman and real estate developer Isaac Harris Cary. Cary began as a dealer in horn and ivory before establishing a dry goods business with branches in Boston and New York. Buildings bearing the Cary name include The Cary Building at 105-107 Chambers Street in New York (listed on the National Register of Historic Places and designated as a New York City Landmark) and the Isaac Harris Cary Memorial Building in Lexington, MA.

Cary was particularly influential in developing the Stony Brook area of Jamaica Plain. By the 1830s, he had amassed much of the land between Washington Street and Forest Hills Street. It appears that Cary built 19 Kenton Road as an income-producing rental property. Isaac Harris Cary's main house still exists at 235 Forest Hills Street.

D. Structures, sites, objects, man-made or natural, representative of elements of architectural or landscape design or craftsmanship that embody distinctive characteristics of a type inherently valuable for study of a period, style or method of construction or development, or a notable work of an architect, landscape architect, designer, or builder whose work influenced the development of the city, the commonwealth, the New England region, or the nation.

The house at 19 Kenton Road was constructed on the cusp of a major period of transition for Jamaica Plain which was ushered in by the arrival of the omnibus, horse-drawn streetcars, and the expansion of the railroad. The house is significant as a surviving example of a detached two-family dwelling built for investment purposes from the early period of Jamaica Plain's transformation from farming and resort community to streetcar suburb. It is one of the earliest houses in the area.

19 Kenton Road is also architecturally significant as an early example of the Italianate style in Boston, having been constructed sometime between 1843 and 1856. It has Italianate detailing featured on a front-gabled form that was popularized by the

earlier Greek Revival style. The front-gable subtype comprises about 10 percent of surviving examples of Italianate architecture.<sup>1</sup>

Kenton Road is a short, tree-lined street ending in a cul-de-sac that features a mix of mid- to late-nineteenth century architectural styles, including Italianate, Greek Revival, Second Empire, and Colonial Revival. The house at 19 Kenton Road is a historic anchor (see Figure 11) of this architecturally distinctive enclave which has seen little change or intrusion. This enclave is eligible for future designation as a historic district under Chapter 772, and the loss of 19 Kenton Road would detract from the cohesiveness of this historic neighborhood.

On its own, 19 Kenton Road has architectural merit and historical associations that are not necessarily unique to this house alone, but it is a distinctive part of a collection of houses that is significant to Jamaica Plain and the city of Boston due to their architectural styles and the largely intact historic streetscape. Boston Landmarks Commission staff recommends designation of the house to protect against demolition because its loss would be a major disruption to this unique neighborhood. The intent of designation is not to oppose infill on the site or increased density in the neighborhood, but to ensure that any new construction on this parcel does not damage the historic building or detract from the existing rhythm and scale of the neighborhood.

Therefore, as a historical anchor of Kenton Road, Boston Landmarks Commission staff recommends that the Commission designate 19 Kenton Road as a Landmark under Chapter 772 with a boundary corresponding to the Assessor's parcel 1102859000. BLC staff also recommends future consideration of Kenton Road as an Architectural Conservation District and of the Isaac Harris Cary Estate at 235 Forest Hills Street as a Landmark.

The effect of designation of 19 Kenton Road as a Landmark shall be that review by the Boston Landmarks Commission and/or Commission staff shall be required for any proposed alterations to the following elements:

- The exterior envelope of the existing building.
- New construction or additions.
- Certain landscape elements including: trees.

The main (original) block of the house at 19 Kenton Road is considered to be the primary locus of the property's historical and architectural significance, but the entire parcel is included in the designation because changes to the later additions and/or the unbuilt portions of the site should be reviewed by the Commission to prevent an adverse effect on the main block.

If designated, the Standards and Criteria in section 7 of this report will serve as guidelines for the Commission's review of proposed changes to the property, with the goal of protecting the historic integrity of the landmark and its setting. The designation would not regulate use or alterations to interior features or features that are not visible from a public way.

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<sup>1</sup> Virginia & Lee McAlester, *A Field Guide to American Houses* (Alfred A. Knopf: New York, 2009), 211.

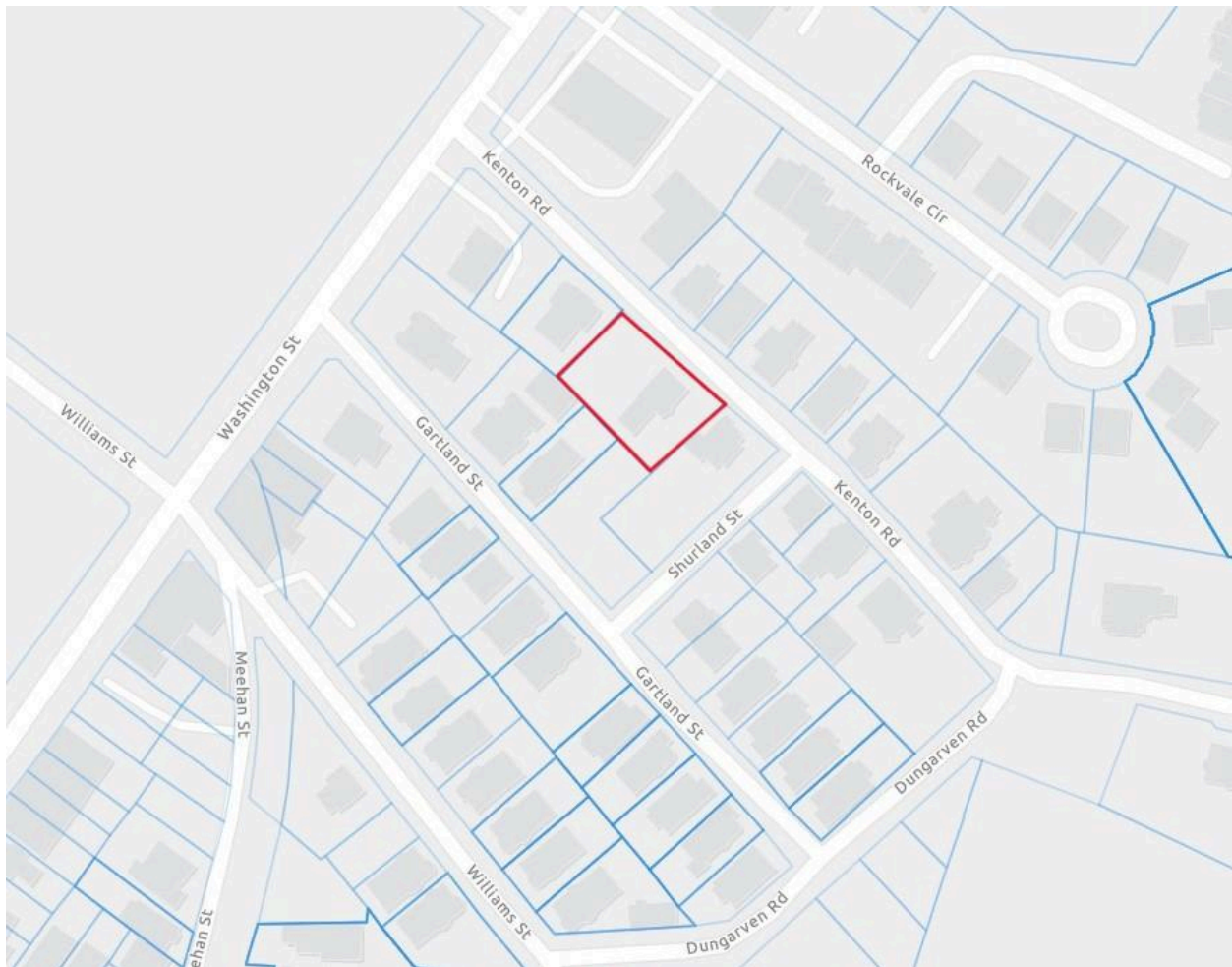


## 2. LOCATION AND ZONING

According to the City of Boston's Assessing Department, the property is located at 19 Kenton Road, Boston, MA, 02130. The Assessor's Parcel Number is 1102859000.

19 Kenton Road is located in the Jamaica Plain neighborhood of Boston. It is not part of any currently recognized historic district, but a cluster of inventory points in the Massachusetts Cultural Resource Information System, also known as MACRIS (see <https://maps.mhc-macris.net/>), indicates a density of historic homes in the immediate vicinity of 19 Kenton Road.

According to the City of Boston Planning Department, 19 Kenton Road is located in the Jamaica Plain Neighborhood Zoning District, and within a 3F-4000 Zoning Subdistrict (Subdistrict Type: Medium Residential). There are no zoning overlays.



**Figure 1.** Map showing the boundaries of Parcel 1102859000.

### **3. OWNERSHIP AND OCCUPANCY**

According to the City of Boston's Assessor's records, 19 Kenton Road is owned by Marc Federico and Paul Federico, with a mailing address at 1024 East Street, Dedham, MA 02026.

According to the Assessor's records, the property has a total assessed value of \$1,032,400, with the land valued at \$483,600 and the building valued at \$548,800 for fiscal year 2025.

The house is a two-family residence; it is believed to have been vacant since the prior owners sold the property in 2023.



#### 4. IMAGES

All photos taken by Jennifer Gaugler on May 15, 2025.



**Figure 2.** Front (northeast-facing) facade of 19 Kenton Road.





**Figure 3.** Detail of front entrance of 19 Kenton Road.





**Figure 4.** Side (southeast-facing) facade of the main block of 19 Kenton Road.





**Figure 5.** Side (southeast-facing) facade of the rear ell of 19 Kenton Road.





**Figure 6.** Upper portion of the rear (southwest-facing) facade of the rear ell of 19 Kenton Road.



**Figure 7.** Lower portion of the rear (southwest-facing) facade of the rear ell of 19 Kenton Road.





**Figure 8.** Side (northwest-facing) facade of 19 Kenton Road.



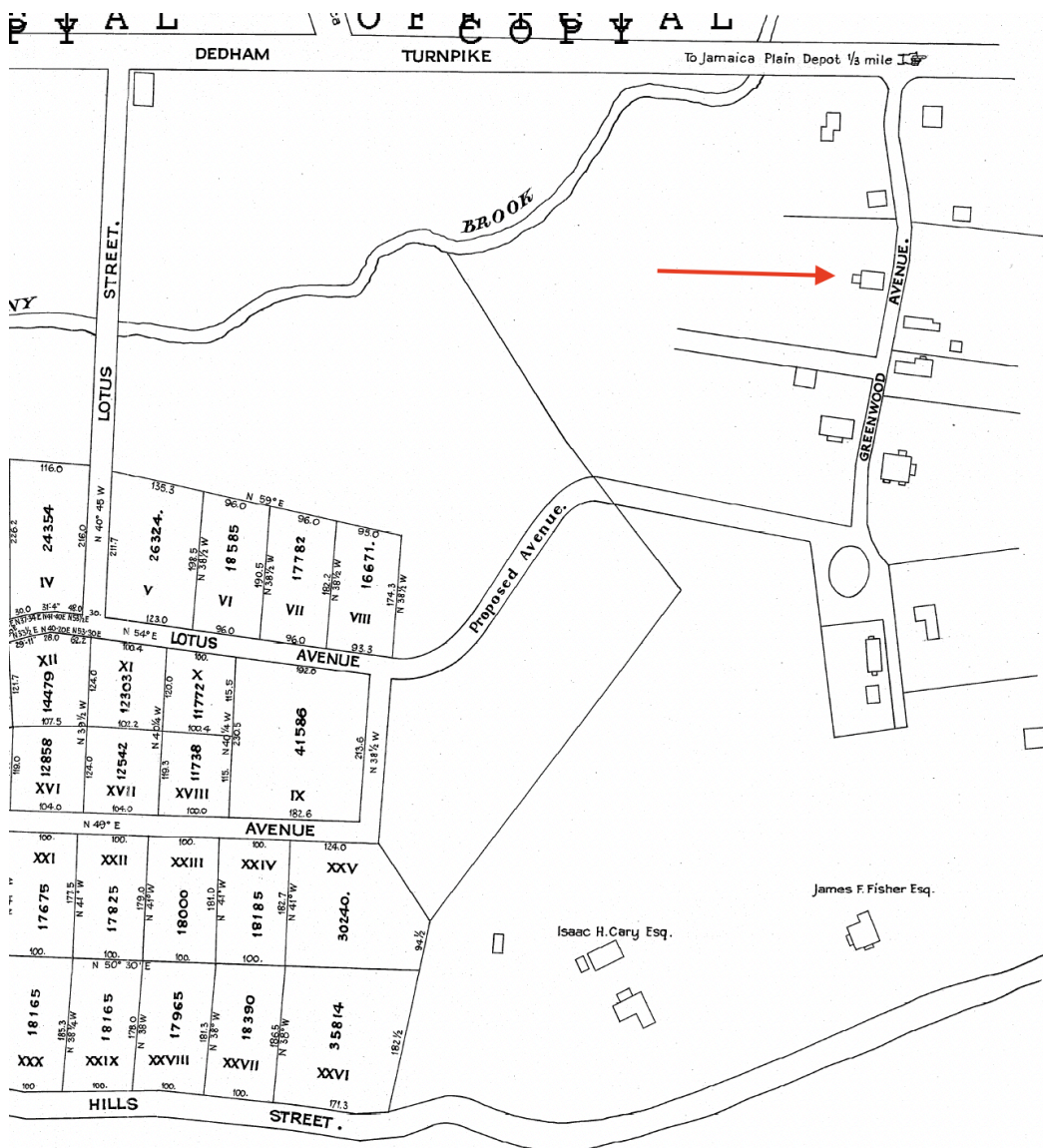
**Figure 9:** Detail from *Map of the City of Roxbury* by Charles Whitney (1843, revised 1849). Greenwood Avenue is marked by the arrow.





