

# MHC Reconnaissance Survey Town Report

## BROOKLINE

Report Date: 1980

Associated Regional Report: Boston Area

**Reconnaissance Survey Town Reports**, produced for MHC's Statewide Reconnaissance Survey between 1979 and 1987, introduce the historical development of each of the Commonwealth's municipalities. Each report begins with an historic overview, a description of topography, and political boundaries. For the purposes of the survey, the historic period has been subdivided into seven periods: Contact (1500–1620), Plantation (1620–1675), Colonial (1675–1775), Federal (1775–1830), Early Industrial (1830–1870), Late Industrial (1870–1915), and Early Modern (1915–1940/55). Each report concludes with survey observations that evaluate the town's existing historic properties inventory and highlight significant historic buildings, settlement patterns, and present threats to these resources. A bibliography lists key secondary resources.

Town reports are designed for use together with a series of town maps that demarcate settlement patterns, transportation corridors and industrial sites for each historic period. These maps are in the form of color-coded, polyester overlays to the USGS topographic base map for each town on file and available for consultation at MHC. For further information on the organization and preparation of town reports, readers should contact MHC.

Users should keep in mind that these reports are now two decades or more old. The information they contain, including assessments of existing knowledge, planning recommendations, understanding of local development, and bibliographic references all date to the time they were written. In some cases, information on certain topics was not completed. No attempt has been made to update this information.

Electronic text was not available for digital capture, and as a result most of the reports have been scanned as PDF files. While all have been processed with optical character recognition, there will inevitably be some character recognition errors.

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MASSACHUSETTS HISTORICAL COMMISSION  
William Francis Galvin, Secretary of the Commonwealth  
Chair, Massachusetts Historical Commission  
220 Morrissey Blvd.  
Boston, MA 02125  
[www.sec.state.ma.us/mhc](http://www.sec.state.ma.us/mhc)  
[mhc@sec.state.ma.us](mailto:mhc@sec.state.ma.us) / 617-727-8470

## MHC RECONNAISSANCE SURVEY REPORT

Date: 1980

Community: Brookline

### I. TOPOGRAPHY

Town occupies approximately 6.2 square miles of the Charles River watershed. From the Charles, from which the town is separated by a 600-foot strip of Brighton, the land rises gradually into the interior of the town until it reaches Single-Tree Hill (aka, Lyman's or Cabot's), 336 feet elevation. Much of the southern part of the town, a plateau rarely less than 200 feet above sea level, drains into the upper Charles River via Saw Mill Brook. The northern and more heavily urbanized part of the town is dominated by a row of prominent drumlins running from north to south-- Corey, Aspinwall, Fisher, and Single-Tree hills.

Muddy River, which forms part of the town's eastern boundary with Roxbury, is the town's principal stream, fed by both Village and Tannery brooks. The town's principal body of water, Brookline Reservoir, was built by the city of Boston in the 1840s.

### II. POLITICAL BOUNDARIES

Originally part of Boston lands at Muddy River with 1635 New Towne (Cambridge) line surviving as Newton-Brookline boundary. Division between Brookline and Boston established by 1641 as original Boston (Muddy River) and Roxbury town line. Muddy River established as independent town of Brookline 1705 with Charles River as northern division with Cambridge. Included as part of Norfolk County from Suffolk in 1795. Adjustments with Boston boundaries during mid-19th century, including annexation of High Street (Pill Hill) area in 1844. Charles River tide flats annexed from Brookline to Boston along Commonwealth Avenue and Fenway area 1870-74 for Brighton connection.

### III. HISTORIC OVERVIEW

Affluent suburban community on primary western axis of inner metropolitan Boston. Located along Charles River highlands with native fortification site reported at Longwood around Muddy River estuary and burial sites on interior hills. Settled originally as grazing area for Boston with large grants around important fordway to Roxbury and Cambridge at Brookline Village by mid-17th century. Primarily agricultural economy through Colonial Period with few early 18th century houses of modest style in outlying locations, and burying ground at original meeting house center on Warren-Walnut Streets.

