

MEETING MINUTES
MASSACHUSETTS HISTORICAL COMMISSION
September 13, 2023

The Commission meeting was held remotely in a Zoom meeting starting at 1:00 PM

Chairman Rosenberry called the meeting to order at 1:03 pm. On behalf of Secretary Galvin, he welcomed the Commissioners. Chairman Rosenberry next addressed the visitors, thanking them for attending. For those individuals who may not have attended commission meetings in the past, Chairman Rosenberry explained the structure of the meeting and when in the process the visitors could address the commission. Chairman Rosenberry then took attendance to determine that a quorum was met.

The Chairman turned to the first item on the agenda, the approval of the June 14, 2023 meeting minutes. He called for a MOTION TO ACCEPT the minutes. A MOTION was made by Commissioner McDowell and SECONDED by Commissioner Sullivan. Hearing no questions, or comments from the commission, the Chairman called the motion. The motion CARRIED UNANIMOUSLY.

Chairman Rosenberry then turned to the next item on the agenda, the National Register nominations, and called for any recusals. Hearing none, he turned the meeting over to Ben Haley, National Register Director who presented the National Register nominations. Mr. Haley presented the nominations with presentation slides. A copy of the slides is on file with these minutes.

The first nomination presented was for the **Robinson Building in Attleboro**. The applicant is 37 Union Street, Attleboro LLC with Ryan LLC as preservation consultant, and the nomination is being pursued as part of a federal rehabilitation tax credit project.

The Robinson Building is a historic brick jewelry factory on Union Street in Attleboro, immediately adjacent to the MBTA's Boston-Providence Commuter Rail line, historically the Boston and Providence Railroad and the New York, New Haven & Hartford Railroad..

The former industrial complex includes three portions constructed in several phases between 1875 and 1945: Building 2 was built in 1875, Building 3 in 1880, and the 1945 Connector. The remainder of the lot is devoted to paved surface parking.

The buildings are primarily constructed of red brick with stone trim. Buildings 2 and 3 feature heavy, slow-burning, timber framing inside common in late 19th-century mill buildings, while the 1945 Connector incorporates reinforced-concrete and steel framing. Stylistically, they are representative examples of late 19th- and early to mid-20th-century industrial architecture in New England.

The building is situated on the periphery of Attleboro's historic downtown commercial and civic core. The area surrounding it was historically the center of Attleboro's world-renowned jewelry industry and is primarily made up of one-to-five-story, wood-frame, brick and/or reinforced-concrete industrial and commercial buildings from approximately the same period as the buildings being nominated.

The Robinson Building is significant at the local level under National Register Criterion A in the area of Industry for the role it played in the development and sustained growth of the jewelry manufacturing industry which was Attleboro's dominant industry, particularly following the Great Fire of 1898, which destroyed a large portion of the city's industrial core.

The building functioned as a multi-tenant jewelry manufacturing complex that consistently housed the highest number of local jewelry firms throughout the period in which the city was the leading producer of jewelry products in the state during the late 19th and early 20th centuries.

The building is also significant at the local level under Criterion C in the area of Architecture as a rare-surviving and well-preserved local example of 19th-century utilitarian industrial architecture with a modicum of Classical ornament, and as the earliest example of a purpose-built brick jewelry factory in Attleboro, which was a city dominated by wood-frame manufacturing buildings

The period of significance is 1875–1954, reflecting the date of construction for the earliest extant building on the property, through when the former light court between Building 3 and the 1945 Connector was infilled and the building achieved its current form. The building remained in continuous industrial use through the whole period of significance.

Over two centuries of jewelry manufacturing defined Attleboro's evolution from an agricultural mill village to a center for manufacturing and commerce. The impact that the jewelry industry had on the industrial growth and development of Attleboro is evident in the city's official seal as seen on the left, which is a shield framed by a gold link chain motif with ends united by a swivel and spring ring, indicating the city's long-established industrial association with jewelry manufacturing.

As early as 1793, Edward Price, an English immigrant, began the production of metal buttons in Attleboro. By the middle of the 19th century, jewelry manufacturing had gradually overtaken textile production as the leading economy in Attleboro. A significant catalyst in this role was George Robinson, who in 1804 was granted a patent on an improvement in manufacturing coat and waistcoat buttons. He built a factory in North Attleboro—which is a separate municipality now, but at the time they were joined—in 1807, which would eventually become the first large-scale producer of metal buttons in the United States.

When the Civil War broke out in 1861, it created a heavy demand for buttons, badges, and buckles, prompting the establishment of an additional 30 jewelry firms in Attleboro that continued over the next two decades. Among these was the E.A. Robinson & Co., one of several jewelry endeavors established by members of the Robinson family.

Attleboro's jewelry industry, the town's primary economic base, came under threat on the morning of May 18, 1898, when a catastrophic fire swept through the heart of its jewelry district. It destroyed at least nineteen jewelry-related businesses and factories valued at more than \$750,000, and left about 1,500 people out of work.

