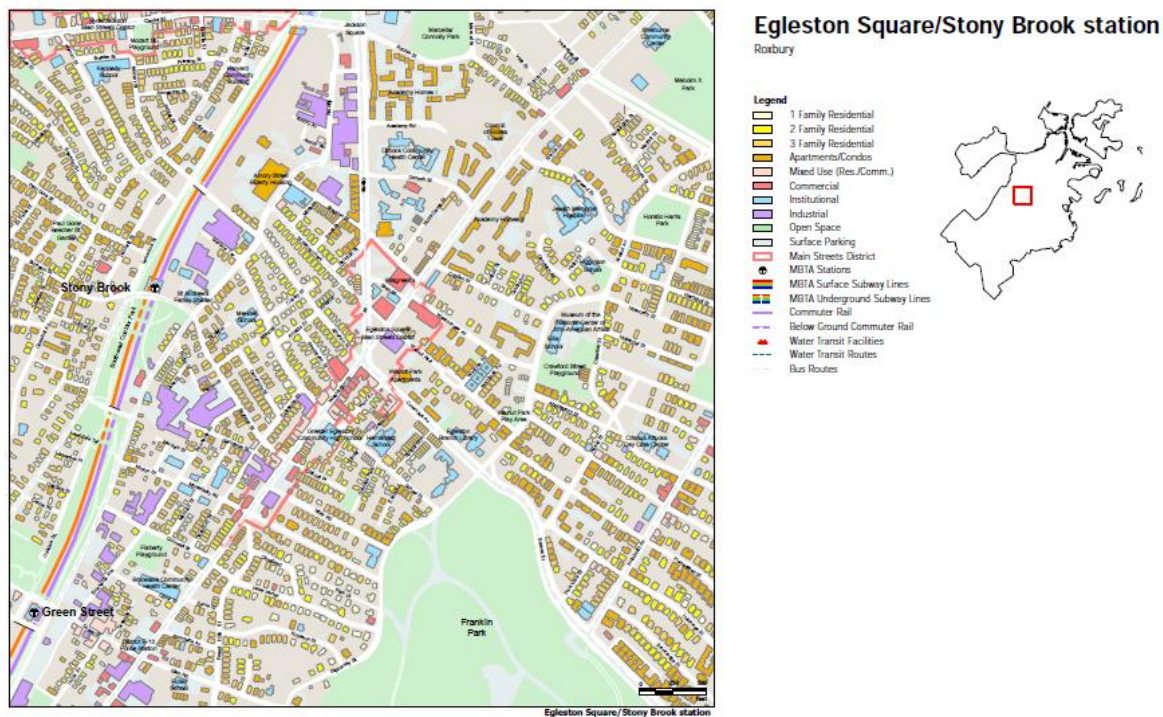


## **Egleston Square, Roxbury/Jamaica Plain**



### **Introduction to District**

Egleston Square, which straddles two Boston neighborhoods, Roxbury and Jamaica Plain, is a linear district that was largely developed in the late 19<sup>th</sup> century as new transportation systems were introduced to the area. Located near the (now underground) Stony Brook, the area was also a center for manufacturing and brewery industries.

The district features many one-story commercial blocks, a few residential apartment buildings and various buildings that were built to support either industrial or transportation functions. Egleston Square is buffered on both sides of Washington Street by residential neighborhoods consisting of multi-family houses. Franklin Park, the largest park in Boston's Emerald Necklace park system, is a close neighbor.

There is an ongoing community debate about the boundaries of Roxbury and Jamaica Plain and which neighborhood can claim Egleston Square. The area features both the same zip code and phone number exchange as Jamaica Plain and is traditionally considered to be part of that neighborhood for most municipal planning purposes. Demographically and socially, however, the district today parallels Roxbury.

### **District Layout and Boundaries**

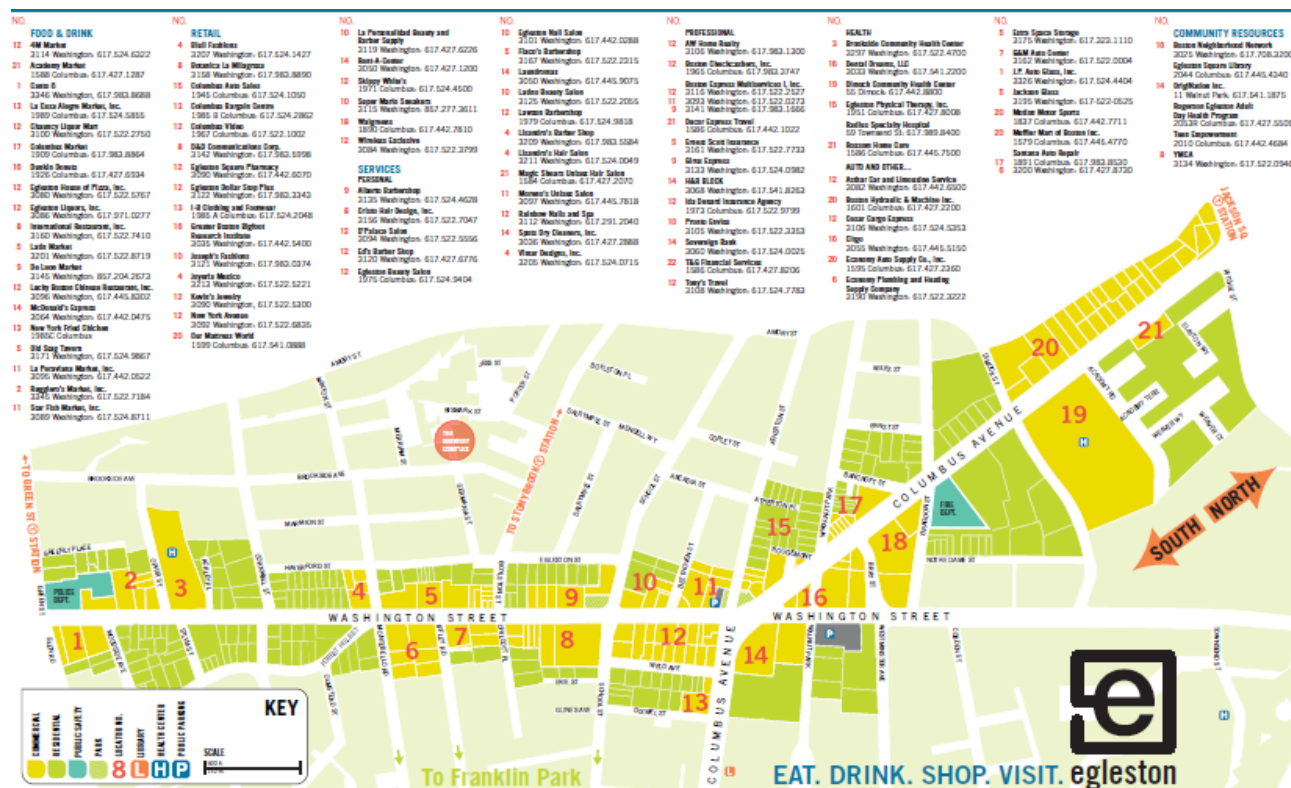
The district lacks distinct boundaries, but the greater neighborhood runs along Washington Street from about Dimock Street to Green Street and along Columbus Avenue from approximately Dimock Street and Walnut Avenue. The district is adjacent to the Hyde and Jackson Square commercial area and Forest Hills in Jamaica Plain.