Significant suburban development from Boston beginning during Federal Period with opening of Back Bay mill dam, including several unusual veranda plan country houses along Warren and Cottage Streets. Further suburban growth stimulated by commuter railroad during mid-19th century with Picturesque subdivisions around Brookline Village and early Gothic style stone houses and churches in London manner around Longwood section. Little industrial activity, except near Brookline Village with surviving brick gasometer and granite gate house near Brookline Reservoir. Continued residential expansion through Late Industrial Period with large suburban estates in South Brookline in well-designed Shingle and Colonial Revival styles along Heath Street including original Country Club golf course and Larz Anderson complex along Clyde and Newton Streets. Rapid development of Coolidge Corner district with trolley lines along Beacon Street and adjacent Commonwealth Avenue during early 20th century with extensive rows of brick and faced stone apartments in variety of Historic revival styles, including elaborate residential hotels at base of Corey Hill and high density blocks on Aspinwall Hill. Brookline Village remains commercial and civic center through late 19th century with multi-storied brick business blocks in Victorian detail. Well-preserved residential district on Pill Hill (High Street) with early Queen Anne architect examples, and three decker district along Cypress-Boylston Street and authentic and Dutch Revival house from Chicago World Fair. Residential growth is continued through mid-20th century with high density development along Beacon Street, including large Jewish synagogues and expensive suburban houses on Fisher Hill in overblown Revival styles. Affluent expansion continued in South Brookline along Newton Street with Historic Revival subdivision on Walnut Hill, and modest housing along MDC Parkways, including unique Los Angeles style Bungalows. Some early examples of Modern Bauhaus remain throughout area as well as Early Modern auto showroom in Brookline Village. At present development pressures are most obvious along Beacon Street corridor with extensive high-rise construction which threatens early suburban housing around Longwood area. Large scale urban renewal has cleared much of historic fabric around original Muddy River district of Brookline Village, and urban arson and decay appear along Fenway area. Intense commercial growth is also evident around Chestnut Hill complex, converting worker's housing district along Heath Street, while large suburban estates in South Brookline would appear to suffer from stringent economic future with adaptation to institutional and multiple-unit residential use. In large part, residential fabric throughout Brookline remains of appreciated value and stable neighborhood character.

#### IV. CONTACT PERIOD

##### A. Transportation Routes:

At junction of trails around Charles River highlands and Back Bay with critical ford over Muddy River at Boylston-Washington Streets (Brookline Village). Presumed trail to Charles River Cambridge ford as Washington Street with conjectured loop to Muddy River fishing flats as Aspinwall and Sewall Streets around Longwood swamp. Likewise, Washington Street presumed to be trail connection to Charles River Watertown ford. Primary trail route to western interior reported as Walnut-Warren-Boylston-Heath Streets from Muddy River ford to Hammond Pond (Route 9 axis) with parallel western connector from Jamaica Pond as Newton Street across South Brookline, including cross links as South Clyde, Goddard, Warren and Cottage Streets. Trail connector to Oak Square (Brighton) reported as Reservoir Road from Heath Street and trail connection from Hammond Pond to Newton Street suspected along Hammond Pond Parkway.

##### B. Settlement Pattern:

One probable period site - a palisaded and ditched square 'fort' which overlooked the Muddy River and was apparently located in the vicinity of the Armory playground on Beacon Street. Two other unidentified sites reported; one near the Heath School, the other west of Walnut Hill near the Baker School.

##### C. Subsistence Pattern:

Varied and diverse terrain provided a variety of food and other resources - access to seasonal fish runs in Charles and Muddy rivers; good agricultural land available although much of the town is rugged and rocky.

##### D. Observations:

Part of the area adjacent to the Charles River estuary and as a result probably had a seasonally variable population. Most period occupation probably related to Massachusetts people and concentrated in the northern part of town.

#### V. FIRST SETTLEMENT PERIOD

##### A. Transportation Routes:

Native trails improved as regional highways from Boston to Charles River bridge-ford sites from Muddy River bridge (1640), with Washington Street to Watertown and Harvard Street to Cambridge. Primary western road called "Sherborne Highway" followed Walnut-Warren-Boylston-Heath Streets to Newton (Route 9 axis), with Newton Street across South Brookline to Denny Mill.