Most of Attleboro's jewelry factories at the time were multi-story, wood-frame structures, and you can get a sense of that in the atlas map on the left, where the Robinson property is circled, and the pink means it is masonry, and the yellow is indicating wood-frame construction. Most of these buildings contained stacks of wood floors soaked with highly combustible oils and other chemicals which were prone to fire. Additionally, most were built before the first laws requiring sprinklers and other safety measures were passed in 1896, and thus lacked firewalls and other flame retardant features. The Robinson Building, by contrast, was brick, and survived the fire.

The jewelry industry was able to recover relatively quickly thanks to the help of a handful of local factory owners, who offered up space within their factories, and so displaced firms had temporary quarters and remained in business.

The origins of the Robinson Building date to 1875, when Attleboro entrepreneur and jewelry maker, Edwin Augustus Robinson, acquired a ca. 1860 carriage factory on Union Street, converted it to a jewelry factory, and erected two additional factory buildings along the Boston and Providence Railroad line between 1875 and 1880. The collection of buildings was known variously as “E. A. Robinson’s Jeweler Shops,” “E.A. Robinson’s Building,” and Robinson Buildings 1–3.” E. A. Robinson hailed from the locally prominent Robinson family, who were at the forefront of Attleboro’s industrial development, pioneering what would eventually become a multi-million-dollar jewelry industry.

As noted earlier, George Robinson in 1804 was granted a patent on an improvement in manufacturing coat and waistcoat buttons. And shortly after, his brother, Colonel Obed Robinson, became one of the first in town to take up the jewelry trade specifically when he began the manufacture of carbon jewelry in 1807. Four years later, Col. Robinson and his son, Otis, assisted by Edward Price, founded the first large-scale American button-making company.

Col. Robinson also taught the jewelry trade to his two other sons, Willard and Richard, who went on to form R. W. Robinson Company, which became the most extensive producer of metal buttons in the U.S., winning numerous awards and covering a national market.

Another Robinson-founded jewelry business directly related to the founding of the Robinson Building was Daggett & Robinson. This was founded in 1837 by William Henry Robinson, Sr. and S.L. Daggett. The firm name changed to Robinson & Company in 1850. Robinson remained a partner in the firm until his death in 1868, and his sons sustained it after that.

The Robinson Building—the nominated property—is the only remaining purpose-built industrial building associated with the Robinson family’s jewelry legacy in both Attleboro and North Attleboro.

As the demand for small-scale manufacturing increased during the mid-to-late 19th century, E. A. Robinson’s jewelry factory became a hub for jewelry production in Attleboro, attracting many of the town’s most prominent jewelry companies. Upon

Edwin Robinson's death in 1895, he was recognized on the front page of the Fall River Daily Globe as the wealthiest jewelry manufacturer in Attleboro.

After his death, E. A. Robinson's jewelry firm ceased manufacturing and the Robinson Building was bequeathed to his son Edwin Robinson, Jr., who continued to own the property but maintained it as a multi-tenant jewelry factory, as it had been, but without his own family's firm, which was dissolved. This continued until the mid-1930s.

As the only brick factory in Attleboro's jewelry district at the time of the fire, it was arguably the most important among the surviving multi-tenant factories, since it was the only one that manufacturers trusted could withstand another potential fire.

At its peak, the Robinson Building housed between fifteen and nineteen different jewelry firms, the highest number of all Attleboro's multi-tenant jewelry buildings in this period. The Robinson Building remained under the Robinson Family's ownership until 1934.

The Robinson Building is significant among its contemporaries due to its early use of fireproof brick construction, which reflected an important step in the design evolution of jewelry factories from earlier wood-frame factory construction to slow-burning, fireproof brick mill construction, making the Robinson Building a safer investment against fire risk.

Typifying the larger scale, utilitarian brick factories of the early 20th century, with a modicum of Classical ornament, the factory's design is notably important because it served as a model for later jewelry factories built in Attleboro.

In 1945, Foster Metal Products, which owned the building at that time, built a four-story brick connector between Buildings 2 and 3 from designs by a local engineer. The factory achieved its current form in 1954, when the light court between Building 3 and the 1945 connector was infilled with an addition. These later modifications, despite not being undertaken during Robinson ownership, are reflective of common modifications made to industrial facilities and thus are integral to the building's architectural significance as a manufacturing facility.

From 2021 to 2022, the Robinson Building was rehabilitated using State and Federal Historic Tax Credits for use as affordable housing. As part of the rehab, the building's significant industrial character-defining features were retained to the

greatest extent possible or replicated in-kind with historically appropriate materials.

Significant interior character-defining features that were retained in the rehabilitation include exposed square-section wood beams, decking and columns, round-section steel columns and I-beams, exposed brick walls, narrow-board wood floors, several original stairwells, and historic jewelry vaults enclosed with sliding metal fire doors.

All rehabilitation work meets the Secretary of the Interior's Standards for Rehabilitation.

The next nomination presented was for the **Nobscot Union Chapel in Framingham**. The applicant is MTBE Ventures II LLC with Epsilon Associates, Inc., preservation consultant. The nomination is being pursued as part of a federal rehabilitation tax credit project, and we have a letter of support for the nomination from the Mayor of Framingham.