**Figure 10:** Detail from *Map of Norfolk County, Massachusetts* by Henry Francis Walling, 1853. I. H. Cary's estate, known as "Sunnyside," is marked by the arrow.

Although earlier maps and city records indicate that Greenwood Avenue was laid out earlier than 1849 it does not appear on this map. I. H. Cary's dwelling is the only building marked between Washington Street, Forest Hills Street, and Morton Street/Arborway, suggesting that he was the predominant, if not the only, landowner in this section of Jamaica Plain.



**Figure 11:** Detail image of an 1856 Survey prepared by Ben D. Parkinson, C. E., showing Greenwood Avenue on the south side of Washington Street (then Dedham Turnpike). 19 Kenton Road (then Greenwood Avenue) is highlighted by the arrow. Isaac Harris Cary's estate is shown in the bottom center of the image off of Forest Hills Street.





**Figure 12:** Image from Map of Norfolk County by Henry Francis Walling (Boston: H. F. Walling, 1858).

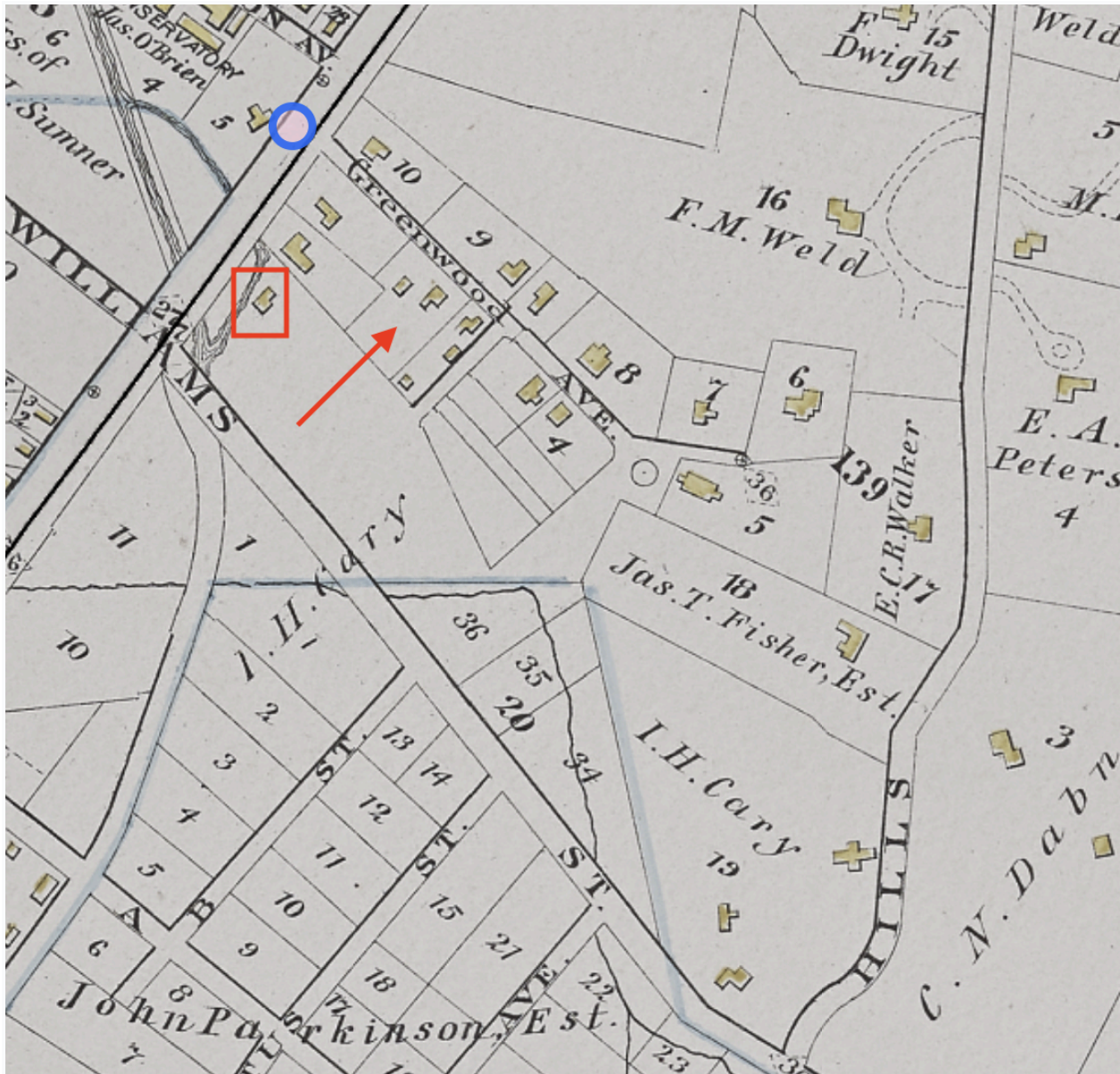
19 Kenton Road is marked by an arrow. This image shows that I. H. Cary owned several parcels along Greenwood Avenue, including 19 Kenton Road. Cary's estate is also shown in the bottom center.



**Figure 13:** Image from *Atlas of the County of Suffolk: West Roxbury, Vol. 5* by G. M. Hopkins, Jr. (Philadelphia: G. M. Hopkins & Co., 1874), Plate F.

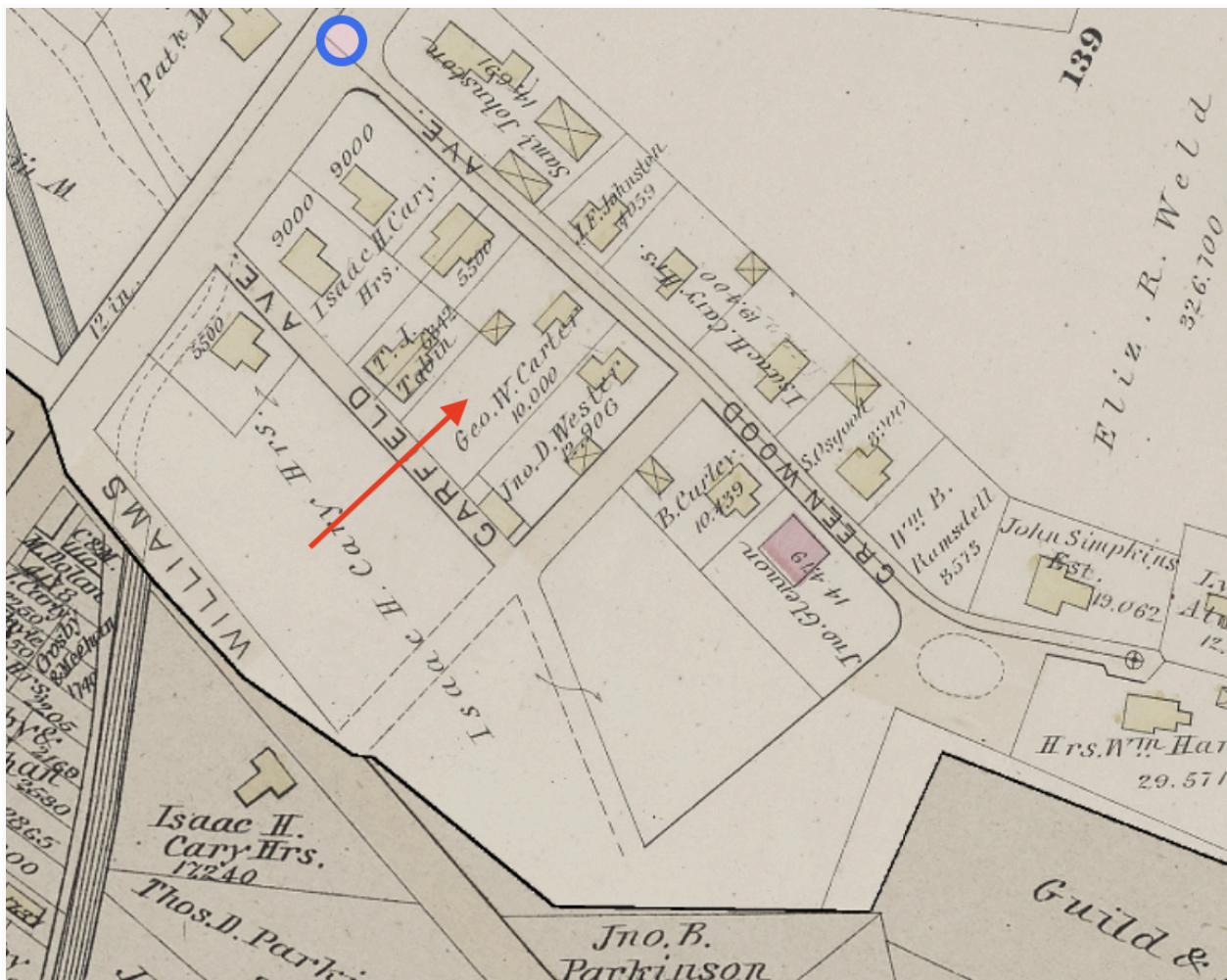
The parcel containing the subject property at 19 Kenton Road (then Greenwood Avenue) - consisting of a dwelling and an outbuilding - is marked by the arrow. The L-shaped building is the dwelling. Isaac Harris Cary owned several of the parcels along Greenwood Avenue and rented the houses to tenants. His estate is located at the intersection of Williams Street and Forest Hills Street, seen in the lower right quadrant of the above image.





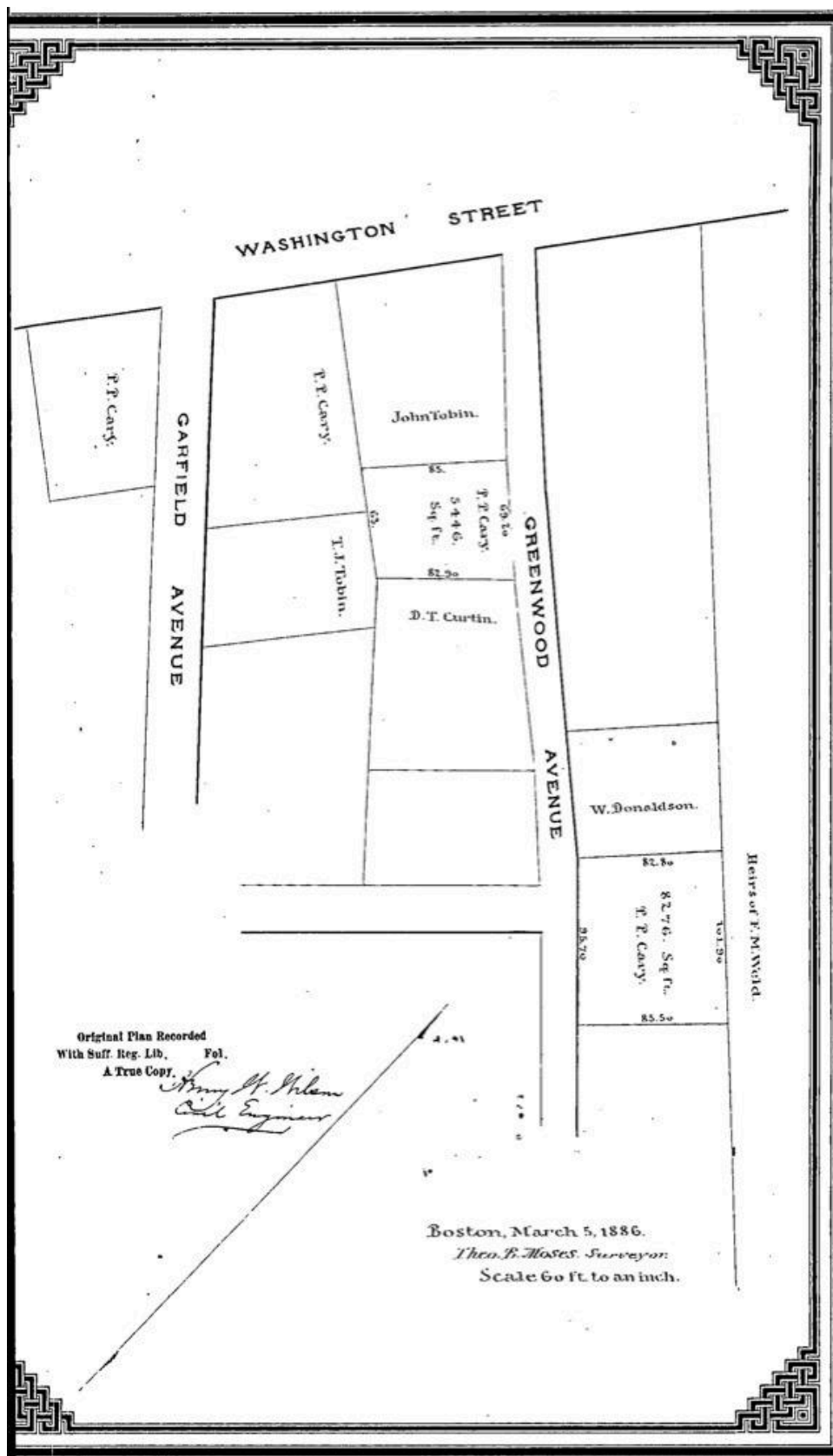
**Figure 14:** Image from City Atlas of Boston, Massachusetts: complete in one volume, by G. M. Hopkins (Philadelphia: G. M. Hopkins, 1882), Plate 21.