B. Population:

Earliest settlement by 1635 when lots laid out at Muddy River. No population figures available. Probably no more than 20-30 families in Punch Bowl Village area by 1680.

C. Settlement Pattern:

Land grants established at Muddy River from Boston 1638 for large estates to notable Massachusetts Company members around Aspinwall, Corey and Fisher Hills and South Brookline area with development as farmsteads by 1660's. Primary economic focus at Muddy River bridge (Brookline Village) by mid-17th century with outlying mill at Newton Street presumed by 1650's.

D. Economic Base:

"The Inhabitants of Boston, for their enlargement, have taken to themselves farmhouses in a place called Muddy River, two miles from their town, where is good ground, large timber, and store of marshland and meadow. In this place they keep their swine and other cattle in the summer, whilst corn is on the ground, at Boston, and bring them to town in the winter," (New England's Prospect, 1633).

E. Architecture:

Residential: The Peter Aspinwall House (demolished 1891) was one of the best-preserved First Period houses in the immediate Boston area. Built in 1660, the house was one of a very few early houses to retain its original overhung facade gables. A potentially important source for the Colonial Revival houses of the late 19th century, the Aspinwall House stood on Aspinwall Avenue opposite St. Paul's Church.

VI. COLONIAL PERIOD

A. Transportation Routes:

Highways remained in place from 17th century with little local improvement, save for repair of Muddy River bridge (Boylston-Washington Streets) at Brookline Village. Sherborne Road (Walnut-Warren-Boylston-Heath Streets) continued as primary western route with Newton Street as secondary axis. Pleasant Street appears to have been extended to Charles River fortifications during Revolutionary period, likewise Aspinwall and Sewall Streets. Chestnut Hill Ave. links Brookline and Brighton meeting houses by mid-18th century around Fisher Hill, with High Street along Roxbury line.

B. Population:

Relatively little change identifiable. Ninety-eight people petitioned for a school in 1683. By 1765 population numbered 388 people consisted of 53 families and including 18 blacks. Number of residences in that year were 53.

C. Settlement Pattern:

Basic agricultural economy remains intact from late 17th century. Formation of Brookline town center at Walnut and Warren Streets with meeting house (1717) while economic center remained at Muddy River bridge with Punch Bowl tavern and mill (Brookline Village). Fortification systems established along Charles River marshes during Revolution with gun batteries at Muddy River (Longwood) indicated on Pelham map (1777).

D. Economic Base:

Said to be exclusively farming community. First saw-mill built on Palmer Brook (Saw Mill Brook?) by Erosamon Drew, 1693.

E. Architecture:

Residential: Only three structures are known to survive from the Colonial Period. These are the Devotion House, a central-chimney, gambrel-roofed half house on Harvard Street, the hip-roofed, center-chimney Goddard House (1767) on Goddard Avenue and a center-chimney cottage on Pond Street. Also constructed during the period was the Punch Bowl Tavern, an important landmark at Brookline Village until its demolition in 1833. The Tavern was a two-story, hip-roofed structure with interior chimneys and a Georgian frontispiece, probably dating ca.1740.

VII. FEDERAL PERIOD

A. Transportation Routes:

Colonial highways remained with focus upon Brookline Village through early 19th century. Western axis re-oriented to Worcester Turnpike (ca.1805) along Boylston Street (Route 9). Opening of Back Bay mill dam (1821) provides new connectors from Boston across Muddy River as Brookline Avenue to Brookline Village and Western (Commonwealth) Avenue to Brighton. Cypress Street opened as a loop around town center from Aspinwall to Walnut Streets.

B. Population:

Relatively slow growth -- at an average of about 14 people a year 1790-1830. Most of these were Boston residents seeking a "place of retreat from commercial life." By 1830, population had reached 1,043.

C. Settlement Pattern:

Civic center remained at Walnut Street meeting house through early 19th century, with economic focus at Punch Bowl Tavern (Brookline Village). Opening of Back Bay mill dam (1821) from Boston stimulated development of suburban estates around town center with focus at Warren and Cottage Streets at Sargent Pond and on Pill Hill (Walnut Street) above Brookline Village.