The Nobscot Union Chapel is a wood-frame Queen Anne-style chapel built in 1880–1881, located in Nobscot Village in the northern section of Framingham, north of the Mass Pike. The address is 871 Edgell Road.

The approximately half-acre parcel features the Chapel and two non-historic, noncontributing structures: a stone retaining wall at the southeast corner and a paved parking lot to the east.

The Chapel originally occupied the southeast corner lot at 780 Water Street at the intersection of Edgell Road and Water Street/Edmands Road, a junction that marks the center of Nobscot Village. In June 2020, the building was relocated less than 300 feet south to its current location at 871 Edgell Road. It rests on a new concrete foundation faced with granite salvaged from the original site.

The Chapel is a well-preserved, vernacular example of a modest Queen Anne-style chapel. It is clapboard-clad and rises one story to a gable roof with cedar shakes. Notable character-defining features remain, including diamond-paned wood windows, the main entry porch, and exterior doors, all of which is original. A projecting band of wood trim encircles the building at the windowsills. Narrow corner boards and a flared skirt board frame each elevation. The Chapel satisfies Criterion C in the area of Architecture as the only known institutional example of the Queen Anne style in Framingham and one of the few known non-residential

examples, most of which have been heavily altered. In Nobscot Village, the Chapel is the only known extant Queen Anne-style building.

The building is a representative example of a vernacular Massachusetts union chapel, a largely architecturally homogenous resource type found in various remote sections of the Commonwealth dating from the mid-19th to early 20th centuries. Having survived periods of residential and commercial development from the post-World War II era of suburbanization through the present, the Chapel is one of few extant 19th-century buildings in Nobscot Village and is the village's sole surviving historic institutional building. More broadly, the Chapel is notable as a rare survivor from a 15-year period of church construction in Framingham between 1869 and 1884.

For its associations with the religious and social history of Framingham and the historically rural community of Nobscot, the building satisfies Criterion A. The Chapel was one of eight houses of worship built across Framingham between 1869 and 1884, corresponding to the city's industrial and population growth in the second half of the 19th century (though Framingham was a town at this point, rather than a city). Although Framingham was home to a growing number of religious congregations, Nobscot was without a church or chapel into the 1880s, forcing the largely Protestant community to travel to other parts of town, such as Saxon Ville and Framingham Centre, for religious services. The Chapel was planned and financed by the North Framingham Protestant Union Chapel Association with the purpose of constructing a chapel at the heart of this village. The construction of the Chapel in 1880–1881 provided the largely Protestant community of Nobscot with a local place to congregate to receive religious sermons and teachings from leaders of various Protestant denominations.

Including “union” in the name reflected the fact that it was used by several Protestant congregations. Union chapels, which provided services for two or more denominations, were relatively common across Massachusetts in less populous towns and villages and were commonly housed in modest buildings. Typical of chapels from this period, Nobscot Union Chapel also served as a community center where gatherings and meetings of all types were held into the mid-20th century. The Nobscot Union Chapel remained the only house of worship in or near Nobscot Village until the suburbanization period of the late 1950s and early 1960s. Its significance under Criterion A is furthered as the only known union chapel in Framingham's history.

The Nobscot Union Chapel meets Criteria Consideration A as a religious property that derives its primary significance from architectural distinction or historical importance. The Chapel holds significance at the local level. The period of significance begins with the building's construction between 1880 and 1881, and ends in 1956, the approximate year in which the building ceased operating as a Protestant union church.

The Chapel's relocation occurred as a part of a certified rehabilitation between 2019 and 2023. It is thus nominated under Criteria Consideration B. The Nobscot Union Chapel remains located in the historic village center of Nobscot, it is less than 300 feet south of its original site, and it retains integrity of design, materials, workmanship, feeling, and association. The building is still in its original orientation, and the surrounding environment is comparable to that of the historic location.

Many interior architectural elements were retained as part of the Chapel's rehabilitation, including the original plaster walls with wood wainscoting and chair rails, and carved and chamfered wood trusses that line the ceiling. The open character of the main sanctuary space has been preserved and has been outfitted for use as a beauty salon.

The next nomination presented was for the **R. H. Long Company Factory in Framingham**. The applicant is 59 Fountain Street in Framingham, Owner LLC with Ryan LLC, preservation consultant. The nomination is being pursued as part of a federal rehabilitation tax credit project.

The property is a large, five-story, reinforced-concrete building and an associated reinforced-concrete Power House located on Farm Pond at 59 Fountain Street in South Framingham, along the tracks of the former New York, New Haven and Hartford, and the Boston and Albany Railroads, now part of the MBTA Commuter Rail system.

The Factory and Power House were both designed by a local architectural firm of Ripley & Russell and constructed in 1908-1909 by industrialist Richard Henry Long for the manufacture of shoes. After World War I, Long organized the Bay State Automobile Company and converted the factory to manufacture automobiles and associated parts.