The parcel containing 19 Kenton Street is marked by the arrow. The dwelling is the L-shaped building on the lot. This image also shows the dye house that Cary purchased along Stony Brook at Williams Street, marked by the rectangle.



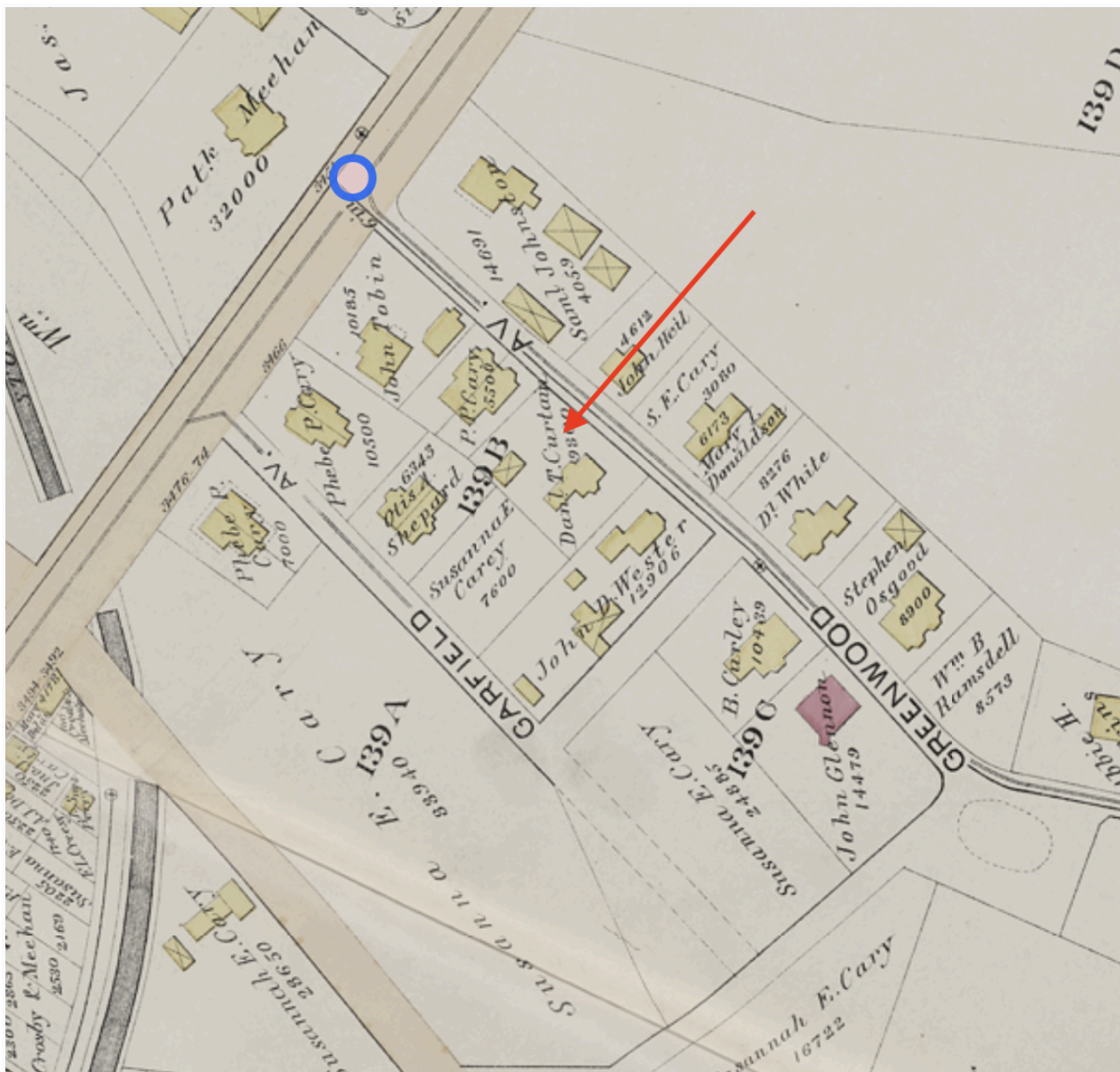
**Figure 15:** Image from Atlas of the City of Boston: West Roxbury, Vol. 5 by G. W. Bromley & Co. (Philadelphia: Geo W. & Walter S. Bromley, 1884), Plate B.

19 Kenton Road is marked by the arrow. The parcel still contains a dwelling house and an outbuilding, but the house's footprint shows modifications, namely an extended ell and the addition of bay windows at each side elevation. Isaac Cary died in 1881 and his estate was left to his wife and daughters. Susanna E. Cary, Cary's unmarried daughter, further subdivided land of his estate. This image shows the addition of Garfield Avenue, another side street extending in a southeasterly direction from Washington Street.



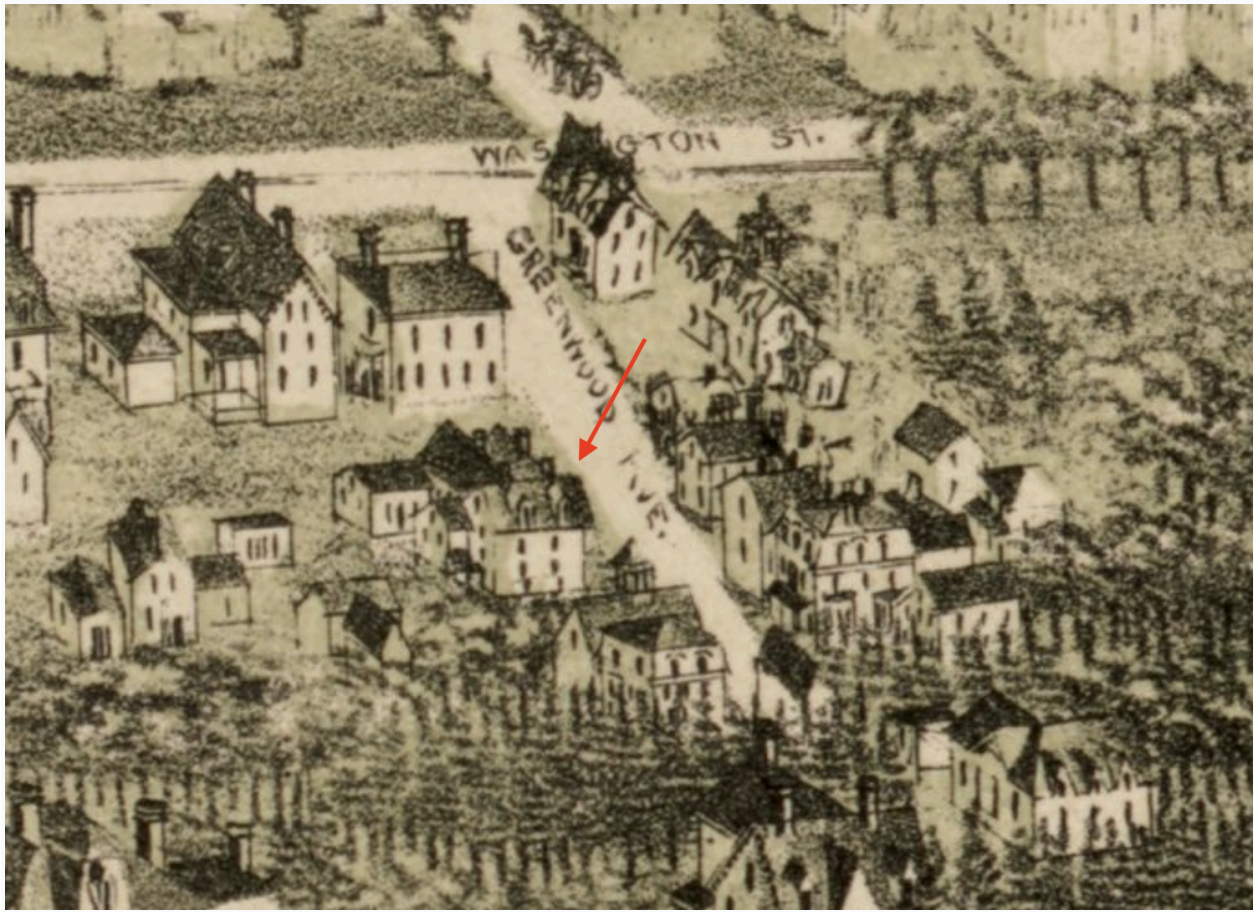
**Figure 16:** A partial plan of Isaac Harris Cary's estate by T. B. Moses dated March 5, 1886. Recorded with the Norfolk Registry of Deeds. 19 Kenton Road is shown in the parcel marked "D. T. Curtin."





**Figure 17:** Image from *Atlas of the City of Boston, West Roxbury, Mass, Vol. 6* by G. W. Bromley & Co. (Philadelphia: G. W. Bromley & Co., 1890), Plate 8.

19 Kenton Road is marked by the arrow. By 1890 Susanna E. Cary had further subdivided existing lots along Greenwood Avenue, including the parcel at 19 Kenton Road. Here, the lot was essentially divided in half by a boundary running in a northwesterly-southeasterly direction with the creation of a new lot fronting Garfield Avenue.



**Figure 18:** Image detail from *Jamaica Plain, Massachusetts* by O. H. Bailey & Co., 1891.

The house at 19 Kenton Street is marked by the arrow. The illustrated house in the above image depicts the same style of dormers as the existing house.





**Figure 19:** Image from Atlas of the City of Boston : West Roxbury, Vol. 6 By G. W. Bromley & Co. (Philadelphia: G. W. Bromley & Co., 1896).

19 Kenton Street is marked by the arrow. The parcel still contains one dwelling and one outbuilding.



**Figure 20:** Detail from *Atlas of Dorchester, West Roxbury, and Brighton* by L. J. Richards and J. P. Brown & Co. (Boston: L. J. Richards, 1899), Plate 15.

The parcel containing the subject property is marked by the arrow. This map shows the addition of a second outbuilding in the south corner of the lot. In addition to changes to the subject lot, this image also demonstrates the rapid subdivision of lots along Greenwood Avenue and Garfield completed by Susanna E. Cary in the decades following her father's death.





**Figure 21:** Detail from *Atlas of the City of Boston: West Roxbury*, vol. 6 by G. W. Bromley & Co. (Philadelphia: G. W. Bromley & Co., 1905), Plate 8. The subject property is marked by the arrow. This map indicates that by 1905 the newer outbuilding in the south corner of the property was expanded.



**Figure 22:** Image from Atlas of the City of Boston: West Roxbury by G. W. Bromley & Co., (Philadelphia: G. W. Bromley and Co., 1914), Plate 8.

19 Kenton Road is marked by the arrow. By 1914 the older of the two outbuildings on the parcel was removed.





**Figure 23:** Detail image from *Atlas of the City of Boston: West Roxbury* by G. W. Bromley & Co., (Philadelphia: G. W. Bromley & Co., 1924), Plate 8.

This image shows 19 Kenton Road (marked by the arrow).





**Figure 24:** Images from 1969 survey form for 19 Kenton Road as submitted to the Massachusetts Historical Commission.

## 5. ARCHITECTURAL DESCRIPTION

The house at 19 Kenton Road is believed to have been constructed between 1843 and 1856. It is sited on a large lot with minimal setbacks to the front and rear of the house but a large side yard to the northwest of the house.

19 Kenton Road is a front-gabled Italianate house with a large rear ell that is flush with the northwest side of the house. The main block of the house is three stories tall and three bays wide. The front-gabled form of the main block of the house is a reflection of its time – a period when the popularity of the earlier Greek Revival style overlapped with the Italianate style that is expressed by many of the home's ornamental details. The rear ell was extended by the addition of a two-story back porch in the 1920s; this was enclosed in 1953.

The house is clad in clapboard with simple wood corner boards and has a wood water table above a stone foundation (at the main block) or concrete masonry unit foundation (at the ell). The gabled portion of the roof is clad in asphalt shingle; the roof material of the flat portion of the roof could not be observed from the ground.

The detailing of the roof of the main block expresses the home's Italianate style. On the main block, the rakes of the front gable, the cross gable, and the dormers all feature large decorative brackets. The eaves of the main block and of the two dormers have exposed rafter tails.