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The abutting residential streets are bound by the Orange Line or Southwest Corridor/Stony Brook to the northwest and Franklin Park to the southeast. The large Brewery Complex, developed in recent years by the Jamaica Plain Neighborhood Development Corporation, is also included within the greater Egleston Square area.

The area is accessed by public transportation by the orange line at either Stonybrook or Green Street stations, and by several MBTA bus lines. The primary roadways are Washington Street and Columbus Avenue.



## Historical Narrative

### Rural countryside to urban environment

Jamaica Plain, once a section of the town of Roxbury, was formed by the creation of the transportation routes connecting Boston to its southern and western neighbors. These include the Dedham Road (first built in 1663, now Centre Street) and the Norfolk and Bristol Turnpike (now Washington Street). Commercial and residential development followed those two corridors, creating, in effect, two different linear growth patterns. This split was further defined by the presence of the Stony Brook, and eventually the railroad tracks and factories that ran alongside the waterway. This division was solidified by the government the government sponsored clearing of houses and industrial buildings for the Southwestern Expressway highway building project. This project ultimately failed, and the long, linear, Southwest Corridor Park and the MBTA's Orange Line were built in its place.

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### Wealthy estates dominate rural landscape

In the 17<sup>th</sup> century, the area that is now Egleston Square was dominated by the estate of Thomas Bell, an English merchant. Upon his death in 1672, he bequeathed his land (which stretched from about Lamartine Street to present day Walnut Avenue) to the Roxbury Latin School. A street built in 1662, traversing his estate, was later named School Street in reference to Roxbury Latin. During this time, Jamaica Plain comprised the southern section of the Town of Roxbury. The hilly, rural area was dotted with country estates of the wealthy and small industrial endeavors along the Stony Brook. In 1803, the thoroughfare that is now Washington Street (and for a time was called Shawmut) was improved to become the Norfolk and Bristol Turnpike, connecting Boston with Pawtucket, Rhode Island. A few decades later, in 1834, the railroad was built along the Stony Brook. The area still remained rural, however, as travel into Boston remained difficult and lengthy. The railroad did not improve the situation all that much, as there were few stations and the fare was expensive.



Figure 1 Curtis House, early Jamaica Plain farmhouse, located near today's Stonybrook Station

In 1848, the Roxbury Latin School decided to sell the Thomas Bell land to increase its endowment. Plans were drawn and the area between Walnut Avenue and Washington Street (then Shawmut) was subdivided into house lots. In 1866, the Town of West Roxbury voted to build a new street to connect the two larger thoroughfares, and Egleston Square was created. (The original Egleston Square no longer exists: it was absorbed in the 1895 extension of Columbus Avenue, but the name had already come to represent the larger community, so it survived the transition).

### Electric street cars and residential development

Though the development of this land was highly transformational to the area, increased commercial and residential growth remained slow until the 1880s, when electric streetcar service was introduced. The streetcars were twice as fast as the horse cars, carried more passengers, and were relatively cheap; and for opened the suburbs as a viable place of residence to large numbers of people who worked in Boston. For the first time, the wide open spaces and clean air of the Roxbury Highlands and Jamaica Plain were accessible to members of the middle class, who could now afford to leave behind the dirty and overpopulated Boston for the "countryside."

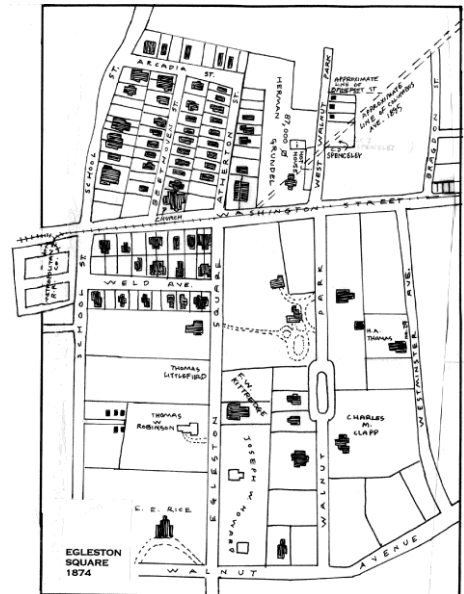


Figure 2 Conjecture Drawing/Map of Egleston Square area, 1874, by Richard Heath



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Jamaica Plain changed swiftly. The large estates were sold and quickly subdivided into small lots that would hold elegant single family homes for the upper middle class and multiple family houses and apartment blocks for the working class. The first apartment houses were built in Jamaica Plain in the 1890s, on Washington Street in the Egleston Square area.

Another change was reflected in the eventual annexation of Jamaica Plain to Boston. In 1851, the residents of Jamaica Plain decided to secede from the more urban Roxbury and to join West Roxbury, in hopes of resisting Boston's expansion and retaining the rural nature of the area. However, by 1873, West Roxbury was also absorbed by the city of Boston, and Jamaica Plain was transformed from a group of small villages into an interior suburban neighborhood within city limits.

### Development of the Streetcar Suburb

During the last three decades of the 19<sup>th</sup> century, the Egleston Square neighborhood changed drastically. With quick transportation and relatively inexpensive real estate readily available, the population boomed. For these new residents, their suburban neighborhood and the recently created Franklin Park up the hill provided a peaceful refuge from Boston and their places of work. Rapid growth led to clusters of commercial activities around the Boylston Street, Green Street and Forest Hills Railroad stations.

### The German Influence

Two large breweries in Egleston helped attract a large German working class population. Their mark is seen in street names including Germania, Bismark and Beethoven, as well as the German Music Club on Armory Street, now the Neighborhood Club. This building retains cartouches featuring classical instruments.