The R. H. Long Company Factory and Power House are not the only surviving buildings from Long's industrial complex on Farm Pond. However, the other

buildings associated with the complex were significantly altered in recent decades and do not possess sufficient historic integrity to merit inclusion and they are subsidiary buildings to the main factory, which is the most important resource.

The Long Co. Factory is significant at the local level under National Register Criterion A in the area of Industry for the broad-reaching impact it had on the industrial growth and development of Framingham as the headquarters of several major industrial manufacturing concerns during the first quarter of the 20th century.

The property is also significant at the local level under Criterion B in the area of Industry for its association with the various manufacturing enterprises of Richard Henry Long, as the best-surviving resource associated with his productive life, a prominent civic and industrial leader who made significant contributions to Framingham's locally important shoe- and automobile-manufacturing industries in the early 20th century.

The factory is additionally significant at the local level under Criterion C in the area of Architecture as both the largest and earliest surviving reinforced-concrete factory building in Framingham. As the earliest example of a new building type and method of construction in Framingham, the Long Co. Factory marked an important shift from 19th-century slow-burning timber and brick factory construction to modern reinforced-concrete industrial design.

The period of significance is 1909 to 1928, reflecting the date of construction through the last year that R. H. Long was associated with the property.

Long's Shoe Manufacturing Company was established in 1895 by Long and three investors from Belchertown, Massachusetts. Business quickly flourished with the sale of the company's signature Traveler and Waldorf shoes, which immediately sold out of the company's first store on Washington Street in Boston.

During the first decade of the 20th century, Long began developing plans to build a large, modern factory building on a roughly four-acre parcel on Fountain Street, between the southern bank of Farm Pond and the railroad tracks. Upon completion, the factory quickly became one of the largest and most influential manufacturing plants in Framingham. The 500-foot-long, 175,000-square-foot, state-of-the-art factory would end up employing as many as 6,000 people in its heyday.

Long owned an 80% controlling interest in both the Framingham Shoe Co. and the R.H. Long Machinery Co., both of which were headquartered at his newly

constructed factory in South Framingham. The formation of these businesses allowed Long to manufacture shoes on his own line of machines that he designed himself. The factory thus had the distinction of being the only independent shoe factory in the United States that did not pay royalties to, or use machinery made by, the United Shoe Machinery Company.

During World War I, Long retooled his shoe factory to manufacture leather and canvas products for the army and the company quickly became the largest contractor in the United States making certain military supplies, including cartridge belts and haversacks, pack carriers, tents, leggings, saddle bags, bridles, and helmet linings.

After the war, when the company had completed its government work, Long decided to redefine his business. In 1919, he purchased the Bela Body Company of Framingham and reorganized it under his parent company, R. H. Long Co., consolidating all manufacturing operations at the building on Fountain Street, which had been repurposed to produce and store automobiles and related parts.

Long hired Herbert Snow, a well-known automobile engineer who had worked for some of the nation's largest automobile companies, to design his new "Bay State Automobile," named after the state where it was made and the only state in which it was originally sold. Between 1922 and 1926, approximately 4,000 of these automobiles were produced in the Fountain Street facility.

The importance of the factory to the industrial development of Framingham is reflected in the size of the plant and the number of people it employed. Additionally, the innovations of Long's various manufacturing businesses, along with their wide array of products and machinery, set them apart from their local competitors.

Richard Henry Long (1865–1957) was a prominent industrial and civic leader who came to Framingham in 1902 and significantly advanced the town's industrial development by quickly becoming one of the town's largest industrial employers and taxpayers. An issue of *Boot and Shoe Recorder* published in January 1910, described Long as "one of the most successful independent manufacturers in the United States."

In 1906, Long took on the monopoly held by the United Shoe Machinery Company of Beverly, Massachusetts, which was at the time the only provider of certain stitching and welting machines needed in the shoe industry, in one the most

famous anti-trust cases in U. S. history. Long successfully championed the General Court of Massachusetts to pass legislation permitting shoe manufacturers to use in conjunction with United Shoe machines any auxiliary machines they wished.

Governor Curtis Guild, Jr. signed Bill No. 275, “An Act To regulate the Lease and Sale of Machinery, Tools, Implements and Appliances,” in June 1907, effectively ending “handcuff clauses” in Massachusetts and paving the way for the Clayton Antitrust Act of 1914, which sought to prevent harmful, anticompetitive practices in U.S. industries.

Throughout this fight, Long was forced to endure years of retaliatory actions from United Shoe that he was ultimately able to withstand. United Shoe used its power and influence to try and suppress Long through intimidation, inciting strikes, personal attacks, threats of financial ruin, and expensive litigation. After Bill No. 275 was passed, Long showed a continued involvement in and support for anti-trust legislation.

The factory building is particularly significant among the city’s early 20th-century industrial buildings for being the largest and earliest surviving reinforced-concrete factory building in Framingham. As such, it is the earliest local example of a new building type and method of construction that came to be known as the “Daylight Factory.”