D. Economic Base:

Opening of Worcester Turnpike (1806-07) and Beacon Street (1821) offered improved access to town by city residents who sought out retreats from commercial life. Nevertheless, distaste of industry not yet established. One Mr. Faxon set up forge in a former chocolate mill on Willow Pond and for several years made shovels, hoes, and, during the War of 1812, cannon. Proximity to Brighton cattle market also inducement to tanneries: by end of period, 4 in operation.

E. Architecture:

Residential: The most important architectural development of the period was the construction of a group of hip-roofed Federal style houses with attenuated monumental porticos encircling the facade and side elevations. Located along Warren and Cottage Streets, this cluster of some half-dozen houses forms a distinctive regional type. Also surviving in the same area are several ambitious brick and stone end chimney Federal houses. At least one high style Federal house faced with granite stands at Brookline Village.

Institutional:

Only one institutional building is known to survive from this period: Pierce Hall, the parish hall for the First Parish Church, located on the Town Green, was built in 1824. A transitional Federal/Greek Revival structure, it is significant as an early example of construction in Roxbury puddingstone, a locally-quarried stone later used extensively throughout Boston.

## VIII. EARLY INDUSTRIAL

### A. Transportation Routes:

Turnpikes and highways continued from early 19th century. Regional railroad routes to Boston opened across Back Bay with Boston & Worcester through Brookline (1835). Branch line along Muddy River to Brookline Village (1847) extended to Newton (1852) with suburban depots at Longwood, Brookline Village, Brookline Hill, Beaconsfield and Reservoir (now MBTA Riverside line). Early horse railroad routes from Roxbury opened to Brookline Village by 1865 along Washington and Harvard Streets from Town Hall at Cypress Street. Beacon Street opened from Kenmore Square to Newton across Brookline (1852) between Corey and Aspinwall Hills. Hammond Street and Allendale Road extended from Newton Street to Chestnut Hill and West Roxbury.

### B. Population:

Slow growth until about 1845-50, when population began to rise steadily (but for the stagnant war years) at about 250-280 per year. Population reached 6,650 in 1870, double what it had been 20 years before. In 1865, 32 percent of Brookline's residents were foreign-born, and of these, 85 percent were Irish.

### C. Settlement Pattern:

Development of suburban activity from Boston prompted relocation of civic center to Brookline Village (Cypress and Washington Streets) in 1845. Shift coincides with opening of commuter railroad to Boston. Several residential subdivisions laid out around Muddy River uplands and Brookline Village depot which include landscaped parks in the Picturesque style (Alexander Wadsworth design), most notable at Longwood (ca. 1845) with Madison and Beech Squares, with other examples at Davis Avenue and Linden Street. Commercial focus expanded around Brookline Village with development along Washington and Harvard Streets to Cypress Street. Secondary centers emerged along Beacon Street axis at Harvard and Washington Streets by mid-19th century. Fringe activities developed along Muddy River railroad corridor through Brookline Village with workers district along Cypress Street on Pill Hill backslope.

### D. Economic Base:

Tanneries were in operation throughout the period, though they steadily declined in importance. By 1855, only one remained -- Robinson's on Tannery Brook near Beacon Street -- producing \$12,000 worth of hides, and the largest single item noted in the census records of that year. Unnoted, however, was the growth in businesses dealing in building materials, particularly at Brookline Village. Arrival of the



Brookline Branch of the Boston and Worcester in 1848 made suburban homes in Brookline increasingly popular; and after 1851 they could be connected to the pipes of the Brookline Gas Co. In 1865 the town supported 29 farms with 102 employees.

Boston's own water supply needs in the meantime had long since outstripped the Jamaica Pond Aqueduct and in 1846-48 the city constructed the Cochituate Aqueduct between Lake Cochituate in Wayland and Brookline Reservoir.