Beyond residential and commercial growth, the area also became home to a great deal of industry. The breweries, tanneries, print shops and factories were mostly focused along the Stony Brook valley, taking advantage of both the existing aquifers and the presence of the Boston and Providence Railroad. Two large scale breweries, the Haffenraffer brewing complex (1870) on Germania and Amory Streets and the Franklin Brewery (1890) provided the vast quantity of jobs in the area, attracting large Irish and German

working class populations. These groups lived mostly in between Amory and Washington Streets, taking advantage of the new multi-family housing there. These immigrant communities, particularly the Germans, had a great deal of influence over the surrounding area. Jamaica Plain became home to many German-American institutions, music schools and German language clubs. To this day, there is evidence of this influence in the area through street names (Germania, Bismarck, Beethoven) and the presence of the Neighborhood Club, formerly the German Music Club on Amory Street, which still retains cartouches featuring classical instruments on its façade. In the last decades of the 19<sup>th</sup> century and into the early 20<sup>th</sup> century, this section of Jamaica Plain also was home to the majority of the Boston Symphony orchestra members, who were largely German.



Figure 3 Haffenraffer Brewery, date unknown, courtesy of the Boston Globe

## Commercial Casebook: Egleston Square

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### The Decline of the Washington Street Corridor

In 1906, an elevated railway extended from Dudley Square to Forest Hills, running along Washington Street through Egleston Square. The construction of this elevated train represented the greatest change for the district. Though the area was well served by quick transportation into Boston with two stations (Egleston Square and Green Street), the existence of the elevated rail created a dark and dirty streetscape. Businesses suffered and a sense of discomfort and danger persisted under the tracks. Centre Street began to attract more businesses and the surrounding residential area retained its middle class base, while the Washington Street corridor became more and more degraded and deteriorated over the decades of the 20<sup>th</sup> century.



Figure 4 Elevated Rail at School and Washington Streets, Photo courtesy of HAER

The greater Egleston Square area suffered, as did all urban neighborhoods, during the middle of the 20<sup>th</sup> century from influence of the automobile and the exodus of the middle class to the surrounding suburbs. The focus on the car as the primary source of transportation allowed for an even greater separation between the place of work and place of residence. New highways encouraged this shift, and a great deal of Boston residents left urban neighborhoods. Businesses in these city commercial districts suffered, leaving many to close. The highways themselves began to threaten the vitality of this neighborhood, as plans to build an expressway through Jamaica Plain, Roxbury and the South End began to surface as early as 1948. By 1966 the Commonwealth revealed plans for an eight-lane "Southwest Expressway", or the "Inner Belt" that would connect I-95 to I-93, the "Southeast Expressway" and soon began to relocate families and businesses along the proposed project area. The results were devastating to the area and residents, mostly minorities and immigrants who lacked political power and support, felt helpless to stop the highway from ripping their neighborhoods apart. Stores and homes stood abandoned, attracting vandalism and crime.

### Activists Bring Community Together

What happened next is one of the best examples of citizen activism in Boston history. Angered and dissatisfied by the

Central Artery project in downtown Boston that created horrific traffic jams and drastically split apart urban neighborhoods, residents organized and began to fight the Inner Belt and Southwest Corridor highway project. After years of protest and a considerable loss of the built environment, Boston residents' voices were finally heard and in 1972, Governor Francis Sargent halted the highway plans. In the years that followed, new plans were created to use the already cleared land for the six-mile linear

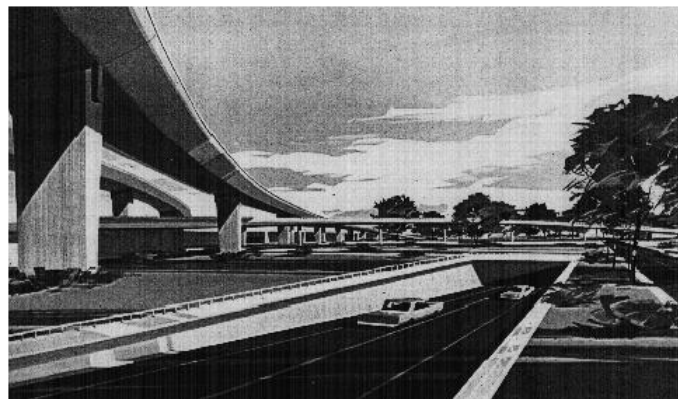


Figure 5 1965 Artist's Depiction of the Southwest Expressway, courtesy of the Massachusetts Department of Public Works

## **Commercial Casebook: Egleston Square**

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Southwest Corridor park system and the relocated MBTA Orange Line. The communities in Hyde Park, Jamaica Plain, Roxbury and the South End had successfully fought off the highway project that surely would have cost these neighborhoods their vitality and damage to their future.

The relocation of the Orange Line also led to another drastic change for the Egleston Square neighborhood: the removal of the elevated railway that had darkened Washington Street for nearly a century in 1986. While the area lost its direct access to rapid transit (which is still a short distance away at Stony Brook station), it also benefited from the newfound openness and light. Today, there are still signs of the existence of the elevated railway, including long neglected storefronts that were once in the shadow of the tall steel beams and rails.

The activism of the 1970s also produced two strong community development corporations that include Egleston Square in their coverage areas, Jamaica Plain Neighborhood Development Corporation (JPNDNC) and Urban Edge. Both organizations have succeeded in creating quality affordable housing solutions and important commercial developments throughout Egleston square, including Egleston Center, built on the former elevated rail car-yard. Today, Egleston Square's recent growth and stabilization has much to do with the perseverance of Urban Edge and their many projects in the area. JPNDNC, besides pursuing affordable housing goals, has undertaken the immense rehabilitation and economic redevelopment project at the former Haffenreffer Brewery complex. Today, the JPDNC Small Business complex is home to over 50 small businesses, which together employ more than 250 people, effectively realizing the organization's early goal of bringing back jobs that were lost when the Haffenreffer Brewery ceased operations in the 1960s.

The area CDCs have remained quite active in Egleston Square, and other recent investment has taken place through new, and often immigrant, communities. The district has a considerable amount of youth and youth services.

### **Neighborhood Context and District Demographics**

Egleston Square's residential neighborhoods feature various housing types that reflect local demographics and the neighborhood's evolution, including stately single family homes, early 20<sup>th</sup> century apartment buildings, multi-family workers' housing and classic triple-deckers.

Today, nearly 50% of the neighborhood population is African American and 42% is Hispanic; most are moderate- or low-income. The population is composed predominantly of family households (65%), that do not own a vehicle (40%), and rent their home (source: application to HBI's Historic Neighborhood Centers program, November 2007).