Several elements prominently protrude from the main gable of the house. On the southeast-facing slope of the roof of the main block, there are two gabled dormers with arched window openings (which have been inset with non-arched replacement windows). On the northwest-facing slope of the roof of the main block, there is a prominent cross gable. The main block also has two corbeled brick chimneys.

The roof of the rear ell is flat, and it lacks the brackets and rafter tails of the main block.

### **Front Facade**

The front entrance to the home is located in the leftmost ground-floor bay and is marked by a small single-story gabled entry porch supported by simple square columns. The wood paneled front door with fanlight glazing is flanked by rectangular sidelights.

The windows on the front facade of the main block are rectangular at the ground floor and second floor, with simple wood sills and lintels. The ground floor windows are replacement two-over-two sash, while the second floor windows appear to be older and are six-over-six. At the third story, there are two arched hooded window openings inset with replacement rectangular one-over-one sash.

### **(Southeast-facing) Side Facade**

The southeast-facing side of the main block has one projecting bay on the ground floor with a hipped roof and three windows of two-over-two sash. This side of the main block also has two windows at the second floor. The window to the left contains rectangular two-over-two sash, while the window to the right appears to contain a fixed twelve-pane rectangular sash set behind an arched board.

A vertical piece of wood trim demarcates the line where what was once a two-story porch (now fully enclosed) was added on to the back of the ell. The southeast-facing side of the rear ell has a door in the rightmost bay surrounded by simple wood trim set above four concrete steps. A modern  $\frac{3}{4}$ -lite metal storm door is set in front of a wooden inner door. Above this is a rectangular window at the



second floor with one-over-one replacement sash. In the leftmost bay at the second floor there is a double window with one-over-one sash.

### **Rear Facade**

There is a one-bay-wide section of the main block that faces the rear of the site (southwest) and is not covered by the ell. It has one window at the ground floor and one at the second floor, both with two-over-two replacement sash. There is also a triangular section of the main block below the gable and above the roof of the ell that contains two rectangular windows. The type of sash could not be observed from the ground.

The rear of the ell is two bays wide. The rightmost bay has a small door for basement access set into the concrete masonry unit foundation. At the ground floor there are two windows (one per bay) containing one-over-one replacement sash. At the second floor, there is a row of four contiguous windows with one-over-one replacement sash.

### **(Northwest-facing) Side Facade**

The rear ell is flush with the main block on the northwest-facing side of the house, creating a long continuous facade from front to back. Vertical pieces of wood trim demarcate the joint between the main block and the ell, as well as the joint where what was once a two-story porch (now fully enclosed) was added on to the back of the ell. The grade is lower on this side of the house, allowing for basement-level windows.

The main block is five bays wide with an asymmetrical fenestration pattern. Centered between the two leftmost bays is a bay window at the ground floor with two-over-two sash and a single window at the second floor with six-over-six sash. The two rightmost bays each have a single window at the second floor (six-over-six) and the ground floor (obscured by foliage, but believed to be two-over-two) as well as small two-pane windows at the basement level.

This side of the older portion of the ell has identical fenestration at the ground and second floors: a small single window to the left, and a triple casement window to the right. At the basement level, offset from the windows above, there are two six-pane windows.

The remainder of the ell (where the two-story porch was enclosed) has a double one-over-one window at the second floor, and no fenestration at the ground floor.

## 6. HISTORY AND SIGNIFICANCE

### 6.1 Historic Significance

#### The Evolution of Jamaica Plain

At least 12,000 years ago, long before the arrival of European settlers, the land that is now called Jamaica Plain was inhabited by Native Americans. The Massachusetts Tribe shaped their homelands to sustain their communities through farming, fishing, and clearing forested areas.<sup>2</sup> By the time settlers landed on its shores, the landscape had been cultivated by Native Americans for thousands of years. See the Archaeological Sensitivity Statement below for specific information about the known and potential ancient Native uses of this property.

Jamaica Plain was originally part of Roxbury, Norfolk County, the sixth town incorporated in Massachusetts settled by Europeans as a Massachusetts Bay Colony in 1630.<sup>3</sup> At the time of initial European contact, the shoreline and area of the original Shawmut peninsula was vastly different from Boston's footprint of today, and Roxbury's position at the base of "The Neck," a mile-long narrow strip of land which connected Boston to the mainland, was advantageous. The road which connected the two towns via The Neck, was the point from which other early roads radiated<sup>4</sup>; in other words, all roads that led to Boston first led to Roxbury.<sup>5</sup> Much of 17th century settlement occurred in the vicinity of this important thoroughfare; the first meeting house was built in 1632 on Meetinghouse Hill in present-day Eliot Square. Some early settlement also occurred around Centre Street—also laid out in the 17th century—which connected Roxbury to Dedham by way of Jamaica Plain. Throughout the 17th through early 19th centuries Roxbury was mainly a farming community, especially around Jamaica Plain and West Roxbury.<sup>6</sup> The land was divided by large farming tracts and the population was sparse.

The development of Roxbury and Jamaica Plain was largely tied to the advancement of road infrastructure and transportation to and from Boston throughout the 19th century. The eventual arrival of the streetcar was pivotal in the development of this area. Although Roxbury was originally separate from Boston, the large scale land infill projects on the original Shawmut peninsula beginning in the early 19th century had a significant impact on the topography and road system of Roxbury: the demolition of Beacon Hill; filling of Mill Pond; infill of South Cove; and infill of present-day Back Bay increased the area of Boston, increased commercial activity, expanded road access, and increased population in nearby areas like Roxbury and Jamaica Plain. The Jamaica Plain Aqueduct Company was formed in 1795 for the purposes of providing about 400,000 gallons of water to Boston daily<sup>7</sup>; an important piece of infrastructure which lasted until 1845 when it was replaced by water from Lake Cochituate. Washington Street, originally called the Dedham Turnpike and later Shawmut Avenue, connected Boston to Providence, R.I., was laid out as a toll road in 1805 with a toll booth at Forest Hills.<sup>8</sup> The establishment of this route led to the residential growth along the road with large estates along Centre Street and around Jamaica Pond.<sup>9</sup> Omnibus service was introduced

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<sup>2</sup> Rawson, *Eden on the Charles*, 11.

<sup>3</sup> Francis S. Drake, "Roxbury in the Colonial Period," in *The Memorial History of Boston Including Suffolk County, Massachusetts 1630-1880I*, Volume 1. ed. Justin Winsor (Boston: James R. Osgood and Company, 1880), 401.

<sup>4</sup> Cynthia Zaitzevsky, *Final Report: Architectural and Historic Surveys of Park Square, Jamaica Plain, Forest Hills Cemetery, Olmstead Park System and Pierce Square, Dorchester, Lower Mills*, Vol. 1 (Boston Redevelopment Authority, September 10, 1970), 16

<sup>5</sup> This route along Washington Street was the only thoroughfare to Boston until the completion of the major landfilling projects which molded Boston to its current footprint.

<sup>6</sup> MHC Reconnaissance Survey, 5.

<sup>7</sup> Francis S. Drake, "Roxbury in the Colonial Period," in *The Memorial History of Boston Including Suffolk County, Massachusetts 1630-1880I*, Volume III. ed. Justin Winsor (Boston: James R. Osgood and Company, 1880), 573.

<sup>8</sup> Anthony Mitchell Sammarco, *Images of America: Jamaica Plain* (Charleston: Arcadia Publishing, 1997), 115

<sup>9</sup> MHC Reconnaissance Survey, 8



in 1826 which facilitated transportation to and from Boston. Despite the general agrarian character of the area, signs of future suburban development began; street lights, for example, were introduced in 1826, with lights provided by inhabitants.<sup>10</sup>

The house at 19 Kenton Road, originally called Greenwood Avenue, was constructed at a major period of transition for Jamaica Plain which was ushered in by the arrival of the omnibus, horse-drawn streetcars, and the expansion of the railroad. It is significant as a surviving example of a detached two-family dwelling built for investment purposes from the early period of Jamaica Plain's transformation from farming and resort community to streetcar suburb. In the early 1830s many businessmen, sensing the opportunity for investment, began purchasing and subdividing former large estates and acreage. Up until this point Jamaica Plain was still largely rural and agrarian in character. Most development was located in the village on Centre Street (formerly the highway to Dedham), near Jamaica Pond, whose shores were surrounded by homes of wealthy Bostonians who sought oases from city life on either a permanent or seasonal basis.<sup>11</sup> The landscape was hilly but fertile and home to large expanses of farmland and country estates. The expansion of the Boston and Providence railroad into West Roxbury and the Stony Brook Valley brought with it a rapid expansion of industry along Stony Brook, particularly in the form of tanneries and breweries.<sup>12</sup> Population growth, mainly due to the influx of immigrants working in the new industries, sparked the speculative real estate market for single and multifamily houses and lots, as well as the construction of new streets and other public improvements. Roxbury was incorporated into a city in 1846 due to population growth and subsequent public needs surpassing the capacity of town government.<sup>13</sup> The new City of Roxbury government undertook many definitive public improvements, including laying sidewalks and drains, constructing a sewer system, and creating public parks, including the establishment of Forest Hills Cemetery in 1848.<sup>14</sup> Despite these improvements, tensions remained within the civic environment of the new city. The western part of Roxbury, not yet as easily accessible by commuter transportation as its eastern counterpart in the first half of the 19th century, objected to higher taxation rates to support the new infrastructure.<sup>15</sup> Roxbury transitioned yet again when West Roxbury voted to separate from Roxbury in the early 1850s.

The introduction of transportation systems and the expansion of the railroad further into Roxbury brought a rapid development boom with the introduction of the commuter population. The facilitation of public transportation to Boston allowed the freedom and flexibility to live outside the city. Transportation was further expanded with the extension of streetcar tracks into Roxbury and West Roxbury along Washington Street and Centre Street.<sup>16</sup> During this period of rapid development, the demographics of the landscape changed again. The introduction of the streetcar, cheaper than the railroad, opened Roxbury and Jamaica Plain to lower middle class individuals and families because transportation to and from the city was more accessible.<sup>17</sup> From 1870 to 1900 the population in Dorchester, Roxbury, and West Roxbury grew from 60,000 to 227,000; enough homes were built over this thirty year period to house 167,000 new residents.<sup>18</sup> Roxbury was annexed to Boston in 1868, and West Roxbury followed in 1874. Annexation provided the opportunity for residents to enjoy improved infrastructure and real estate property values rose significantly in the following years.<sup>19</sup>

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<sup>10</sup> Drake, 576

<sup>11</sup> Sam Bass Warner, *Streetcar Suburbs: The Process of Growth in Boston (1870-1900)*, (Cambridge, Massachusetts and London, England: Harvard University Press, 1962, 1978), 41; Rawson, 137

<sup>12</sup> Zaitzevsky, 17

<sup>13</sup> Drake, 576

<sup>14</sup> Drake, 577

<sup>15</sup> Drake, 578

<sup>16</sup> Zaitzevsky, 17

<sup>17</sup> Zaitzevsky, 17

<sup>18</sup> Warner, 35

<sup>19</sup> Drake 580

## 19 Kenton Road

The house at 19 Kenton Road was constructed between 1843 and 1856 on the cusp of the development boom of the mid-19th century that permanently changed the character of Jamaica Plain from agrarian, rural landscape to bustling streetcar suburb. The area between Washington Street and Franklin Park, the site of the property, was one of the most intensely developed sections of Jamaica Plain during this period due to both its proximity to Stony Brook and proximity and ease of access to transportation via Washington Street and nearby Forest Hills Station. The rapid development of this area of Jamaica Plain is especially jarring; prior to the introduction of the streetcar, this section in particular was home to large tracts of open land and very few dwellings.

Kenton Road was originally known as Greenwood Avenue. This road appears to have been a private way until 1894.<sup>20</sup> It was laid out on land belonging to prominent Boston businessman and real estate developer Isaac Harris Cary. After selling his import business in Boston, New York, and New Orleans, Cary began a real estate development firm, buying and selling housing lots and dwellings throughout Roxbury and Jamaica Plain. By the 1830s he had amassed much of the land between Washington Street and Forest Hills Street and much of the development in this area is due to Cary's real estate ventures, either through selling housing lots, providing mortgages, or constructing rental properties. Cary's estate, "Sunnyside," constructed c. 1850, was located on Forest Hills Street near the intersection of Williams Street. A 1983 Preservation Study of Jamaica Plain for the Boston Landmarks Commission identified Greenwood Avenue as a cul-de-sac that most likely had been laid out to provide access to Washington Street for the Cary estate.<sup>21</sup> If the motivation for the road was to connect Forest Hills Street to Washington Street, that purpose was never fulfilled. City records indicate that Greenwood Avenue was laid out in 1856 but other documentation suggests that the road was created several years earlier.<sup>22</sup> A report from the Town of Roxbury Board of Selectmen dated 1836 describes appointing a committee to "lay out and locate a road from Jamaica Plain to the Dedham Turnpike."<sup>23</sup> Additionally, the Selectmen reported that they, "viewed the road near the house lately owned by Mr. Cary, and obtained a copy of the deed of the land to him, which conveys to him all the land improved by the late [Deacon] Gridley."<sup>24</sup> More research is required to determine if this specific entry refers to the laying out of Greenwood Avenue or an alternate side street. Map documentation, however, indicates that Greenwood Avenue was laid out between 1838 and 1843.