The Factory and associated Power House, both designed by the architectural firm of Ripley & Russell, are outstanding examples of reinforced-concrete industrial design in Framingham, which demonstrate the evolution of architectural engineering techniques and the solution of basic industrial needs including fire prevention, improved lighting, and the efficient use of space.

The Factory, called a “temple of industry” at its formal dedication in 1910, retains its overall form, historic massing, and industrial-defining characteristics, including its reinforced-concrete framework, rhythmic fenestration pattern of large rectangular window openings with concrete sills, and lack of formal architectural ornamentation.

The interior of the building, despite being repurposed over the years to accommodate a variety of tenants, has survived intact and complements the exterior. Historic interior industrial features include original exposed concrete perimeter walls, wood ceilings with a steel truss system in the Power House, wood

beams and columns, wood staircases, a freight elevator shaft, metal fire doors, and the absence of formal ornamentation.

Between 2018 and 2021, the Factory and Power House were rehabilitated using State and Federal Historic Tax Credits for use as 160 apartment units, including 26 affordable units, 16 of which are affordable artist lofts, as well as tenant amenity space.

As part of the rehabilitation, the factory's significant industrial character-defining features were preserved or replaced in-kind with historically appropriate materials. All work meets the Secretary of the Interior's Standards for Rehabilitation.

The next presentation was for an update to **Main Street Historic District** in the **Town of Stockbridge, which** was originally listed in the National Register about 20 years ago. This additional documentation for the existing historic district did not require a vote by the commission.

The update was prepared by the Stockbridge-Munsee Community, a federally recognized Indian tribe, who prepared this documentation with the support of an Underrepresented Communities Grant from the National Park Service. The PowerPoint presentation was prepared by the Stockbridge-Munsee Community.

Stockbridge has great historical significance as the homeland of the Mohican people, whose original territory encompasses the Berkshires of Massachusetts and the upper Muhheacannituck or Hudson Valley of New York. Stockbridge was already within the traditional lands of the Mohican people before it was formed as a town in the colonial period. Stockbridge's original name when it was established was "Indian Town." The stated purpose of Indian Town was to be a Christianized settlement whereby Mohican people and four English families would co-govern. Today, the Tribe continues as a federally recognized nation called the Stockbridge-Munsee Community, and they are based on a reservation in Wisconsin.

The current National Register initiative is part of a larger Tribal preservation and education efforts in Stockbridge. Other activities include doing research with a local researcher Rick Wilcox, with which they have uncovered ancestral sites in Stockbridge based on deed research and other historic documentation and physically plotting these locations. They have also produced a community-narrated walking tour completed in collaboration with Housatonic Heritage, which is available online.

In the nomination's additional documentation, they expand on Criterion A, adding Ethnic Heritage: Native American. Some of the parcels they have added information on include home sites of various members of the Mohican tribe, also plowing lands, and the site of the first Indian school.

To give perspective on one of the sites in the documentation amendment, here are some developments at 19 Main Street, now the location of the Mission House Museum, and how the Tribe has restored its presence. They have developed a local initiative in collaboration with the Trustees of Reservations, Our Lands, Our Home, and Our Heart. The Tribe opened a new exhibit in 2021 as "Mohican Miles" and in 2023 opened the present exhibition. They have included a medicinal plant garden, and there has been repatriation of Mohican items in the Mission House's collection.

The Underrepresented Communities grant was not just for the preparation of this documentation. It also funded archaeological investigations. There was a meetinghouse erected in 1739 and they discovered its location as part of that work. They also found two home sites in the vicinity of the meetinghouse.

Another part of the additional documentation is adding information about people significant to the Mohican community who lived in this area. Naunaunecannuck played a key role in helping protect the Stockbridge Mohicans by serving on committees, collaborating with other community leaders on petitions, and surveying the town. He was also known for sweeping the house and blowing the conch shell at the mission church, and the conch shell is one of the surviving artifacts that has been repatriated to the community. Not only did Naunaunecannuck dedicatedly serve the Stockbridge-Mohican community, but he also demonstrated loyalty to the American cause. He was one of at least sixty Stockbridge-Mohicans, including his father, to serve in the Revolutionary War.

John Konkapot's associated property was at 47 Main Street. He was a prominent leader and diplomat in the Mohican community. He is thought to have grown up along the Hudson River and was born about 1690. Throughout his lifetime, he helped protect the Stockbridge-Munsee Mohican community through important decisions, petitions, and land negotiations. He is believed to have "signed the earliest known land deed in the Berkshires in 1724," as well as served in King George's War.

In 1736, Konkapot and Umpachenee were instrumental in the decision to establish a new town at Stockbridge, which was called Indian Town. In documents,

Umpachenee is variously referred to as king, governor, captain, lieutenant, sachem, and tribal speaker; it is clear that he had a prominent role within the tribe.

One of the important components of the Additional Documentation is to outline and discuss the systemic and systematic dispossession of the community of their lands, which occurred over several decades, and this document is one of the petitions cited related to this, dated 1783.

The last paragraph says, “We wish to have them described carefully to examine into all our Bargains for land that White People have made with us and see that we have been cheated and endeavor to do so justly...that when we are ready to remove, we may feel well towards all our Neighbors”.