### **Neighborhood Strengths and Success Stories**

- There are several strong residential neighborhoods around Egleston Square
- Egleston Square is based along three or four major thoroughfares, which positions the district well and provides a great deal of visibility
- The district is easily accessed by trains and buses
- Egleston Square features a strong Latino community
- There are several strong community development corporations that are involved in and around the district

## Commercial Casebook: Egleston Square

Historic Boston Incorporated, 2009-2011

- The proximity to the Brewery Complex and the development potential of the Green Street corridor and other Stony Brook properties
- Proximity to Franklin Park

There have been several successful preservation projects and developments in the Egleston Square area over the past decade or so. These projects can serve as a model for other projects, as well as a foundation to spur further preservation and development efforts.

- **The 1902 Egleston Square Power Station**

Vacant since the elevated train came down in 1986, the power station underwent a spectacular and largely transformative rehabilitation in 2007. The building, which was developed through a partnership between Urban Edge and Boston Neighborhood Network, is now home to the BNN Charles J. Beard Media Center and an extremely positive development for this end of Egleston Square. The project is also an excellent example of very good historic preservation work and reuse of a seriously threatened historic resource.

- **The 1865 Metropolitan Railway Company horsecar barn**

The barn on the corner of School and Washington Streets was developed by Urban Edge in 1995 and is currently the home of the YMCA, Greater Egleston High School, and Egleston Square Main Streets.

- **The Brewery**, the former Haffenreffer Brewery complex

The JPNDNC oversaw the rehabilitation of the brewery complex, which has provided a large number of new jobs, small business opportunities and become a source of pride for Jamaica Plain. The JPNDNC Small Business complex is home to over 50 small businesses, which together employ more than 250 people, effectively realizing the organization's early goal of bringing back jobs that were lost when the Haffenreffer Brewery ceased operations in the 1960s. Besides space for small business and non-profit organization, The Brewery also features a gym, a popular cafe, a full service restaurant, and is home to the headquarters of Boston Beer Company, brewers of Samuel Adams beer. The Sam Adams brewery is also a source of tourism for the area.

- **The Badger Building**

Rogerson Communities, a non-profit affordable elderly housing organization, is currently redeveloping this building as their third rehabilitation project on the site of the historic Home for Aged Couples. Once completed, it will include 37 units of affordable elder housing, and will join the historic Carleton House, Walnut House, and the new Spencer House.

- **New construction**

In the late 1990s, a Citgo Station and a Walgreens moved into the district, showing newfound confidence in the Egleston Square market. Egleston Center, built in the mid 1990s by Urban Edge, is located on the site of the old elevated rail car-yards. A property owner recently built a new stretch of storefronts with housing above on Washington Street, relating to the typical Jamaica Plain mixed use type.

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### Neighborhood Challenges

While previous redevelopment projects provide a solid foundation, there are still difficulties for historic preservation in this area including economic trends and overall attitudes. In recognizing the specific hurdles, we can make strategies to overcome them. The challenges include:

- **Absentee Property Owners**

Although some property owners run businesses in the district, many do not work or live in the community. Many absentee landlords have let properties fall into disrepair. Engaging these property owners has been a challenge for Egleston Square Main Street staff and board.

- **Weak commercial market for chains and national stores**

In 2007, a market assessment commissioned by Egleston Square Main Street indicated \$14.6 million of sales leakage from the primary trade area. For residents and employees of the neighborhood's institutions and businesses, Egleston Square may very well be best positioned as the "go-to" place for daily needs, food, and services. While the Egleston Square business district demonstrates many functions of a strong neighborhood commercial district, it lacks the corresponding strong identity. The linear nature of the commercial district, coupled with the lack of a distinct "center" contribute to this perception, as does the absence of a strong anchor business or type of service. Further, Washington Street and Columbus Avenue are major vehicle thoroughfares, and for most drivers, Egleston is a place to get through, not stop.

- **Historic preservation undervalued**

There is a general lack of information about historic resources in the area. The district was last surveyed by the Boston Landmarks Commission in the early 1980s, and has very sparse information. There is only one property in the greater Egleston Square area listed on the National Register, the Zakrzewska Medical Building at the Dimock Community Health Center (although the Rogerson Communities buildings, including the Carlton House, may be in the process of becoming designated, as they are undergoing rehabilitation projects that have applied for historic tax credits). Additionally, there is little knowledge of the benefits of historic preservation, which along with the changing demographics of the area over time has contributed an overall lack of appreciation for the cultural and economic value of the district's historic resources. For example, historic materials and fabric on storefronts are obscured by awnings and grates and are not maintained properly. Some commercial and residential properties in the district and the surrounding neighborhood have seen insensitive alteration through poorly designed additions, removal of historic details and the use of historically inappropriate materials such as vinyl siding. There are opportunities to help property owners understand the economic value of preservation maintenance.

- **District Lacks a Positive Image**

The business mix in the district is limited and unsatisfactory to the changing demographic landscape of Egleston Square. The district currently has an overabundance of personal service businesses such as barbershops. There are few sit-down restaurants, fresh food outlets, or retail goods for neighborhood families. The lack of a strong business mix and a strong identity discourage neighborhood residents from visiting area merchants. Crime is the main social issue threatening the viability of the district. Loitering and pan handling add to the perception that the area is unsafe.

- **Automobile domination**

The district's heavy traffic flow on Columbus Avenue and Washington Street has a deep impact on the economic viability of the district. The intersection of these two main through ways in the heart of the district discourages pedestrians and inconveniences customers but may be suitable



## **Commercial Casebook: Egleston Square**

Historic Boston Incorporated, 2009-2011

to highly localized services with a regional clientele. The heavy traffic flow has spurred billboards that dominate the landscape and dwarf storefronts. The traffic flow also creates bottlenecks, raises noise levels and makes parking in the district difficult.

### **District Recommendations:**

- **A National Register district**  
Consider the nomination of Green Street properties to become a National Register district, either on its own or as part of a larger Stony Brook Valley Industrial theme. Sections of Egleston Square, particularly around Franklin Brewery, could also feature contributing buildings within such a district. The benefits for this district nomination (and successive designation) would be to document the area's history, gain appreciation and exposure for the historic resources in the area, and to gain easy access to the use of historic tax credits, which could be used for rehabilitation projects for these contributing buildings.
- **Guidelines for property owners**  
Establish district design guidelines that can guide property owners as they undertake building improvements. Take special notice of district design characteristics and the strength of the industrial building types in the area.
- **Preservation education**  
When property owners of historic buildings begin to plan changes to their buildings, encourage them to meet with Egleston Square Main Street and with Historic Boston Incorporated. Certain resources are available to them, including design assistance, advice, and possibly financial support through grants, loans or tax credits.

## Commercial Casebook: Egleston Square

Historic Boston Incorporated, 2009-2011

### Opportunities for Preservation:

There are several properties that could benefit from restoration and renovation. This would help bring additional positive attention to the district and spur further neighborhood development. Details of each building are below and further information can be found throughout this casebook chapter.