The first map documentation of Greenwood Avenue appears on Charles Whitney's 1843 (revised 1849) *Map of the City of Roxbury* (see Figure 9). According to the Whitney map, Greenwood Avenue was one of the earliest side streets built along the southerly side of Washington Street in the first half of the 19th century. This early depiction of the street shows three dwellings: one at each corner at Greenwood Avenue and Washington Street, and one at the southeasterly terminus of the street. Henry Francis Walling's 1853 *Map of Norfolk County* also appears to show Greenwood Avenue, although it is not properly identified. Walling's map, however, does show the Cary estate along Forest Hills Street (see Figure 10). Although these early maps do not identify dwelling owners, supplemental documentation provides evidence of Cary's expansive ownership along Greenwood

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<sup>20</sup> "Acceptance of Greenwood Avenue," *Boston Evening Transcript*, May 11, 1894, 7. [Newspapers.com](http://Newspapers.com). This article refers to Greenwood Avenue, Ward 23 and also references "widening [Greenwood Avenue] and extending the same to Washington Street." It is assumed that the Greenwood Avenue in question is the one in Jamaica Plain and not the Greenwood Avenue in Hyde Park, as that street does not abut Washington Street.

<sup>21</sup> Rosalind Pollan, "40 Kenton Street" Inventory Form No. 156 from *Jamaica Plain Preservation Study*, Vol. II (Boston Landmarks Commission). More research is required to confirm the intentions behind laying out Greenwood Avenue.

<sup>22</sup> City of Boston, *A Record of the Streets, Alleys, Places, etc. in the City of Boston* (Boston: City of Boston Printing Department, 1910), 220.

<sup>23</sup> "Roxbury Streets, 1652-1842" in *Minutes of the town records of Roxbury, 1648-1846; and Selectmen's records, and miscellaneous records, 1787-1846*. [FamilySearch.org](http://FamilySearch.org).

<sup>24</sup> "Roxbury Streets, 1652-1842." This name likely refers to Deacon Samuel Girdley, a former town clerk in Roxbury who also fought in the American Revolution.



Avenue; in the Norfolk County indices of grantors he is listed in real estate transactions of several lots along Greenwood Avenue over several decades. The exact division of housing lots along the road, however, is unclear. Early deeds reference two subdivisions or survey plans of Greenwood Avenue: one by H. H. and T. B. Moses dated August 22, 1855, and one by Charles Whitney in 1846. Neither of these maps, however, could be located at the Norfolk Registry of Deeds.

Despite the lack of clarity regarding its original construction, the subject property at 19 Kenton Road appears on a Survey Plan prepared by Ben D. Parkinson, C. E., dated March 20, 1856. Although this survey was prepared for a nearby subdivision it shows Greenwood Avenue laid out with several lots along both sides of the street and associated dwellings. This survey also shows an unnamed street on the westerly side of Greenwood Avenue (currently Shurland Street (see Figure 11). 19 Kenton Road is shown in the second lot from Washington Street on the westerly side of the street. The footprint shows a rectangular block with a center ell at the rear. Although this survey does not provide any clues to its ownership, it is assumed that the house belonged to Cary as of at least 1856: "I. H. Cary" is identified as the owner of the property on Walling's 1858 *Map of Norfolk County* (see Figure 12). I. H. Cary being identified as the owner despite his estate on Forest Hills Street suggests that the house was an income property.

Another indication that 19 Kenton Road was constructed as a rental property is the absence of deeds filed with the Norfolk Registry. No deeds referencing the house or other outbuilding(s) the property at 19 Kenton Road dated prior to 1879 have been located. The lack of documentation could be explained by the understanding that Isaac Harris Cary built the house sometime before 1856 and rented it to tenants. The influx of new industry along Stony Brook due to the expansion of the railroad coupled with the rising commuter population necessitated the construction of additional housing and investors capitalized on the opportunity, engaging in speculative real estate, including subdividing former large estates into modest housing lots, and constructing rentals or boarding houses. The house at 19 Kenton Road and other houses along the former Greenwood Avenue however, stand out from the typical historic commuter or triple decker rental housing associated with Boston. Here, the houses are detached single or two-family dwellings on generous-sized lots. The character of the house (and street) is more cottage than tenement. The difference in the character of Kenton Road from that of other streets constructed during the second half of the 19th century is reflective of construction trends relative to settlement patterns. As the railroad expanded, wealthy Bostonians moved outward, away from the city; In 1870 new construction for upper-class individuals fell between 3.5 and 10 miles from City Hall and by 1900 this band had shifted to anywhere from 5 to 15 miles from City Hall.<sup>25</sup> Jamaica Plain, particularly the Parkside neighborhood, is 5 to 6 miles from City Hall. In his book *Streetcar Suburbs*, Sam Bass Warner describes Jamaica Plain as showing "visible remains of the former band," in the form of "scattered houses in a rural setting with a few prosperous streets connected to country villages. ...This was the form of the outer and wealthiest band of suburban building."<sup>26</sup> It is clear that the boarders, renters, or owners along Kenton Road were middle- to upper-middle-class individuals with white collar professions.

The first real estate transaction filed with the Norfolk Registry of Deeds that specifically references the subject property occurred in 1879 when Isaac Harris Cary sold the subject property (and provided a mortgage) to George W. Carter, a clerk who commuted to work in Boston. The Roxbury City Directory from this same year lists Carter as boarding on Greenwood Avenue.<sup>27</sup> The deed described the parcel as "being the second lot from Washington Street containing a dwelling house and stable thereon."<sup>28</sup> An image of the property from the 1884 Bromley Atlas shows a slight modification to the footprint as depicted in the 1856 Survey Plan (see Figure 11), 1874 Hopkins Atlas

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<sup>25</sup> Warner, 58

<sup>26</sup> Warner, 58

<sup>27</sup> *The Boston Directory Embracing the City Record: General Directory of the Citizens and Business Directory for the year commencing 1879* (Boston: Sampson, Davenport, and Company, 1879). Archive.org

<sup>28</sup> Suffolk Registry of Deeds Book 1487 Page 76. [MassLandRecords.com/Suffolk](http://MassLandRecords.com/Suffolk)

(see Figure 13), and 1882 Hopkins Atlas (see Figure 14) with an expanded ell at the rear of the building. The stable also appears to have been constructed between 1856 and 1874.

The house transferred to new owners a few years later; Cary died in 1881 and the house and land were put up for auction as part of his estate in 1884. The auction advertisement in local newspapers described the sale of six houses and four building lots as “the most valuable lot of real estate for homes or investments that has been offered at public auction in this section for many years.” The subject property was listed as “2-story house of 13 rooms, all improvements, and stable, on Greenwood avenue.” The location and proximity to the railroad was a notable selling point: “this property is situated in the centre of this fast-growing section of Boston, on the B. & P. R. R., with only 5 cents fare, it offers a rare chance...to close an estate.”<sup>29</sup>

After Cary’s death his estate on Forest Hills Street and other nearby properties were bequeathed to his wife, Phebe Cary, and surviving children, Eliza C. Farnam and Susannah E. Cary. Farnam later transferred her properties to her unmarried sister. After the settlement of the estate, Susanna built upon the successful real estate ventures of her father by further selling and subdividing additional lots along Greenwood Avenue and the newly laid out Garfield Avenue. In December 1884, Susanna subdivided the lot and sold the subject property on a smaller lot to Daniel T. Curtin, a mason. No building permits are available that reflect the changes to the property, but by 1890 the footprint of the house had changed to incorporate one bay window at both side elevations. This alteration is reflected in the 1890 Bromley Atlas (see Figure 17).

In 1895 Curtin sold the property to Richard J. Cahill, a liquor salesman, who owned the property with his wife, Frances Cahill, until 1922.<sup>30</sup> It appears that Cahill constructed another outbuilding on the property which can be seen in the 1899 Richards Map (see Figure 20). After some time it appears that the building fell into disrepair and neglect. Inspectional Services records indicate that Mrs. Cahill received a violation from the Fire Department in 1922 because the property was vacant; the violation cited a “Vacant house, old dwelling, wood, 2 stories, 20x20x25’; doors and windows broken; open to trespass; a fire menace. Recommend that bldg. Be secured against trespass.” Followup reports recommended further concern and action: “that the openings in building be boarded up; that the stable be razed.”<sup>31</sup> Additional follow up noted that repairs to the building had been completed and that the complaint had been removed. In October 1922 the house was offered for sale again, advertised as “house of 13 rooms, suitable for 1 or 2 families, in fine conditions, all improvements, 4-car garage; \$7500.”<sup>32</sup> In 1924, a report to the Fire Commissioner from the Building Department notes “the building has been taken down.”<sup>33</sup> This letter appears on its own, with no additional permits or references attached. No permits have been located in city records for the construction of a new house at the premises. The building sold again in 1926 and the associated deed described “a certain parcel of land and the buildings thereon.”<sup>34</sup> Although additional research is needed to confirm, it is assumed that this letter refers to an outbuilding.

The house has been transferred through many ownership hands over its lifetime but very few alterations to the house appear to have been completed. In addition to the early modification of the ell (as shown in historic maps), a two-story piazza was constructed at the rear of the building in 1928. This piazza was enclosed in 1953. In 1937 the one-story porch at the facade was modified and a

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<sup>29</sup> Advertisement from *Boston Evening Transcript*, November 17, 1884, 5. [Newspapers.com](https://www.newspapers.com/image/735335778/).  
<https://www.newspapers.com/image/735335778/>

<sup>30</sup> Cahill is listed as a liquor salesman in the 1896 City Directory.

<sup>31</sup> City of Boston Building Department, “Dilapidated Building Report for 19 Kenton Road,” July 2, 1922 and amended August 22, 1922. Boston Inspectional Services Department.

<sup>32</sup> Advertisement, *The Boston Globe*, October 7, 1922, p. 12. [Newspapers.com](https://www.newspapers.com/image/430595661/).  
<https://www.newspapers.com/image/430595661/>

<sup>33</sup> “Letter to the Fire Commissioner from Office of the Building Commissioner, dated November 21, 1924. Boston Inspectional Services Historic Permit Finder.

<sup>34</sup> “Paglinca et ux to Scauzillo et ux,” Suffolk Registry of Deeds Book 4836 Page 349



portion of it removed. In 1948 a permit was filed to “reside outer walls with insulated brick siding.” This description may have actually meant brick or stone-patterned asbestos siding, which appears on the exterior in the 1969 survey photographs submitted to the Massachusetts Historical Commission (see Figure 24).

Although the house is largely intact, the footprint of the parcel has undergone significant change since the street was laid out through additional subdivisions and the City of Boston. Research indicates that the City of Boston seized land along Greenwood Avenue for the installation of water and sewers in 1877. Deed research indicates the City acquired an additional 836 square feet of the lot between 1920-22 for unclear reasons.

### **Isaac Harris Cary**

Isaac Harris Cary was a prominent merchant and real estate developer with business holdings in Boston, New York, and New Orleans. He was born in 1803 in Boston’s North End to Jonathan Cary, a master spar maker and mast-yard owner, and his second wife Mary Harris Cary. By many accounts, Isaac had a very modest upbringing. He became an entrepreneur at a young age, beginning a business as a dealer in horn and ivory on Washington Street in Boston, where he “worked energetically and tirelessly in his business, often starting as early as one o’clock in the morning for Salem, where he bought goods of the importers in the East Indian and African trade.”<sup>35</sup> In 1824, Cary entered into a business partnership with his brother, William Harris Cary, selling dry and fancy goods as I. H. Cary & Co. They eventually built a storefront at 52 Washington Street in Boston to house the business.<sup>36</sup> Soon after, the brothers opened a branch in New York City, first at the corner of Wall and Pearl streets, and later at the Cary Building, built in 1856-57 for the purposes of the business. William ran the New York business while Isaac ran the Boston firm until he sold his shares and exited the company.<sup>37</sup> William remained in New York City and founded the highly successful dry goods firm of Cary, Howard & Sanger, which became the largest importer of fancy goods in the country.<sup>38</sup> For a brief time Isaac lived in New Orleans, founding another importing business, but soon returned home to Boston and turned his attention toward his real estate development business.

After marrying Phebe Pratt in 1831, Cary joined the speculative real estate development market of the 1830s and began buying large tracts of land in West Roxbury and Jamaica Plain around 1833. This period of transition for the physical character and population demographics of West Roxbury and Jamaica Plain no doubt affected Cary’s motivation for buying property. He owned almost all the land between Washington Street and Forest Hills Street along Williams Street and Greenwood Avenue, several parcels along Washington Street, and several parcels abutting the new Forest Hills Cemetery. The Cary family settled in Jamaica Plain and built an estate on Forest Hills Street, known as “Sunnyside,” around 1850. His estate is described in Cutter’s account:

*“His home in Jamaica Plain was an extensive estate among the famous pudding stone rocks of that section and he derived much pleasure in laying out and cultivating his place. He had many drives built through the spacious estate and took pleasure in naming them and even the prominent ledges he designated by names such as Sunset, Jerusalem and Philippines. His house was on Forest Hill Street, attractive in architecture and beautiful in its appointments.”*<sup>39</sup>

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<sup>35</sup> William Cutter, *Genealogical and Personal Memoirs Relating the Families of the State of Massachusetts* Vol. 1 (New York: Lewis Historical Publishing Company), 1910, 29.