If anyone has any questions or comments, here is the contact information for their historic preservation office, and they have a local office in Williamstown. You can also reach out to me and I can get in touch with them as well.

This concluded the presentation of the September National Register nominations. Chairman Rosenberry thanked the presenter, Mr. Haley. He asked whether any commissioners needed to recuse themselves from voting on any of the nominations. Hearing none, he moved the motion.

Chairman Rosenberry called for a MOTION TO ACCEPT the MHC staff recommendation that the nomination for the **Robinson Building in Attleboro** be forwarded to the National Park Service for final review. A MOTION was made by Commissioner Friary and SECONDED by Commissioner DeWitt. The chairman called for questions or comments from the commission. Hearing none, he called for questions or comments from the public. Hearing none, he moved the motion. The motion CARRIED UNANIMOUSLY.

Chairman Rosenberry called for a MOTION TO ACCEPT the MHC staff recommendation that the nomination for the **Nobscot Union Chapel in Framingham** be forwarded to the National Park Service for final review. A MOTION was made by Commissioner DeWitt and SECONDED by Commissioner Wilson. The chairman called for questions or comments from the commission. Hearing none, he called for questions or comments from the public. Hearing none, he moved the motion. The motion CARRIED UNANIMOUSLY.

Chairman Rosenberry called for a MOTION TO ACCEPT the MHC staff recommendation that the nomination for the **R H Long Company Co. Factory in Framingham** be forwarded to the National Park Service for final review. A MOTION was made by Commissioner Sullivan and SECONDED by Commissioner Friary. The chairman called for questions or comments from the commission. Hearing none, he called for questions or comments from the public. Hearing none, he moved the motion. The motion CARRIED UNANIMOUSLY.

This concluded the National Register portion of the agenda, and Chairman Rosenberry then turned to the next item on the agenda, the **Local Historic District Preliminary Study Reports**, first calling for any recusals. Hearing none, he turned the meeting over to Jennifer Doherty, Local Government Programs Coordinator. Ms. Doherty presented the study reports with presentation slides. A copy of the slides is on file with these minutes.

City of Medford, South Street Local Historic District

Ms. Doherty first presented the **South Street Local Historic District** in the **City Medford**.

The City of Medford is proposing to establish the South Street Local Historic District. This would be the City's third local historic district.

The proposed district would protect 18 properties primarily along South Street. The proposed district is located just south of Medford Square, across the Mystic River.

There are a number of designated properties in the immediate area of the proposed South Street Local Historic District. One of the properties, the Paul Curtis House at 114 South Street, was individually listed in the National Register of Historic Places in 1975. Directly south of the proposed district is the Middlesex Canal district, listed in the National Register of Historic Places in 2009. Further south is the Isaac Royall House and Slave Quarters, designated a National Historic Landmark in 1966 and with a Preservation Restriction on both buildings held by the MHC since 1986.

North of the Mystic River, in the area of Medford Square, are Medford's two existing local historic districts. Almost directly across the river from the proposed district is the Hillside Avenue Historic District, listed in the National Register in 1975 and designated a local historic district in 1985. To the west is the Marm Simonds Historic District, also designated a local historic district in 1985 and with

some individually-listed National Register properties. There are several other National Register districts and individual listings, as well as properties with Preservation Restrictions, in the area of Medford Square.

Bordered on the north by the Mystic River, the proposed South Street Local Historic District is exclusively residential, as is the surrounding area. The district boundaries were drawn to protect the oldest buildings in the area, with nearly all buildings pre-dating the Civil War. Outside of the proposed boundaries, houses are representative of the common late 19th and early 20th century forms and styles found throughout Medford. Most buildings are multi-family houses, primarily two families, although there are a handful of triple-deckers. Many buildings have seen maintenance alterations such as replacement siding and windows.

The buildings within the proposed district display a wide range of forms and styles. Most still retain a high degree of material integrity, although like the surrounding neighborhood, replacement siding and windows are common. Houses in the proposed district were constructed individually, and not in large groups by speculative builders, like later residential development in Medford.

The Bradbury Nichols House at 1 Walnut Street is believed to be the oldest house in the proposed district. It is a two-story, side-gable, center-hall house dating to the early 19th century, likely originally Federal in style but with replacement siding and windows today.

The Paul Curtis House at 114 South Street is a well-preserved example of a temple-front Greek Revival House, with two-story Ionic fluted columns lining the façade.

And the later 19th century Joseph Manning Foster House retains much of its historic Queen Anne finish on its foursquare form, accented by a polygonal tower on the façade.

With its calm waters, depth, and access to Boston Harbor, the Mystic River through Medford developed into a hub of shipbuilding in the early 19th century. Located just outside Medford Square, convenient to the businesses and shipyards there, the South Street neighborhood grew into a residential area for the wealthy ship owners and builders. Paul Curtis, the owner of the columned Greek Revival house, launched 27 vessels from his nearby shipyard during his career. George Fuller, who lived at 48 South Street, built 29 ships. Other noted marine-occupied residents included Jotham Stetson and John King.