NAME	ADDRESS	APPOX. YEAR BUILT
1. Franklin Brewery	3175 Washington Street	1894-1898
2. Old Stag Tavern Building	3171 Washington Street	Likely 1880/1890s
3. Boylston Street Corner Building	3161-3165 Washington Street	Likely 1880/1890s
4. School Street apartment blocks (2)	87 School Street and 3115 Washington Street	1893 and 1897
5. Economy Plumbing Building	3190 Washington Street	1905
6. West Roxbury Schoolhouse	3326 Washington Street	1850s/1860s, possibly moved from another nearby site
7. Green Street properties	Several parcels on Green Street between Washington and Amory Streets	1880s-1900

### Methodology

The properties in this chapter of the Commercial Casebook were chosen to represent the opportunities for historic preservation in this commercial district. By including them in this Casebook, we have identified them as places that are historically, architecturally or culturally significant to this district. The selected buildings and resources deserve attention, interpretation, protection, and to become part of a district's overall economic success and revitalization.

### Sources

Egleston Square, by Richard Heath, from the Jamaica Plain Historical Society Website

History of Jamaica Plain, from the Jamaica Plain Historical Society Website

Egleston Square, from the Heart of the City Website, a Kennedy School project

Neighborhood data from the Boston Redevelopment Authority

Boston Landmarks Commission survey forms

Bromley Atlases, Sanborn Maps, City of Boston Building Permits

Historic Neighborhood Centers Application, written by Clarissa Quintilla, 2007

2003 MIT Planning Study of Egleston Square

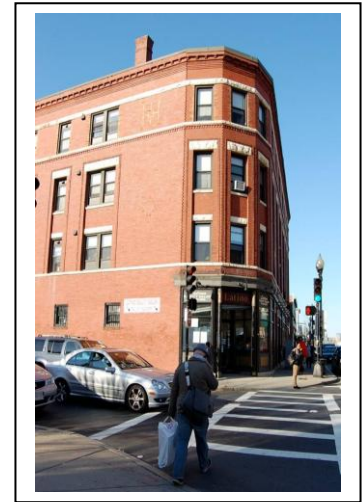
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**School and Washington Street Apartment Buildings**

**SITE INFORMATION**

**Address:** 3115 Washington Street  
**Neighborhood:** Jamaica Plain  
**Main Street District:** Egleston Square  
**Owner:** Commerce Apartments LLC  
**Property Type:** Commercial/residential  
**Lot Size:** 6874 square feet  
**Total Square Footage (approx):** 27,200 sq ft (1 commercial, 3 residential)  
**Parcel Number:** 1101302000  
**Ward:** 11  
**Assessment (2010):**

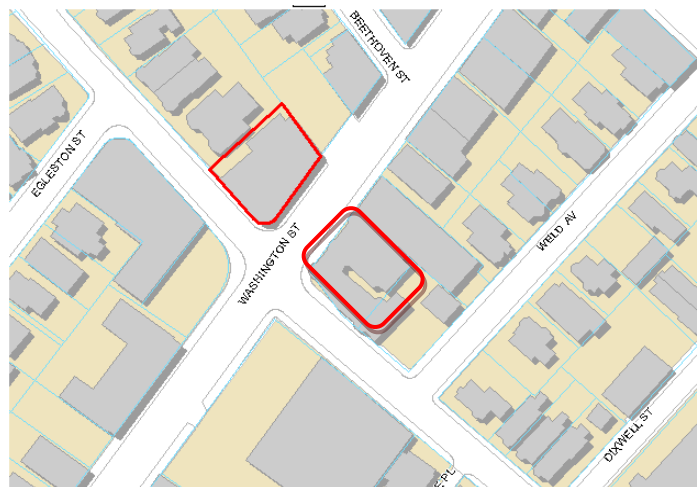
Land	\$182,171.00	
Building	\$ 584, 390.00	
<b>Total</b>	<b>\$ 766,561.00</b>	<b>Tax: \$12,728.74</b>



**SITE INFORMATION**

**Address:** 87 School Street  
**Neighborhood:** Jamaica Plain  
**Main Street District:** Egleston Square  
**Owner:** George Stamatou  
**Property Type:** Commercial/residential  
**Lot Size:** 5970 square feet  
**Total Square Footage (approx):** 22,000 sq ft.  
**Parcel Number:** 1101532000  
**Ward:** 11  
**Assessment (2010):**

Land	\$ 323,600.00	
Building	\$ 1,025,900.00	
<b>Total</b>	<b>\$ 1,349,500.00</b>	<b>Tax: \$18,866.01</b>



## Commercial Casebook: Egleston Square

Historic Boston Incorporated, 2009-2011

### ARCHITECTURAL INFORMATION:

**Date Built:** 1893 (3115 Washington Street), 1897 (85 School Street)

**Architect:** Littlefield Brothers (developers/builders)

**Designations:** none

**SIGNIFICANCE:** These two four-story apartment houses were among the first of their kind to be built in Roxbury and Jamaica Plain. Apartment houses, or family hotels as they were often called, had only recently become socially acceptable in Boston (one of the earliest of this type appeared at the Dunbar Hotel in Dudley Square in 1885).

### School and Washington Apartment Buildings

- Built in the late 19<sup>th</sup> Century
- Among the first of their kind in Roxbury and Jamaica Plain
- Developed by the Littlefield brothers
- In good condition and not threatened
- Could be eligible for inclusion in a larger National Register district.

Built on opposite sides of Washington Street, along School Street, the buildings at 3115 Washington and 87 School Street were developed by the Littlefield brothers ( four years apart, in 1893 and 1897). The Littlefields recognized that apartment living was gaining respectability but they also recognized one other factor - that the rapid electrification of the old horse car lines begun in 1887 would dramatically increase fixed rail transportation. Electrified streetcars could carry many more people much faster than the horse cars and more people could be encouraged to live out in the suburbs - only three blocks away from the new Franklin Park Zoo. The Littlefields built their apartment houses next to the streetcar barn.

Both Littlefield buildings had ground floor retail space, which was uncommon beyond downtown. (From Richard Heath's study on the development of Egleston Square)

**CURRENT STATUS/EXISTING CONDITIONS:** Both buildings are in decent condition and not actively threatened by demolition or extreme alterations. The buildings are almost fully tenanted, both in the first floor commercial spaces and throughout the residential levels.