#### E. Architecture:

Residential: Brookline began to acquire its affluent suburban character during this period. Cottage Farm and Longwood, two of the earliest planned residential subdivisions in the Boston area, developed with high style, architect-designed villas in picturesque styles, with Gothic, Dutch and Italianate examples exploiting the romantic character of local materials such as Roxbury puddingstone. More modest frame houses, most of them simple sidehall Greek Revival structures with a few more ambitious cupola-ed Italianate examples, were built at the new Town Center along Washington Street; clusters of simple Greek Revival/Italianate workers' cottages were built behind the town center on White Street and also on Heath Street. At least one well-detailed Gothic Revival cottage stands on Cottage Street while a number of pretentious Panel Brick and Stick Style houses began to build on Pill Hill toward the end of the period. A few early mansard-roofed houses are known at Longwood and on Pill Hill. Single-family houses predominate although a few Panel Brick rowhouses were built along with some Italianate double houses.

Institutional: Institutional construction of the period consists primarily of several important churches built as part of residential development; these include Romanesque examples such as Christ Church, Longwood (1860, Arthur Gilman) as well as Gothic Revival designs (Church of Our Saviour, A.R. Esty, 1867; St. Paul's, R. Upjohn, 1851). St. Paul's is particularly significant as the prototypical example of ecclesiologically correct church design to incorporate an asymmetrically-disposed tower. Also surviving from the period is the Italianate Pierce School (1855). Despite these examples, extensive institutional development commensurate with residential construction failed to materialize.

#### Industrial:

At least one small granite Greek Revival structure, a terminal station of the Cochituate Aqueduct (1848), survives on Reservoir Avenue.

## IX. LATE INDUSTRIAL PERIOD

### A. Transportation Routes:

Railroads continued as primary links to Boston. Street-car routes extended as early electric trolley lines through Brookline. Original trolley route on Beacon Street (1889) to Reservoir through Coolidge Corner remains intact as MBTA Green line with original wood car barn at Cleveland Circle as oldest transit facility in Boston area. Local trolley routes from Brookline Village operated by early 20th century on Washington, Harvard and Cypress Streets with electric interurban line to Worcester on Boylston Street by 1905.

### B. Population:

Town grew five times its 1870 population in period 1870-1915, reaching 33,490 in the latter year. Heaviest growth after 1890 when average annual rise amounted to 855 people a year. In the 5 years 1910-1915, growth factor was 1140 per year. All made possible by electric streetcars and new utilities. Foreign born population remained about constant at 32 percent, though the Irish component declined steadily, in 1885 making up 66 percent of the foreign-born residents; in 1905, 51 percent.

### C. Settlement Pattern:

Brookline Village continued expansion as primary commercial and civic center by late 19th century with multi-storied business blocks on Washington and Harvard Streets. Affluent suburban development extended on High Street (Pill Hill) and as estate farms through South Brookline along Warren, Heath and Clyde Streets with Country Club established as first national example (1882). Dramatic development of suburban activity with opening of trolley lines on Beacon Street, Commonwealth Avenue and Boylston Street by early 20th century with apartment rows along primary streetcar routes from Longwood to Cleveland Circle including slopes of Aspinwall and Cory Hills. Intermediate areas filled in with mix of single and multiple family house types along Harvard and Washington Streets between Brookline Village and Allston-Brighton. Important commercial focus developed at Coolidge Corner (Beacon-Harvard Streets) with secondary centers at Cleveland Circle (Beacon-Chestnut Hill Avenue), Washington-Beacon Streets and Cypress-Boylston Streets. Fringe activities extended along Chestnut Hill rail line (Riverside MBTA) and Boylston Street with related three-decker housing to Hammond and Heath Streets.

D. Economic Base:

Navigational instruments had been produced by E.S. Ritchie as early as 1850, including a nautical compass for the U.S. Navy's Monitor during the Civil War. Charles W. Holtzer, a German immigrant employed by Ritchie, set up shop on his own ca. 1870, manufacturing electrical devices (bells, annunciators, etc.) and electric motors. In 1891 the Holtzer-Cabot Company is held to have manufactured the first electric automobile (Driscoll, p. 21).

But the town's chief industry remained in the building boom and the industries associated with it. The town completed its own water-supply system in 1876 with covered reservoirs on Fisher Hill; and a sewerage system was completed in 1879. The formation of the West End Street Railway by Henry M. Whitney was the direct outcome of a pressing need to bring streetcar service to the new housing developments of the West End Land Company in Brookline. In 1887 the Brookline Gas Light Co. was authorized to supply customers with electricity. A gas war initiated by the company five years later led to the eventual association of the Boston gas companies into the Boston Consolidated Gas Co. in 1902. In 1897 Brookline opened what was reputed to be the first indoor municipal pool in the U.S.