As shipbuilding died down through the later 19th century, the area developed more fully into a residential area, with formerly large estates split up into smaller parcels. As noted, housing from the late 19th and early 20th century is primarily multi-family and representative of the other forms and styles found throughout residential areas in Medford.

With the potential for loss and redevelopment threatening the area, neighborhood residents approached the Medford Historic District Commission about designating the area a local historic district. A proposal is currently before the Medford Zoning Board of Appeals for a large addition to the Greek Revival style house at 54 South Street, within the boundaries of the proposed district.

MHC staff recommends acknowledging receipt of the Preliminary Study Report for the South Street Local Historic District and providing the following advisory recommendations and comments:

The Massachusetts Historical Commission encourages the City of Medford to establish the South Street Local Historic District.

Town of Milton, Milton Village Historic District

Ms. Doherty then presented the **Milton Village Historic District** in **Milton**. The Town of Milton is proposing to establish its first local historic district at Milton Village.

The proposed district would protect 33 properties in Milton Village. Situated at a bend and falls in the Neponset River, Milton Village is located south of Dorchester Lower Mills and includes the Milton stop on the MBTA Red Line Mattapan trolley branch.

Some of the properties in the proposed Milton Village Historic District are part of the large Milton Hill Historic District, listed in the National Register of Historic Places in 1995 and extending south and southeast of the proposed district. This district also includes the Captain R. B. Forbes House, designated a National Historic Landmark in 1966 and with a Preservation Restriction held by the MHC since 2007.

To the north, some of the properties in the proposed district are part of the Dorchester-Milton Lower Mills Historic District, listed in the National Register in

1980 and expanded in 2001. The bulk of this district includes the Baker Chocolate Company buildings which spanned the river in Dorchester and Milton.

Other nearby designated properties are in Boston, such as the Tileston House, which this commission reviewed in 2021 and which was designated a Boston Landmark in 2022; Dorchester Park, listed in the National Register in 2006; and the Boston Consumptives Hospital, listed in the National Register in 2002.

The boundaries of the proposed Milton Village Historic District were drawn to protect the commercial properties in the area. Outside of the proposed district, properties are almost exclusively residential and date from the late 19th through the mid-20th century. The area immediately south of the proposed district, along Adams Street, developed as an estate district in the late 19th century with many large estate houses designed by notable architects such as William Ralph Emerson. The proposed district does include large new construction by the Neponset boatyard and MBTA station, but excludes other new construction west of the proposed district.

Today Milton Village largely presents as a late 19th century commercial district, but there are still several late 18th and early 19th century frame structures remaining in the proposed district. These include two gambrel roofed cottages dating to the 1790s, the Captain John Swift Hat Shop and the Captain Lewis Vose house. And although altered, the Edmund J. Baker Building retains its 1790s Federal style form.

Later structures from the district's 19th century period of development include the Romanesque Revival Webb Mill at 1 Eliot Street, constructed in 1882 as part of the Baker Chocolate factory and designed by Bradlee, Winslow, & Wetherell; the Associates Building, a Queen Anne style brick commercial structure constructed in 1881 and designed by the Boston architectural firm Rotch & Tilden; and the small Milton Police Lock-up, constructed in 1884 and holding five jail cells. The building is still owned by the Town but was used since at least the 1930s by the Milton Yacht Club as a clubhouse. The Town is now considering reuse options for it as part of larger efforts to redevelop the landing area.

Infill construction within the proposed district is very limited, with only two buildings constructed after the 1980s.

With its access to the tidal portion of the Neponset River and the heights of Blue Hill to the south, Milton Village is believed to have been a site of Native

settlement and one of three crossing points of the river in Milton. By 1633, a bridge and mill constructed by Europeans were located here, and helped the area develop into an initial node of European settlement in Milton. Adams Street served as a major route connecting Dorchester and Milton down to Plymouth through the 17th and 18th centuries. However, the center of Milton civic life eventually moved to the southwest, away from Milton Village, leaving it primarily an industrial neighborhood. A paper mill established in the village in 1728 is believed to have been the first in New England, and the manufacture of chocolate began here in 1764. Other later manufacturing firsts were a hard tack factory and a piano factory. With its access to the tidal Neponset, Milton Village became an exchange point between goods from the interior and those coming from overseas.

Milton Village was also the original location of the Suffolk Resolves House, owned by Daniel Vose and sited on the east side of Adams Street south of the river. To prevent demolition, in 1950 the house was moved further into Milton and is now the headquarters of the Milton Historical Society.

The opening of the Milton-Mattapan Branch Railroad in 1847 signaled the beginning of Milton's suburban development. Easy access to Boston via the railroad led to the development of an estate district south of Milton Village. Through the end of the 19th century, major industry declined and the community's population increased through its suburban development, although commercial and industrial buildings remained at Milton Village. The manufacture of chocolate at the Baker complex continued into the 20th century.