<sup>36</sup> Cutter, 29. Cutter also specifically notes that this building had a “granite front,” which emphasizes the financial success of the business at the time.

<sup>37</sup> The Cary Building is listed on the National Register of Historic Places and was designated as a New York City Landmark in 1982.

<sup>38</sup> “The History of 3474-3476 Washington Street,” Jamaica Plain Historical Society.  
<https://www.jpshs.org/locales/3474-3476-washington-street#gsc.tab=0>

<sup>39</sup> Cutter, 29.

The description of Cary's sprawling estate and his careful cultivation of its landscape is reflective of the connection between open space and vitality, public health issues that were gaining popularity in the public consciousness: the dichotomy of the city and countryside. Cary's layout of drives and named ledges on his estate seems reminiscent of the planned drives and areas for contemplation in Forest Hills Cemetery which abutted some of his properties. Forest Hills' rural, garden cemetery model merged cemetery and park; a place for quiet reflection and to also reconnect with nature and recharge. This apparent philosophy may have translated to his subdivision of Greenwood Avenue as well: the lots are generously sized and the terminus of the street is located in a quiet cul-de-sac surrounded by wooded areas. The houses are unique and detached. The appearance of the street seems to recall the agrarian, pastoral-esque roots of Jamaica Plain.

In addition to running his real estate business, Cary was, by accounts, active in local politics, social circles, and philanthropy. Cutter describes him as "a useful and influential citizen, especially interested in the affairs of his own section of the city."<sup>40</sup> The Cary family were prominent members of the First Church of Roxbury and often held functions and parish meetings at their estate.<sup>41</sup> He was active in local politics and elected to the Board of Aldermen. Cutter also asserts that work and improvements to Franklin Park "was due in large measure to his efforts and influence." His name, along with several other taxpayers, appears in an 1879 appeal to Boston Park Commissioners, as published in the *Boston Evening Transcript*, to take action in purchasing 400 acres of land for West Roxbury Park, the precursor to Franklin Park.<sup>42</sup> As alderman and abutter to the proposed park, he probably did exert significant influence; more research, however, is needed to ascertain the extent of his involvement with the founding or improvement of the park.

Isaac Harris Cary, William Harris Cary, and the Cary family are also significant figures in the history of the town of Lexington, Massachusetts. Although their residence was Jamaica Plain, Isaac, Phebe, and their two children, spent summers in Lexington, at the estates of the Cary and Hastings families. William Harris Cary owned the family estate of his wife, Maria Hastings, and used it as a summer and holiday residence. The homestead abutted the home of William and Isaac's father, John Cary, whose third wife was also a member of the Hastings family. The two estates served as vacation spots and gathering places for members of the families and extended relatives. In the 1920s, daughters Susannah and Eliza established the Isaac Harris Cary Charitable Trust in memory of their father and the cherished family holidays in Lexington. The impact of this gift was significant to the town; the trust funded the construction of the Isaac Cary Memorial Building which still bears his name. The Charitable Trust also funded the Isaac Harris Cary Educational Fund, which to this day funds public lectures and scholarships for Lexington students.<sup>43</sup>

## 6.2 Architectural Significance

19 Kenton Road is architecturally significant as a mostly intact vernacular Italianate style multi-family residence in the Parkside sub-neighborhood of Jamaica Plain. This area, roughly bounded by Washington Street, Arborway, Forest Hills Street, and Egleston Square saw rapid and transformative development during the mid-late 19th century as a result of the expansion of railroad tracks and introduction of the streetcar. Originally laid out as Greenwood Avenue, Kenton Road is one of the earliest side streets constructed on the southerly side of Washington Street in Jamaica Plain. This house was one of the earliest houses built on Greenwood Avenue, and therefore one of the earliest built in the sub-neighborhood. It was constructed by Isaac Harris Cary, a prominent

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<sup>40</sup> Cutter, 29

<sup>41</sup> Jamaica Plain Historical Society, <https://www.jpshs.org/locales/3474-3476-washington-street#gsc.tab=0>

<sup>42</sup> "West Roxbury Park," *Boston Evening Transcript*, December 18, 1879, p. 1. [Newspapers.com](https://www.newspapers.com/image/735161377/).  
<https://www.newspapers.com/image/735161377/>

<sup>43</sup> "Cary Fund celebrates 100 years of family generosity in Lexington," March 10, 2021. [WickedLocal.com](https://www.wickedlocal.com/story/lexington-minuteman/2021/03/10/cary-fund-celebrates-100-years-family-generosity-lexington/4629832001/)  
<https://www.wickedlocal.com/story/lexington-minuteman/2021/03/10/cary-fund-celebrates-100-years-family-generosity-lexington/4629832001/>



Boston businessman and real estate developer, as a rental property during the early period of Jamaica Plain's transformation from farm and resort community to suburban commuter landscape. The style and form of the house stands out from typical multifamily dwellings constructed in Boston during this period.

The house is architecturally significant as an early example of the vernacular Italianate style in Boston, having been constructed sometime between 1843 and 1856. The Italianate style was popularized by the pattern books published by Andrew Jackson Downing in the 1840s-50s, and it dominated American houses constructed between 1850 and 1880.

19 Kenton Road is an example of a comparatively rare subtype of Italianate architecture. It has Italianate detailing featured on a front-gabled form; the front-gabled subtype comprises about 10 percent of surviving examples of Italianate architecture.<sup>44</sup> The front-gable form was popularized by the earlier Greek Revival style, so the house shows a transition in architectural styles.

Notable Italianate details at 19 Kenton Road include the large brackets along the rakes of the main gable, the cross gable, and the dormers, as well as the arched window hoods at the third story. A small, single-story entry porch is also typical of the Italianate style. The architectural character of 19 Kenton is also defined by its bay windows, dormers, cross gables, and corbeled chimneys.

### 6.3 Archaeological Sensitivity

19 Kenton Road stands on land that was undisturbed prior to the construction of the current house. Kenton Road (originally known as Greenwood Avenue) was laid out between 1838 and 1849, and it appears to have been a private way on the land of Isaac Harris Cary until it was accepted by the city as a public way in 1894.<sup>45</sup> The exact construction date is currently unknown, but has been narrowed to between 1843 and 1856. It is believed that Cary rented out the property to generate income before selling it in 1879. Although the area between Washington Street and Franklin Park was built up significantly by the late 19th century, the subject property is one of the earliest buildings on one of the earliest side streets in the area. See Section 4, "Images," for historical maps of the site.

The land formations on which Jamaica Plain and the larger city of Boston are sited were carved by glaciers at the end of the last Ice Age. The glaciers left behind character-defining topographical features of the region, including plentiful fresh bodies of water, hilly landscapes, and rocky soil.<sup>46</sup> At least 12,000 years ago, long before the arrival of European settlers, the land was inhabited by Native Americans. The Massachusetts Tribe further shaped their homelands to sustain their communities through farming, fishing, and clearing forested areas.<sup>47</sup>

The location of 19 Kenton Road on a large parcel undeveloped until the mid-19th century makes it highly sensitive for Native archaeology. The proximity of the neighborhood to natural resources including wetland, river, and upland areas, natural ponds, make it an ideal location for Massachusetts native habitation and use. Though most of these smaller waterways have now been largely covered over, they were once significant contributors to the biodiversity and wildlife resources in the area.

The property upon which the extant house at 19 Kenton Road is situated was undeveloped until the house was constructed sometime between 1843 and 1856. The house has a full basement and sits upon a stone foundation. The deed from the 1879 indicates that there was once a stable on the property which is no longer extant. Later maps and other documentation indicate that a second outbuilding was used as a garage. According to historic maps, the house appears to have been

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<sup>44</sup> Virginia & Lee McAlester, *A Field Guide to American Houses* (Alfred A. Knopf: New York, 2009), 211.

<sup>45</sup> "Acceptance of Greenwood Avenue," *Boston Evening Transcript*, May 11, 1894, 7. [Newspapers.com](http://Newspapers.com).

<sup>46</sup> Michael Rawson, *Eden on the Charles: The Making of Boston* (Cambridge and London: Harvard University Press, 2010), 8.

<sup>47</sup> Rawson, *Eden on the Charles*, 11.

slightly altered over time, including the potential expansion of the rear ell by the 1870s, as well as the addition of bay windows by 1890. The ell was modified again in the late 1920s with the addition of a two-story piazza which was later enclosed in 1953. A one-story porch at the front facade was partially removed in the late 1930s. Depending on the extent of demolition and new construction, many of the domestic archaeological deposits from the house's earliest decades may have been impacted in areas close to the extant house. However, evidence of the old stable as well as undocumented outbuildings may remain on the property. Additionally, earlier data-rich deposits and features such as privies and refuse middens may still be present on the property.

If the property is designated as a Landmark, below-ground impacts shall be avoided if possible within the designated area. All proposed below-ground impacts to the landscape, temporary or permanent, shall be reviewed by the staff archaeologists of the City Archaeology Program and the City Archaeologist to determine if significant archaeological resources may or will be negatively impacted by below-ground work. If impacts may or do exist, and they can not be avoided, mitigation in the form of archaeological monitoring, excavations, or other documentation may be required based on the recommendations and consultation of the City Archaeologist.

All archaeological work on the property of 19 Kenton Road and associated structures and landscape shall be conducted under a state-issued State Archaeological Permit by an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for Archaeology.

#### **6.4 Planning Context**

Due to the site's proximity to Washington Street as well as both Forest Hills T Station and Green Street T Station, the neighborhood is a desirable location for development. A large new mixed-use development is being planned for the parcel which currently contains Hatoff's Gas Station at the end of Kenton Road.

19 Kenton Road is currently under a 90-day Article 85 demolition delay. The Boston Landmarks Commission voted to invoke the delay at a public hearing on February 25, 2025. The delay expires on May 26, 2025.



## 7. STANDARDS AND CRITERIA

### 7.1 Introduction

Per sections 4, 5, 6, 7 and 8 of the enabling statute (Chapter 772 of the Acts of 1975 of the Commonwealth of Massachusetts, as amended) Standards and Criteria must be adopted for each Designation that shall be applied by the Commission in evaluating proposed changes to the historic resource. The Standards and Criteria both identify and establish guidelines for those features that must be preserved and/or enhanced to maintain the viability of the Designation. The Standards and Criteria are based on the Secretary of the Interior's Standards for the Treatment of Historic Properties.<sup>48</sup> Before a Certificate of Design Approval or Certificate of Exemption can be issued for such changes, the changes must be reviewed by the Commission with regard to their conformance to the purpose of the statute.

The intent of these guidelines is to help local officials, designers and individual property owners to identify the characteristics that have led to designation, and thus to identify the limitation to the changes that can be made to them. It should be emphasized that conformance to the Standards and Criteria alone does not necessarily ensure approval, nor are they absolute, but any request for variance from them must demonstrate the reason for, and advantages gained by, such variance. The Commission's Certificate of Design Approval is only granted after careful review of each application and public hearing, in accordance with the statute.

Proposed alterations related to zoning, building code, accessibility, safety, or other regulatory requirements do not supersede the Standards and Criteria or take precedence over Commission decisions.

In these standards and criteria, the verb **Should** indicates a recommended course of action; the verb **Shall** indicates those actions that are specifically required.

### 7.2 Levels of Review

The Commission has no desire to interfere with the normal maintenance procedures for the property. In order to provide some guidance for property owners, managers or developers, and the Commission, the activities that might be construed as causing an alteration to the physical character of the exterior have been categorized to indicate the level of review required, based on the potential impact of the proposed work. Note: the examples for each category are not intended to act as a comprehensive list; see Section 8.2.D.

- A. Routine activities that are not subject to review by the Commission:
  - 1. Activities associated with normal cleaning and routine maintenance.
    - a. For building maintenance, such activities might include the following: normal cleaning (no power washing above 700 PSI, no chemical or abrasive cleaning), non-invasive inspections, in-kind repair of caulking, in-kind repainting, staining or refinishing of wood or metal elements, lighting bulb replacements or in-kind glass repair/replacement, etc.

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<sup>48</sup> U.S. Department of the Interior, et al. *THE SECRETARY OF THE INTERIOR'S STANDARDS FOR THE TREATMENT OF HISTORIC PROPERTIES WITH GUIDELINES FOR PRESERVING, REHABILITATING, RESTORING & RECONSTRUCTING HISTORIC BUILDINGS*, Secretary of the Interior, 2017, [www.nps.gov/tps/standards/treatment-guidelines-2017.pdf](http://www.nps.gov/tps/standards/treatment-guidelines-2017.pdf).