**PRESERVATION STRATEGY:** These buildings should be recognized for their historic significance as some of the first apartment style housing in Roxbury and Jamaica Plain that reflect the streetcar suburb evolution of this area and its transition towards an immigrant and working class neighborhood. The buildings would likely be eligible to be included in a larger National Register district as part of the development of the Stony Brook Valley. The buildings should also be considered as a "gateway" to the district, and any future projects should consider their historic characteristics and their importance to Egleston Square.

# Commercial Casebook: Egleston Square

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## Boylston Corner Building

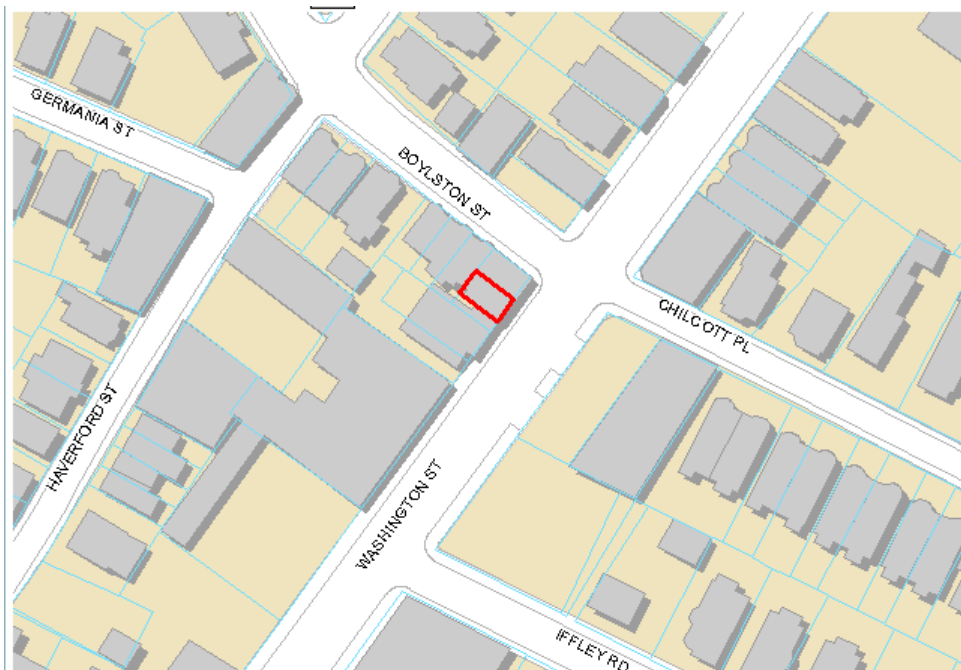
### SITE INFORMATION

**Address:** 3161-3165 Washington Street (2 parcels)  
**Neighborhood:** Jamaica Plain  
**Main Street District:** Egleston Square  
**Owner:** James Freedman (both)  
**Property Type:** Commercial/Residential  
**Lot Size:** 704 square feet (3161), 717 square feet (3165)  
**Total Square Footage (approx):** 4,200 square feet  
**Parcel Number:** 1102004000 (3161), 1102005000 (3165)  
**Ward:** 11



<b>Assessment (2009):</b>	3161 Washington Street		
	Land	\$ 33,700.00	
	<u>Building</u>	<u>\$ 158,300.00</u>	
	<b>Total</b>	<b>\$192,000</b>	<b>Tax: \$1,653.32</b>

	3165 Washington Street		
	Land	\$ 34,200.00	
	<u>Building</u>	<u>\$ 157,800.00</u>	
	<b>Total</b>	<b>\$ 192,000.00</b>	<b>Tax: \$1,653.32</b>





## Commercial Casebook: Egleston Square

Historic Boston Incorporated, 2009-2011

### ARCHITECTURAL INFORMATION:

**Date Built:** Pre 1896, probably in the 1880s or 1890s (based on maps and appearance of building- more bldg permit research needs to be conducted)

**Architect:** unknown

**Designations:** none

### The Boylston Corner Building

Attractive brick commercial building that was likely built in the Stony Brook Valley brewery era.

**SIGNIFICANCE:** The Boylston Corner Building is one of the earliest, extant buildings on this section of Washington Street in Egleston Square. The building (actually two parcels, but one building), was likely built for light industry and later transition to a commercial/residential mix of uses.

**CURRENT STATUS/EXISTING CONDITIONS:** More information needed, but the building appears to be in good condition and fully tenanted. The attractive brick three story building retains some valuable architectural detail on the upper floors, but the first floor commercial spaces have been altered.

The building is not actively threatened, but is a fine example of an early brick commercial (or even light industrial) building that may have been associated with the construction of the Franklin Brewery. The way the building wraps around the corner of Washington and Boylston Streets makes it a solid anchor for this section of the commercial district.

**PRESERVATION STRATEGY:** Keep an eye on this building and offer design assistance for future improvements or projects there. Use the building's historic nature to inspire storefront improvements. It may not be too difficult to return to the look of the original storefronts, as some elements have been preserved. This building could be a contributing property to a larger National Register district, or could be eligible now for the 10% "non-historic" tax credit to be used to help fund a rehabilitation project.



## Commercial Casebook: Egleston Square

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### Old Stag Tavern Building

#### SITE INFORMATION

**Address:** 3171 Washington Street

**Neighborhood:** Jamaica Plain

**Main Street District:** Egleston Square

**Owner:** Edwin Valesquez

**Property Type:** Commercial/residential

**Lot Size:** 2131 square feet

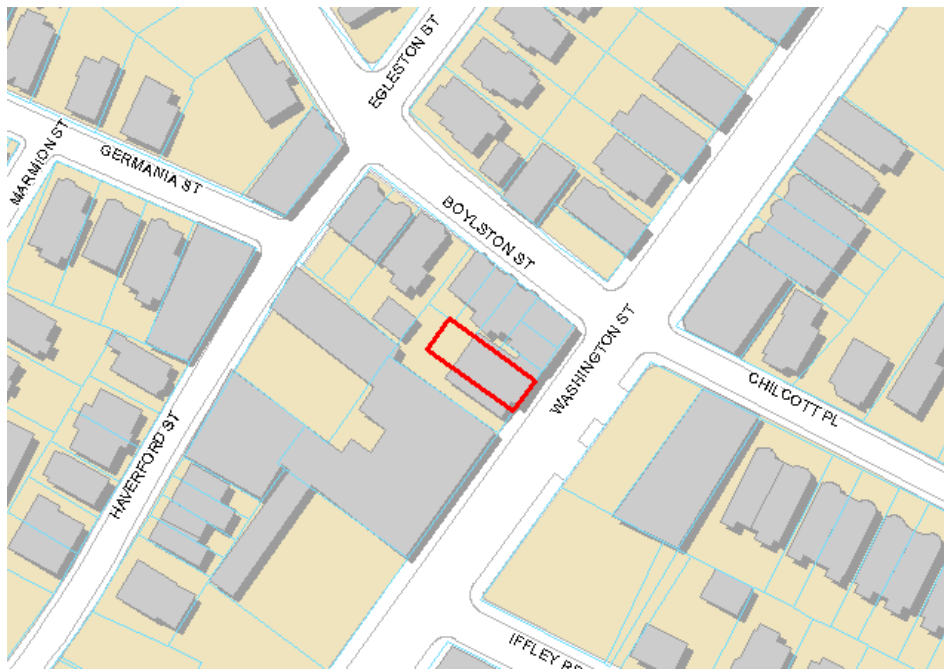
**Total Square Footage (approx):** 6,300 square feet