E. Architecture:

Residential: Most of northern Brookline was rapidly built up with a wide variety of house types in full range of styles while much of the southern half of town remained open with limited development consisting mainly of very large country estates. Single family houses of great architectural sophistication and merit, designed by leading Boston architects, were among the first structures build in the period with many Second Empire Shingle Style, Queen Anne and Colonial Revival houses, located along and north of Boylston Street and on Pill Hill and Brookline Hills. Similar, but more limited, highstyle development continued at Longwood and Cottage Farm. Somewhat less pretentious houses, which would in less distinguished surroundings be considered highstyle examples were built along Washington, Harvard and Aspinwall Avenues. Well-detailed, two-family houses of modest pretention were built in restrained Queen Anne, Shingle Style and Colonial Revival designs in neighborhoods north of Coolidge Corner and on Aspinwall and Corey Hills. On Brookline's architecture: cables, bargeboards and half timbering are common features of the stuccoed houses built late in the period.

A few pockets of Queen Anne and Colonial Revival three-deckers, with both hip and flat-roofed examples developed along Hammond, Clyde and Dudley Streets. Later in the

period, substantial and well-detailed three-story brick apartment blocks in Romanesque, Chateausque, Colonial and Georgian Revival designs began to be constructed along Beacon and Harvard Streets at Beaconsfield and on Aspinwall Hill. Highstyle craftsman houses of the early 20th century reflect the continuing importance of English Gothic sources. Particularly notable are early examples of accurately reproduced Colonial and Federal designs and the consistent use of high quality materials and detailing. Individually notable structures include a reproduction highstyle 17th-century Dutch house moved to Netherlands Avenue from the World's Fair Columbian Exposition and a group of several elaborate four-story panel brick rowhouses (1886) on Davis Street.

#### Institutional:

Although several major institutional buildings were built in the period, Brookline did not develop the network of neighborhood churches and schools common to similarly dense but less affluent Boston suburbs; this seems to indicate a continuing reliance on Boston institutions, perhaps based on greater wealth and mobility. Nonetheless, a few important and imposing institutional structures were built including the Richardsonian First Parish Church (Shepley, Rutan and Coolidge, 1893), several fire stations (Monmouth Street, Shingle Style, Peabody and Stearns, 1886; Brookline Village, Renaissance Revival, Funk, Freeman and Wilcox, 1908) and schools in both conservative and innovative styles (Hillcrest, Craftsman, 1906; most others, Georgian or Renaissance Revival). The Brookline Public Library (Beaux Arts Classical, 1909, R. Clipston Sturgis) was also built in the period.

#### Commercial:

Utilitarian three and four story mansard-roofed, panel brick commercial blocks were constructed in the 1870s and '80s at Brookline Village, the 19th-century core, while later in the period, Tudor and Georgian Revival and Queen Anne storeblocks were built at Coolidge Corner, the stylish shopping area for affluent suburbanites; the most notable of the Coolidge Corner blocks is the S.S. Pierce building (1898, Winslow & Wetherell). Also dating from the period is the rambling Colonial Revival clubhouse of the Country Club (est. 1868).

#### Industrial:

The most notable industrial structure of the period is a brick gasometer with paneled arches on Washington Street (1872).

## X. EARLY MODERN

### A. Transportation Routes:

Streetcar routes remained in operation through mid-20th century, with Beacon Street line as boulevard design (Olmstead architects), including original passenger shelters at Coolidge Corner. State highway department improved Boylston Street as auto Route 9 (1932) with original divided median strip. Metropolitan District Commission opened auto parkways through South Brookline during 1930's as VFW Parkway (Route 1) with connecting routes to Newton as West Roxbury-Hammond Pond Parkways. Lee and Newton Streets similarly improved as divided autoroads.

### B. Population:

Town continued its rapid growth through 1930, averaging a rise of over 930 people a year. After 1930 this rate was cut by 60 percent, and between 1935 and 1940 the town actually lost population, reaching 49,786 in 1940. The town made dramatic gains in the war years 1940-45 (over 1430 people per year) but since reaching 57,589 in 1950, the town's population has declined.