In some cases, issues that fall under the jurisdiction of the Landmarks Commission may also fall under the jurisdiction of other city, state and federal boards and commissions such as the Boston Art Commission, the Massachusetts Historical Commission, the National Park Service and others. All efforts will be made to expedite the review process. Whenever possible and appropriate, a joint staff review or joint hearing will be arranged.

### **7.3 List of Character-defining Features**

Character-defining features are the significant observable and experiential aspects of a historic resource, whether a single building, landscape, or multi-property historic district, that define its architectural power and personality. These are the features that should be identified, retained, and preserved in any restoration or rehabilitation scheme in order to protect the resource's integrity.

Character-defining elements include, for example, the overall shape of a building and its materials, craftsmanship, decorative details and features, as well as the various aspects of its site and environment. They are critically important considerations whenever preservation work is contemplated. Inappropriate changes to historic features can undermine the historical and architectural significance of the resource, sometimes irreparably.

Below is a list that identifies the physical elements that contribute to the unique character of the historic resource. The items listed in this section should be considered important aspects of the historic resource and changes to them should be approved by commissioners only after careful consideration.

The character-defining features for this historic resource primarily appear on the original main block of the house and include:

- A. Front-gable form of the main block
- B. Roof:
  - a. Dormers
  - b. Cross gable
  - c. Corbeled chimneys
  - d. Brackets at the front gable, cross gable, and dormers
  - e. Exposed rafter tails
- C. Windows:
  - a. Arched window hoods
  - b. Bay windows with hipped roofs
  - c. Wood lintels and wood trim around windows
  - d. Original or later contributing multi-pane windows
- D. Front entrance:
  - a. Entry porch with gable roof and simple square columns
  - b. Sidelights on either side of front door
- E. Stone foundations
- F. Wood clapboard siding

## 7.4 Standards and Criteria

The following Standards and Criteria are based on the Secretary of the Interior's Standards for the Treatment of Historic Properties.<sup>49</sup> These Standards and Criteria apply to all exterior building alterations that are visible from any existing or proposed street or way that is open to public travel.

### 7.4.1 General Standards

Subject to review and approval under the terms of this report, the following standards shall apply:

1. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features, spaces, and spatial relationships that characterize a property shall be avoided. See the list of Character-Defining Features in the previous section.
2. Each property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, shall not be undertaken.
3. The period of significance is not determined by this study report. However, proposals for alterations to the property should be presented to the Commission with a clear argument for how they fit the most current understanding of the property's period or periods of significance and their impact on historic or existing fabric of the building.
4. Changes and additions to the landmark that have taken place over time are evidence of the history of the property and its context. These changes may have acquired significance in their own right; if so, that significance should be recognized and respected. (The term "later contributing features" will be used to convey this concept.)
5. Distinctive or significant historic and architectural materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property shall be preserved.
6. Deteriorated architectural features should be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature should match the old in design, color, texture, and other visual qualities and, where possible, materials. If the same material is not technically or economically feasible, then compatible substitute materials may be considered on a case-by-case basis. Replacement of missing features should be substantiated by documentary and physical evidence.
7. The use of synthetic replacement materials is discouraged, except when substituted for perishable features exposed to the weather or when necessary to accommodate the effects of climate change.
8. Chemical and/or physical treatments (such as sandblasting) shall not be used in a manner that damages historic materials. The surface cleaning of structures shall be undertaken using the gentlest means possible and the results should preserve the patina that characterizes the age of the structure. Applications of paint or masonry preservative solutions will be reviewed on a case-by-case basis; painting masonry surfaces will be

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<sup>49</sup> U.S. Department of the Interior, et al. *THE SECRETARY OF THE INTERIOR'S STANDARDS FOR THE TREATMENT OF HISTORIC PROPERTIES WITH GUIDELINES FOR PRESERVING, REHABILITATING, RESTORING & RECONSTRUCTING HISTORIC BUILDINGS*, Secretary of the Interior, 2017, [www.nps.gov/tps/standards/treatment-guidelines-2017.pdf](http://www.nps.gov/tps/standards/treatment-guidelines-2017.pdf).

considered only when there is documentary evidence that this treatment was used at some point in the history of the property.

9. Demolition of a designated structure can be allowed only as a last resort after all practicable measures have been taken to ensure preservation, or unless required to comply with requirements certified by a duly authorized public officer to be necessary for public safety because of an unsafe or dangerous condition.
10. Creating new openings in exterior walls should be avoided when possible. Where necessary to accommodate new uses or for achieving accessibility, new openings or changes to existing openings will be reviewed on a case-by-case basis.
11. New additions, exterior alterations, or related new construction shall not destroy historic materials, features, and spatial relationships that characterize a property. The new work shall be differentiated from the old and shall be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of a property and its environment.
12. New additions and adjacent or related new construction shall be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.
13. Original or later contributing signs, marquees, and canopies integral to the building ornamentation or architectural detailing shall be preserved, excluding references to building ownership, operations, tenants.
14. New signs, banners, marquees, canopies, and awnings shall be compatible in size, design, material, location, and number with the character of the building, allowing for contemporary expression. New signs shall not detract from the essential form of the building nor obscure its architectural features. New signs may attach to the building if approved by the Commission. The method of attachment shall be reviewed on a case-by-case basis and should cause the least damage possible to the building. (See the Masonry section for guidelines on penetrating masonry.)
15. Property owners shall take necessary precautions to prevent demolition by neglect of maintenance and repairs. Demolition of protected buildings in violation of Chapter 772 of the Acts of 1975, as amended, is subject to penalty as cited in Section 10 of Chapter 772 of the Acts of 1975, as amended.
16. Should any major restoration or construction activity be considered for a property, the Boston Landmarks Commission recommends that the proponents prepare a historic building conservation study and/or consult a materials conservator early in the planning process. The Boston Landmarks Commission specifically recommends that any work on masonry, wood, metals, or windows be executed with the guidance of a professional building materials conservator.
17. Should any major restoration or construction activity be considered for a property's landscape, the Boston Landmarks Commission recommends that the proponents prepare a historic landscape report and/or consult a landscape historian early in the planning process.
18. When reviewing an application for proposed alterations, the Commission will consider whether later addition(s) and/or alteration(s) to the building can, or should, be removed on a case-by-case basis. Since it is not possible to provide one general guideline, the following factors will be considered in determining whether a later addition(s) and/or alteration(s) can, or should, be removed include:



- a. Compatibility with the existing property's integrity in scale, materials and character.
- b. Historic association with the property.
- c. Quality in the design and execution of the addition/alteration.
- d. Functional usefulness.

#### **7.4.2 Archaeology**

1. Staff archaeologists shall review proposed changes to a property that may impact known and potential archaeological sites. All below-ground work within the property shall be reviewed by the Boston Landmarks Commission and City Archaeologist to determine if work may impact known or potential archaeological resources. An archaeological survey may be required to determine if significant archaeological deposits are present within the area of impact of the proposed work. An archaeological survey shall be conducted if archaeological sensitivity exists and if impacts to known or potential archaeological resources cannot be mitigated after consultation with the City Archaeologist.
2. Significant archaeological resources shall be protected and preserved in place. If such resources must be disturbed, mitigation measures will be required before the proposed work can commence. All archaeological mitigation (monitoring, survey, excavation, etc.) shall be conducted by a professional archaeologist. The professional archaeologist should meet the Secretary of the Interior's Professional Qualifications Standards for Archaeology.

#### **7.4.3 Masonry at exterior walls (including but not limited to stone, brick, terra-cotta, concrete, adobe, stucco, and mortar)**

1. All original or later contributing masonry materials shall be preserved.
2. Original or later contributing masonry materials, features, details, surfaces and ornamentation shall be repaired, if necessary, by patching, splicing, consolidating, or otherwise reinforcing the masonry using recognized preservation methods.
3. Deteriorated masonry materials, features, details, surfaces, and ornamentation or missing components of masonry features shall be replaced with materials and elements which match the original in material, color, texture, size, shape, profile, and detail of installation. If the same material is not technically or economically feasible, then compatible substitute materials may be considered on a case-by-case basis.
4. When replacement of existing materials or elements is necessary, it should be based on physical or documentary evidence.
5. Sound original mortar shall be retained.
6. Deteriorated mortar shall be carefully removed by hand raking the joints.
7. Use of mechanical hammers shall not be allowed. Use of mechanical saws may be allowed on a case-by-case basis.
8. Repointing mortar shall duplicate the original mortar in strength, composition, color, texture, joint size, joint profile, and method of application.
9. Sample panels of raking the joints and repointing shall be reviewed and approved by the staff of the Boston Landmarks Commission.
10. If the building is to be cleaned, the masonry shall be cleaned with the gentlest method possible.

11. A test patch of the cleaning method(s) shall be reviewed and approved on site by staff of the Boston Landmarks Commission to ensure that no damage has resulted. Test patches shall be carried out well in advance. Ideally, the test patch should be monitored over a sufficient period of time to allow long-range effects to be predicted (including exposure to all seasons if possible).
12. Sandblasting (wet or dry), wire brushing, or other similar abrasive cleaning methods shall not be permitted. Doing so can change the visual quality of the material and damage the surface of the masonry and mortar joints.
13. Waterproofing or water repellents are strongly discouraged. These treatments are generally not effective in preserving masonry and can cause permanent damage. The Commission does recognize that in extraordinary circumstances their use may be required to solve a specific problem. Samples of any proposed treatment shall be reviewed by the Commission before application.
14. In general, painting masonry surfaces shall not be allowed. Painting masonry surfaces will be considered only when there is documentary evidence that this treatment was used at some significant point in the history of the property.
15. New penetrations for attachments through masonry are strongly discouraged. When necessary, attachment details shall be located in mortar joints, rather than through masonry material; stainless steel hardware is recommended to prevent rust jacking. New attachments to cast concrete are discouraged and will be reviewed on a case-by-case basis.
16. Deteriorated stucco shall be repaired by removing the damaged material and patching with new stucco that duplicates the old in strength, composition, color, and texture.
17. Deteriorated adobe shall be repaired by using mud plaster or a compatible lime-plaster adobe render, when appropriate.
18. Deteriorated concrete shall be repaired by cutting damaged concrete back to remove the source of deterioration, such as corrosion on metal reinforcement bars. The new patch shall be applied carefully so that it will bond satisfactorily with and match the historic concrete.
19. Joints in concrete shall be sealed with appropriate flexible sealants and backer rods, when necessary.

#### **7.4.4 Wood at exterior walls**

1. All original or later contributing wood materials shall be preserved.
2. Original or later contributing wood surfaces, features, details, and ornamentation shall be retained and, if necessary, repaired by patching, piecing-in, consolidating, or reinforcing the wood using recognized preservation methods.
3. Deteriorated wood materials, features, details, surfaces, and ornamentation or missing components of wood features shall be replaced with materials and elements which match the original in material, color, texture, size, shape, profile, and detail of installation. If the same material is not technically or economically feasible, then compatible substitute materials may be considered on a case-by-case basis.
4. When replacement of materials is necessary, it should be based on physical or documentary evidence.

5. Cleaning of wood elements shall use the gentlest method possible.
6. Paint removal should be considered only where there is paint surface deterioration or excessive layers of paint have coarsened profile details and as part of an overall maintenance program that involves repainting or applying other appropriate protective coatings. Coatings such as paint help protect the wood from moisture and ultraviolet light; stripping the wood bare will expose the surface to the effects of weathering.
7. Damaged or deteriorated paint should be removed to the next sound layer using the mildest method possible.
8. Propane or butane torches, sandblasting, water blasting, or other abrasive cleaning and/or paint removal methods shall not be permitted. Doing so changes the visual quality of the wood and accelerates deterioration.
9. Repainting should be based on paint seriation studies. If an adequate record does not exist, repainting shall be done with colors that are appropriate to the style and period of the building.

**7.4.5 Architectural metals at exterior walls (including but not limited to wrought and cast iron, steel, pressed metal, terneplate, copper, aluminum, and zinc)**

1. All original or later contributing architectural metals shall be preserved.
2. Original or later contributing metal materials, features, details, and ornamentation shall be retained and, if necessary, repaired by patching, splicing, or reinforcing the metal using recognized preservation methods.
3. Deteriorated metal materials, features, details, surfaces, and ornamentation or missing components of metal features shall be replaced with materials and elements which match the original in material, color, texture, size, shape, profile, and detail of installation. If the same material is not technically or economically feasible, then compatible substitute materials may be considered on a case-by-case basis.
4. When replacement of materials or elements is necessary, it should be based on physical or documentary evidence.
5. Cleaning of metal elements either to remove corrosion or deteriorated paint shall use the gentlest method possible.
6. The type of metal shall be identified prior to any cleaning procedure because each metal has its own properties and may require a different treatment.
7. Non-corrosive chemical methods shall be used to clean soft metals (such as lead, tinplate, terneplate, copper, and zinc) whose finishes can be easily damaged by abrasive methods.
8. If gentler methods have proven ineffective, then abrasive cleaning methods, such as low pressure dry grit blasting, may be allowed for hard metals (such as cast iron, wrought iron, and steel) as long as it does not abrade or damage the surface.
9. A test patch of the cleaning method(s) shall be reviewed and approved on site by staff of the Boston Landmarks Commission to ensure that no damage has resulted. Test patches shall be carried out well in advance. Ideally, the test patch should be monitored over a sufficient period of time to allow long-range effects to be predicted (including exposure to all seasons if possible).