Today the district is a neighborhood commercial node in Milton, with small businesses serving the surrounding residential community. Many of the 19th century industrial buildings have been reused, including former Baker Chocolate storage sheds, now used as a storage facility. Amenities in the area include access to the Mattapan trolley branch, the Milton Yacht Club, and DCR's Neponset River Greenway which starts on the west side of Milton and follows the Neponset up to its mouth at Dorchester Bay.

MHC staff recommends acknowledging receipt of the Preliminary Study Report for the Milton Village Historic District and providing the following advisory recommendations and comments:

The Massachusetts Historical Commission encourages the Town of Milton to establish the Milton Village Historic District.

Chairman Rosenberry thanked Ms. Doherty, and called for a MOTION TO ACCEPT the MHC staff recommendations on the Preliminary Study Report for the **South Street Local Historic District** in the **City of Medford**. A MOTION was made by Commissioner Sullivan and SECONDED by Commissioner Friary. The chairman called for questions or comments from the commission. Hearing none, the chairman called for questions or comments from the public. The Chairman recognized **Christopher Bader** who thanked Jennifer Doherty for the wonderful presentation of the South Street Local Historic District. The chairman called for any other question or comments from the public. Hearing none, he moved the motion. The motion CARRIED UNANIMOUSLY.

Chairman Rosenberry then called for a MOTION TO ACCEPT the MHC staff recommendations on the Preliminary Study Report for the **Milton Village Historic District** in the **Town of Milton**. A MOTION was made by Commissioner DeWitt and SECONDED by Commissioner Friary. The chairman called for questions or comments from the commission. The Chairman recognized Commissioner DeWitt who stated that having driven through the area for 40 years, he was delighted to see it, particularly with respect to the Webb Mill and the Associates Building, and the little Swift Hat Shop that he has observed deteriorating over the years with concern. Staff might consult with the proponents about a few of the style designations in the report that might be refined just a bit. The Chairman asked Commissioner DeWitt if he was recommending a motion to amend the acknowledgment of the report. Commissioner DeWitt replied that he was not - just hoping it will happen. The Chairman noted Ms. Doherty's acknowledgement of Commissioner DeWitt's comment. Hearing no other questions or comments from the commission, the Chairman called for any questions or comments from the public. Hearing none, he moved the motion. The motion CARRIED UNANIMOUSLY.

This concluded the voting portion of the meeting. Chairman Rosenberry then turned to the next item on the agenda, the **Executive Director's Report**. He then turned the floor over to Brona Simon, Executive Director.

Ms. Simon began by given an update to report sadly that commissioners Susan Shelby Crowley and Gavin Kleespies both resigned from the commission earlier this month. The resignations were unrelated to each other. These two seats are now open and MHC staff are working very hard to get replacements from the Massachusetts Archeological Society and the Massachusetts Historical Society to

fill the vacancies as soon as possible. She noted that it was difficult to get a quorum today, but once the vacancies are filled, it will become easier.

Ms. Simon then noted that Preservation Massachusetts has announced that it will award the Paul and Nikki Tsongas Award to Secretary Galvin this year in recognition of his service to historic preservation and to the community as Chair of the Commission and for his oversight of the State Historic Rehabilitation Tax Credit Program, which Preservation Mass is also celebrating this year for its 20th anniversary. In addition, Preservation Mass notified the MHC staff that MHC will be awarded the Charles Eliot Award in recognition of MHC's 60th anniversary this year. MHC was established by the legislature in 1963. This award is also in recognition of the 20th anniversary of the Historic Rehabilitation Tax Credit Program, which is a major part of MHC's programs, not only for the rehabilitation work, but for National Register nominations related to projects that also take advantage of the Federal Historic Rehabilitation Tax Credit Program.

The award ceremony will be held at the State House on Wednesday, October 11th at 1:30 PM with the reception at 3:30 PM at the Carrie Nation Cocktail Club, 11 Beacon Street in Downtown Boston. Staff will send out more details as they become available.

Ms. Simon also noted that the Executive Director of Preservation Mass, Erin Kelly, has resigned, and has taken a position with WHALE in New Bedford. The Board of Preservation Mass will soon be starting their search for a new Executive Director.

Ms. Simon announced that October 11th Commission meeting will be cancelled due to the Preservation Massachusetts awards ceremony. The next MHC Commission meeting will be held on November 8th.

This completed the Executive Director's report.

The Chairman then called for any other new business, Hearing none, he called for a MOTION to adjourn. A MOTION was made by Commissioner DeWitt and SECONDED by Commissioner Friary. The MOTION CARRIED, and the meeting adjourned at 2:07pm.

Commissioners Present

John Rosenberry

Charles Sullivan

Dennis DeWitt

Michael McDowell

Gina Perille

Donald Friary

Simone Early

Mark Wilson

Ashley Stolba

Staff Present

Brona Simon

Jennifer Doherty

Michael Steinitz

Ben Haley

Elizabeth Sherva

Joshua Dorin

Peter Stott

Paul Holtz

Nancy Alexson

Shari Perry-Wallace

Liz King

A TRUE COPY ATTEST

Respectfully submitted,

Shirley Brown