### C. Settlement Pattern:

Suburban development continued along major transit routes through mid-20th century. Beacon Street remains as primary corridor with parallel growth along Commonwealth Avenue and Boylston Street as apartment districts around Aspinwall and Corey Hills. Intricate residential mix between single and multiple family housing continued along Washington and Harvard Streets, with significant development during 1930s Depression period. Affluent areas continued to expand around Longwood parks with expensive suburban housing on Fisher Hill between Brookline and Chestnut Hill Reservoirs. Estate district likewise expanded in South Brookline around Country Club area (Clyde-Lee-Warren-Heath Streets) with extension to Walnut Hill along Hammond Pond and West Roxbury Parkways during 1930s remains as religious institutional use with hospital on Single Tree Hill and convent on Mt. Wallace. Commercial focus retained at Brookline Village with civic center along Cypress Street. Reorientation of retail activity along Beacon Street at Coolidge Corner (Harvard Street) and Washington Square with Boston branch stores. Secondary centers continued at Cleveland Circle and Cypress-Boylston Streets with commercial highway development at Boylston-Hammond Streets (Route 9) and West Roxbury circle (Hancock Village). Fringe activities are restricted to Muddy River railroad axis (MBTA Riverside line) along Fenway to Brookline Village with outlying growth along Heath Street and Hammond Pond Parkway.

D. Economic Base:

Brookline's few manufacturing industries all but ceased in this period as the town looked on itself increasingly as the most prosperous residential suburb in the country. Like Brighton to the north and west, the town developed a strong affinity for the motor car. Beginning as early as 1912-13 car showrooms and garages began to appear on Commonwealth Avenue, though the bulk of this construction appeared between 1918 and 1930.

E. Architecture:

Residential: Southern sections of town were built up while older neighborhoods to the northeast filled in or were re-built: ambitious Tudor, Mission and Georgian Revival single family houses, many stuccoed or brick with "storybook" details such as towers and turrets, were constructed along parkways and at Walnut Hill to the south while Single Tree and Brookline Hills to the north were developed with pretentious and formal Georgian, Colonial and Tudor Revival brick houses with heavily-scaled detailing. More modest single family housing was built on Corey Hill. The neighborhoods around Coolidge Corner were rebuilt with four and five story apartment blocks, most of them conservative in plan with masses of liberally applied Beaux Arts detailing in cast concrete. Many Mission Revival apartment blocks were also built. Most apartment blocks were constructed as modest housing but at least a few apartment blocks by noted Boston architects were constructed along Beacon Street with spacious French flat plans for a more ambitious lifestyle. Tudor Revival, Longwood Towers (K. deVos, 1924) is another example of this type, as well as an early highrise (8-stories) block. Important new house types and styles appearing in Brookline include several Los Angeles-quality Mission Revival bungalows on V.F.W. Parkway and several International Style villas on Lee and Chilton Streets.

Institutional:

A few Georgian and Tudor Revival fire stations and schools were built in the new neighborhoods of the '20s and '30s with several imposing synagogues also constructed, but most institutional development occurred when private hospitals, schools and religious orders constructed large complexes in the estate area of South Brookline.

Commercial:

During this period, Beacon Street commercial development was completed with many one and two story brick and concrete storefronts in Mission, Colonial and Tudor Revival designs constructed. Well-detailed neo-classical bank buildings were built at Coolidge Corner and Brookline Village.

## XI. SURVEY OBSERVATIONS

Existing survey covers only the most densely-settled northern section; further work should include southern half of town. Residential architecture is well-documented, but commercial and institutional structures are not thoroughly researched (many lack statement of original use) and few industrial structures are included. Survey updates should recognize significant Early Modern housing and important early shopping center with intact Moderne cinema on V.F.W. Parkway.

Only observable omission among industrial structures, the small brick factory occupied by E.S. Ritchie (110-112 Cypress Street), and the Cleveland Circle Car House, believed to be the only known surviving wood-frame car house on the east coast. Has original clapboard siding and is apparently largely intact. NR designation suggested.

XII. SOURCES

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