10. Cleaning to remove corrosion and paint removal should be considered only where there is deterioration and as part of an overall maintenance program that involves repainting or applying other appropriate protective coatings. Paint or other coatings help retard the corrosion rate of the metal. Leaving the metal bare will expose the surface to accelerated corrosion.
11. Repainting should be based on paint seriation studies. If an adequate record does not exist, repainting shall be done with colors that are appropriate to the style and period of the building.

#### **7.4.6 Windows (also refer to Masonry, Wood, and Architectural Metals)**

1. The original or later contributing arrangement of window openings shall be retained.
2. Enlarging or reducing window openings for the purpose of fitting stock (larger or smaller) window sash or air conditioners shall not be allowed.
3. Removal of window sash and the installation of permanent fixed panels to accommodate air conditioners shall not be allowed.
4. Original or later contributing window sash, elements, features (functional and decorative), details, and ornamentation shall be retained and, if necessary, repaired by patching, splicing, consolidating, or otherwise reinforcing using recognized preservation methods.
5. Deteriorated window sash, elements, features (functional and decorative), details, and ornamentation or missing components of window features should be replaced with material and elements that match the original in material, color, texture, size, shape, profile, configuration, and detail of installation. If using the same material is not technically or economically feasible, then compatible substitute materials may be considered on a case-by-case basis.
6. When replacement of sash, elements, features (functional and decorative), details, or ornamentation is necessary, it shall be reviewed on a case-by-case basis and should be based on physical or documentary evidence.
7. Exterior combination storm windows shall have a narrow perimeter framing that does not obscure the glazing of the primary window. In addition, the meeting rail of the combination storm window shall align with that of the primary window.
8. Storm window sashes and frames shall have a painted finish that matches the primary window sash and frame color.
9. Repainting of window frames, sashes, and, if appropriate, shutters, should be of a color based on paint seriation studies. If an adequate record does not exist, repainting shall be done with colors that are appropriate to the style and period of the building.

#### **7.4.7 Entrances/Doors (also refer to Masonry, Wood, Architectural Metals, and Porches/Stoops)**

1. All original or later contributing entrance elements shall be preserved.
2. The original or later contributing entrance design and arrangement of the door openings shall be retained.

3. Creating new entrance openings should be avoided when possible. Where necessary to accommodate new uses or for achieving accessibility, new entrance openings will be reviewed on a case-by-case basis.
4. Enlarging or reducing original or later contributing entrance/door openings for the purpose of fitting stock (larger or smaller) doors shall not be allowed.
5. Original or later contributing entrance materials, elements, details and features (functional and decorative) shall be retained and, if necessary, repaired by patching, splicing, consolidating or otherwise reinforcing using recognized preservation methods.
6. Deteriorated entrance elements, materials, features (functional and decorative), details, and ornamentation or missing components of entrance features should be replaced with material and elements that match the original in material, color, texture, size, shape, profile, configuration and detail of installation. If using the same material is not technically or economically feasible, then compatible substitute materials may be considered on a case-by-case basis.
7. When replacement is necessary, it should be based on physical or documentary evidence.
8. Original or later contributing entrance materials, elements, features (functional and decorative) and details shall not be sheathed or otherwise obscured by other materials.
9. Storm doors (aluminum or wood-framed) shall not be allowed on the primary entrance unless evidence shows that they had been used. They may be allowed on secondary entrances. Where allowed, storm doors shall be painted to match the color of the primary door.
10. Unfinished aluminum storm doors shall not be allowed.
11. Replacement door hardware should replicate the original or be appropriate to the style and period of the building.
12. Buzzers, alarms and intercom panels, where allowed, shall be flush mounted and appropriately located.
13. Entrance elements should be of a color based on paint seriation studies. If an adequate record does not exist, repainting shall be done with colors that are appropriate to the style and period of the building/entrance.

**7.4.8 Porches/Stoops (also refer to Masonry, Wood, Architectural Metals, Entrances/Doors, Roofs, and Accessibility)**

1. All original or later contributing porch elements shall be preserved.
2. Original or later contributing porch and stoop materials, elements, features (functional and decorative), details, and ornamentation shall be retained if possible and, if necessary, repaired using recognized preservation methods.
3. Existing porch and stoop materials, elements, features (functional and decorative), details and ornamentation that become deteriorated or missing should be replaced with material and elements that match the original in material, color, texture, size, shape, profile, configuration and detail of installation. Alternative materials will be considered on a case-by-case basis.

4. When replacement is necessary, it should be based on physical or documentary evidence.
5. Original or later contributing porch and stoop materials, elements, features (functional and decorative), details and ornamentation shall not be sheathed or otherwise obscured by other materials.
6. Porch and stoop elements should be of a color based on paint seriation studies. If an adequate record does not exist repainting shall be done with colors that are appropriate to the style and period of the building/porch and stoop.

#### **7.4.9 Lighting**

1. There are several aspects of lighting related to the exterior of the building and landscape:
  - a. Lighting fixtures as appurtenances to the building or elements of architectural ornamentation.
  - b. Quality of illumination on building exterior.
  - c. Security lighting.
2. Wherever integral to the building, original or later contributing lighting fixtures shall be retained and, if necessary, repaired by patching, piercing in or reinforcing the lighting fixture using recognized preservation methods.
3. Deteriorated lighting fixture materials, elements, features (functional and decorative), details, and ornamentation or missing components of lighting fixtures should be replaced with material and elements that match the original in material, color, texture, size, shape, profile, configuration, and detail of installation. If using the same material is not technically or economically feasible, then compatible substitute materials may be considered on a case-by-case basis.
4. When replacement is necessary, it should be based on physical or documentary evidence.
5. Original or later contributing lighting fixture materials, elements, features (functional and decorative), details, and ornamentation shall not be sheathed or otherwise obscured by other materials.
6. Supplementary illumination may be added where appropriate to the current use of the building.
7. New lighting shall conform to any of the following approaches as appropriate to the building and to the current or projected use:
  - a. Reproductions of original or later contributing fixtures, based on physical or documentary evidence.
  - b. Accurate representation of the original period, based on physical or documentary evidence.
  - c. Retention or restoration of fixtures that date from an interim installation and that are considered to be appropriate to the building and use.
  - d. New lighting fixtures that are differentiated from the original or later contributing fixture in design and that illuminate the exterior of the building in a way that renders it visible at night and compatible with its environment.
8. The location of new exterior lighting shall fulfill the functional intent of the current use without obscuring the building form or architectural detailing.



9. No exposed conduit shall be allowed on the building.
10. Architectural night lighting is encouraged, provided the lighting installations minimize night sky light pollution. High efficiency fixtures, lamps and automatic timers are recommended.
11. On-site mock-ups of proposed architectural night lighting may be required.

#### **7.4.10 Roofs (also refer to Masonry, Wood, Architectural Metals, and Roof Projections)**

1. The original or later contributing roof shapes and original or later contributing roof elements (visible from public ways) of the existing building shall be preserved.
2. Original or later contributing roofing materials such as slate, wood trim, elements, features (decorative and functional), details and ornamentation, such as cresting, shall be retained and, if necessary, repaired by patching or reinforcing using recognized preservation methods.
3. Deteriorated roofing materials, elements, features (functional and decorative), details and ornamentation or missing components of roof features should be replaced with material and elements that match the original in material, color, texture, size, shape, profile, configuration and detail of installation. If using the same material is not technically or economically feasible, then compatible substitute materials may be considered on a case-by-case basis.
4. When replacement is necessary, it should be based on physical or documentary evidence.
5. Original or later contributing roofing materials, elements, features (functional and decorative), details and ornamentation shall not be sheathed or otherwise obscured by other materials.
6. Unpainted mill-finished aluminum shall not be allowed for flashing, gutters and downspouts. All replacement flashing and gutters should be copper or match the original material and design (integral gutters shall not be replaced with surface-mounted).
7. External gutters and downspouts should not be allowed unless based on physical or documentary evidence.

#### **7.4.11 Roof Projections (includes satellite dishes, antennas and other communication devices, louvers, vents, chimneys, and chimney caps; also refer to Masonry, Wood, Architectural Metals, and Roofs)**

1. New roof projections shall not be visible from the public way. (This does not apply to solar panels, which shall be reviewed on a case-by-case basis; see 7.4.16 Renewable Energy Sources.)
2. New mechanical equipment should be reviewed to confirm that it is no more visible than the existing.

#### **7.4.12 Additions (also refer to General Standards above)**

1. Additions can significantly alter the historic appearance of the buildings. An exterior addition should only be considered after it has been determined that the existing building cannot meet the new space requirements.

2. New additions shall be designed so that the character-defining features of the building are not radically changed, obscured, damaged, or destroyed.
3. New additions should be designed so that they are compatible with the existing building, although they should not necessarily be imitative of an earlier style or period.
4. New additions shall not obscure the front of the building.
5. New additions shall be of a size, scale, and materials that are in harmony with the existing building.

#### **7.4.13 Accessibility**

1. Alterations to existing buildings for the purposes of providing accessibility shall provide persons with disabilities the level of physical access to historic properties that is required under applicable law, consistent with the preservation of each property's significant historical features, with the goal of providing the highest level of access with the lowest level of impact. Access modifications for persons with disabilities shall be designed and installed to least affect the character-defining features of the property; modifications should be reversible when possible and preserve as much of the original materials as possible. Modifications to some features may be allowed in providing access, once a review of options for the highest level of access has been completed.
2. A three-step approach is recommended to identify and implement accessibility modifications that will protect the integrity and historic character of the property:
  - a. Review the historical significance of the property and identify character-defining features;
  - b. Assess the property's existing and proposed level of accessibility;
  - c. Evaluate accessibility options within a preservation context.
3. Because of the complex nature of accessibility, the Commission will review proposals on a case-by-case basis. The Commission recommends consulting with the following document, which is available from the Commission office: U.S. Department of the Interior, National Park Service, Cultural Resources, Preservation Assistance Division; Preservation Brief 32 "Making Historic Properties Accessible" by Thomas C. Jester and Sharon C. Park, AIA.

#### **7.4.14 Renewable Energy Sources**

1. Renewable energy sources, including but not limited to solar energy, are encouraged for the site.
2. Proposals for new renewable energy sources shall be reviewed by the Commission on a case-by-case basis for potential physical and visual impacts on the building and site.
3. Refer to the Secretary of the Interior's Standards for Rehabilitation & Illustrated Guidelines on Sustainability for Rehabilitating Historic Buildings for general guidelines.

#### **7.4.15 Building Site**

1. The general intent is to preserve the existing or later contributing site and landscape features that enhance the property.
2. It is recognized that often the environment surrounding the property has character, scale and street pattern quite different from what existed when the building was constructed. Thus, changes must frequently be made to accommodate the new

condition, and the landscape treatment can be seen as a transition between the historic property and its newer surroundings.

3. All original or later contributing features of the building site that are important in defining its overall historic character shall be retained and, if necessary, repaired using recognized preservation methods. This may include but is not limited to walls, fences, steps, walkways, paths, roads, vegetation, landforms, furnishings and fixtures, decorative elements, and water features. (See the Archaeological Sensitivity section for subsurface features such as archaeological resources or burial grounds.)
4. Deteriorated or missing site features should be replaced with material and elements that match the original in material, color, texture, size, shape, profile, configuration and detail of installation. Alternative materials will be considered on a case-by-case basis.
5. When replacement is necessary, it should be based on physical or documentary evidence.
6. The existing landforms of the site shall not be altered unless shown to be necessary for maintenance of the designated property's structure or site.
7. If there are areas where the terrain is to be altered, these areas shall be surveyed and documented to determine the potential impact to important landscape features.
8. The historic relationship between buildings and the landscape shall be retained. Grade levels should not be changed if it would alter the historic appearance of the building and its relation to the site.
9. Buildings should not be relocated if it would diminish the historic character of the site.
10. When they are required by a new use, new site features (such as parking areas, driveways, or access ramps) should be as unobtrusive as possible, retain the historic relationship between the building or buildings and the landscape, and be compatible with the historic character of the property. Historic rock outcroppings like puddingstone should not be disturbed by the construction of new site features.
11. Original or later contributing layout and materials of the walks, steps, and paved areas shall be maintained. Consideration will be given to alterations if it can be shown that better site circulation is necessary and that the alterations will improve this without altering the integrity of the designated property.
12. When they are necessary for security, protective fencing, bollards, and stanchions should be as unobtrusive as possible.
13. Existing healthy plant materials that are in keeping with the historic character of the property shall be maintained. New plant materials should be appropriate to the character of the site.
14. Maintenance of, removal of, and additions to plant materials should consider restoration of views of the designated property.
15. The Boston Landmarks Commission encourages removal of non-historic fencing as documentary evidence indicates.
16. The Boston Landmarks Commission recognizes that the designated property must continue to meet city, state, and federal goals and requirements for resiliency and safety within an ever-changing coastal flood zone and environment.



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