**Parcel Number:** 1102007000

**Ward:** 11

<b>Assessment (2009):</b>	Land	\$ 104,700
	Building	\$ 343,800
	<b>Total</b>	<b>\$448,500.00</b>

**Tax: \$4,748.98**



## Commercial Casebook: Egleston Square

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### ARCHITECTURAL INFORMATION:

**Date Built:** Unknown, before 1896, likely in the 1880s (more research needs to be done)

**Architect:** unknown

**Designations:** none

**SIGNIFICANCE:** The building was likely built during the beginning of the commercialization of the greater Egleston Square area. The Old Stag Tavern, despite its current closed status, is the oldest running business in the district.

The tavern was reputed to be controlled by the owners of the Haffenraffer Brewery during prior to prohibition. It was kept quiet, though, likely because the brewery employees who frequented the bar would not want to spend their time and money at a place owned by their boss (this is according to Michael Reiskind's research into the JP breweries). Its location adjacent to the Franklin Brewery also could be significant as a part of this larger brewery district.

**CURRENT STATUS/EXISTING CONDITIONS:** The Old Stag is currently closed. The owner, Edwin Valesquez, is interested in reopening, and at least two other parties are interested in taking over the business.

#### The Old Stag Tavern Building

Site of the oldest running business in the district, now closed.

Built in the late 1890s around the beginning of the commercialization of the Egleston Square area.

Preservation could include removing recent alterations to the façade.

### PRESERVATION STRATEGY:

- Learn more about the current ownership situation through conversations with ESMS executive director, Betsy Cowan, and with DND's John Lynch.
- Remove more recent alterations from the front façade, investigate what may be under the faux brick addition.
- Conduct more research into the Tavern's history and search for historic photographs to better understand the building (which could lead to renderings for future work here).
- The restoration of the exterior may attract new owners and a new type of bar/restaurant.
- The rehabilitation of this building, especially paired with the redevelopment of nearby buildings, could garner a very high impact transition for this subdistrict.

### PHOTOGRAPHS:



## Commercial Casebook: Egleston Square

Historic Boston Incorporated, 2009-2011

### Franklin Brewery

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#### SITE INFORMATION

**Address:** 3175 Washington Street

**Neighborhood:** Jamaica Plain

**Main Street District:** Egleston Square

**Owner:** Extra Space Storage of Jamaica Plain

**Property Type:** Commercial

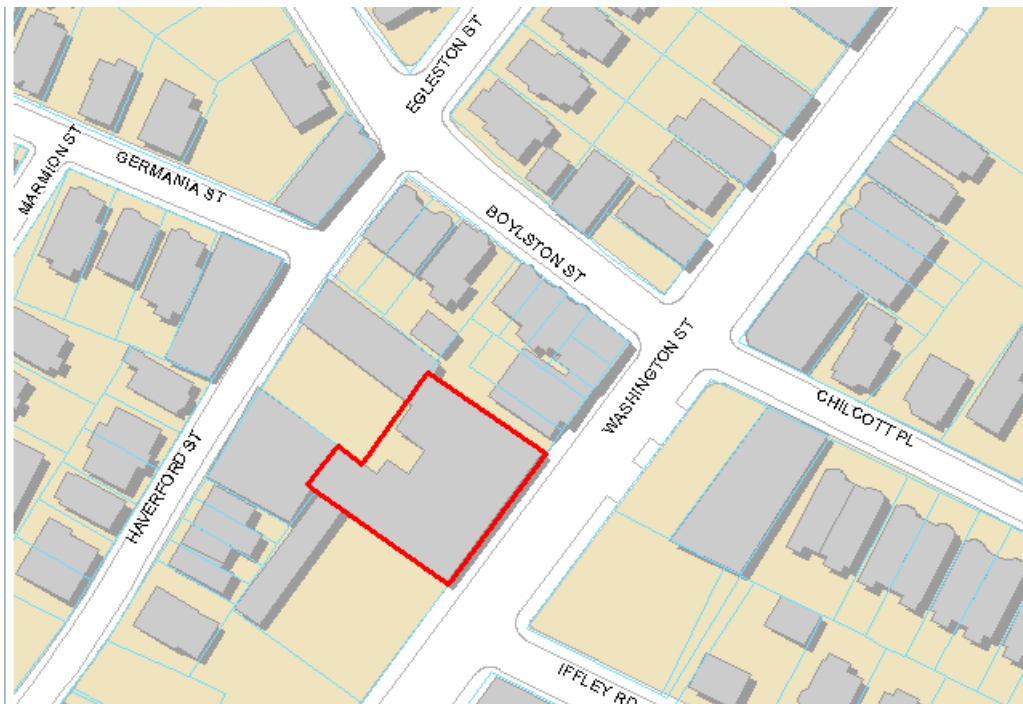
**Lot Size:** 11863 square feet

**Total Square Footage (approx):** 70,000 square feet

**Parcel Number:** 1102009000

**Ward:** 11

<b>Assessment (2009):</b>	Land	\$ 239.611	
	<u>Building</u>	<u>\$ 1,827,650.00</u>	
	<b>Total</b>	<b>\$ 2,067,261.00</b>	<b>Tax: \$28,021.72</b>





## Commercial Casebook: Egleston Square

Historic Boston Incorporated, 2009-2011

### ARCHITECTURAL INFORMATION:

**Date Built:** 1894-1898

**Architect:** Charles Kaestner, of Chicago

**Designations:** None

**SIGNIFICANCE:** Built between 1894 and 1898 by Charles Kaestner of Chicago, the massive Franklin Brewery has a strong street presence on the mostly low-rise Washington Street. Soaring to seven stories in the front, and nine in the rear (due to the steep decline down towards Haverford Street), the six bay Queen Anne/Romanesque Revival styled brewery building is an architectural stronghold in the neighborhood. The projecting two bay center tower held the core brewing functions, while the right-hand (or easterly) bays were used for storage and aging. The slightly more slender left hand (or westerly) bays were mostly used for administration purposes.

Around 1900, Franklin Brewery became part of the growing Massachusetts Brewery Company consortium, which also included American Brewery (Heath Street), Alley Brewery (Heath Street), Pfaff Brewery (Columbus Avenue), and Robinson Brewery (Amory Street). By 1918, the Franklin Brewery was vacant and the Massachusetts Brewery Company hired the Kilham and Hopkins to ready the building for sale. In 1919 the building was owned by Union Wool Company, and the building started its new use as a storage facility. In the 1920s, the brewery building became home to D.W. Dunn Storage Company. The building has been in use as a storage facility since then.

**CURRENT STATUS/EXISTING CONDITIONS:** The building is currently in very good condition, with nation-wide Extra Space Storage Company as the owner and tenant. However, there is a desire in the community to see this building serve a more active role on the street. With the use as a storage facility, the building is very much closed off from the community, which is in dire need of a larger public/private space. It has proven difficult for members of the community to break through with this company, as their headquarters are in Utah. The on-site manager is cooperative but cannot act without corporate permission. The building is in good condition and is not threatened by neglect or demolition. However, many see this building as a large community asset and a huge opportunity for new commercial/retail uses on the street level.

### The Franklin Brewery

Built in the late 1890s in the Queen Anne/Romanesque Revival style.

Housed the Franklin Brewery, which became part of the Massachusetts Brewery Company Consortium.

Turned into a storage facility in 1920

The building is in good condition and not threatened.

Preservation strategies include approaching current owners about additional uses on street level.



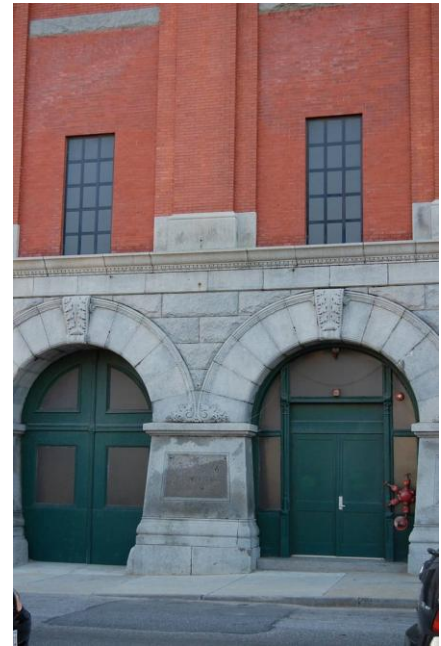


## Commercial Casebook: Egleston Square

Historic Boston Incorporated, 2009-2011

### PRESERVATION STRATEGY:

- Work with Egleston Square Main Street to approach the company, providing technical expertise and real financial analysis for retail activation that may actually appeal to their business model.
- Learn more about what sort of rents they are making in that first floor space and test feasibility with another use there. Investigate other limitations or attributes of the site, including the potential for use of the parking lot in evening hours.
- This building may also have enough local, regional and national significance (based on the architect's Chicago firm), to be nominated as a Boston Landmark. More research should be conducted.
- The Franklin Brewery would also be a contributing building to either a Green Street National Register Historic District (it is likely close enough proximity to be included), and would certainly be included in a Stony Brook National Register District.



## Commercial Casebook: Egleston Square

Historic Boston Incorporated, 2009-2011

### Economy Plumbing and Heating Building

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#### SITE INFORMATION

**Address:** 3190 Washington Street

**Neighborhood:** Jamaica Plain

**Main Street District:** Egleston Square

**Owner:** Claudio Poles

**Property Type:** Commercial/industrial

**Lot Size:** 11,293 square feet

**Building Size (approx):** 22,000 square feet

**Parcel Number:** 1102372000

**Ward:** 11

<b>Assessment (2009):</b>	Land	\$ 229,200.00
	<u>Building</u>	<u>\$ 179,800.00</u>
	<b>Total</b>	<b>\$ 409,000.00</b>



**Tax: \$12,016.22**



## Commercial Casebook: Egleston Square

Historic Boston Incorporated, 2009-2011

### ARCHITECTURAL INFORMATION

**Date Built:** 1905

**Architect:** Joseph Willcutt; L.L. Willcutt & Son, builders

**Owner/Developer:** John C. Haynes

**Designations:** none

**SIGNIFICANCE:** This small warehouse was built along Washington Street in 1905, just as the elevated train was being extended from Dudley Square to Forest Hills. The building was constructed on the land of John C. Haynes, president of the Oliver Ditson Company, a local sheet music company. Haynes also may be related to the Boston based Haynes Flute company, headquartered in Bay Village.

Purpose built to be a bakery, the Pratt Bread Company occupied the building through the 1930s, and then transitioned to a wood working shop. In 1930, the building suffered a fire and needed a good deal of repairs.

Starting in the mid-1930s, the building became home to Donnelly Advertising (Donnelly Electric & Neon Corp), a billboard company that eventually moved to 3134 Washington Street (current home of the YMCA and GEHS), and was absorbed by Clear Channel. From 1945-1977, the building housed Forest Wadding (B&N Corp), a manufacturer of corrugated boxes. During this time, a rear garage addition was removed.

**CURRENT STATUS/EXISTING CONDITIONS:** The building, which is locally referred to as the Economy Plumbing and Heating building, has not been used for several years. Currently sitting empty, the building has no systems and is essentially a shell. The owner, Claudio Poles, owns other real estate throughout the city's neighborhoods. From conversations with Egleston Square Main Streets, Poles is interested in redeveloping the building, perhaps in conjunction with other adjacent parcels.

When the building changed from manufacturing to a Plumbing Supply store, the first floor windows on all sides except the front were bricked over. The front windows were partially bricked over.

**PRESERVATION STRATEGY:** HBI would be willing to provide technical assistance and aid with establishing a preservation project for this building. Convene interested groups to discuss the preservation of the building, even as part of a larger development project. It should be determined if this building is eligible for listing on the National Register of Historic Places either individually or as a contributing building in a larger NR district.

### The Economy Plumbing and Heating Building

- Built in 1905 as a bakery
- Occupied by the Pratt Bread Company until 1930 when it became a wood work shop.
- Currently sitting empty
- Could be developed in conjunction with adjacent parcels.



**Commercial Casebook: Egleston Square**  
Historic Boston Incorporated, 2009-2011

**West Roxbury Primary School**

**SITE INFORMATION**

**Address:** 3326 Washington Street

**Neighborhood:** Jamaica Plain

**Main Street District:** Egleston Square

**Owner:** Sandra Tardanico

**Property Type:** commercial

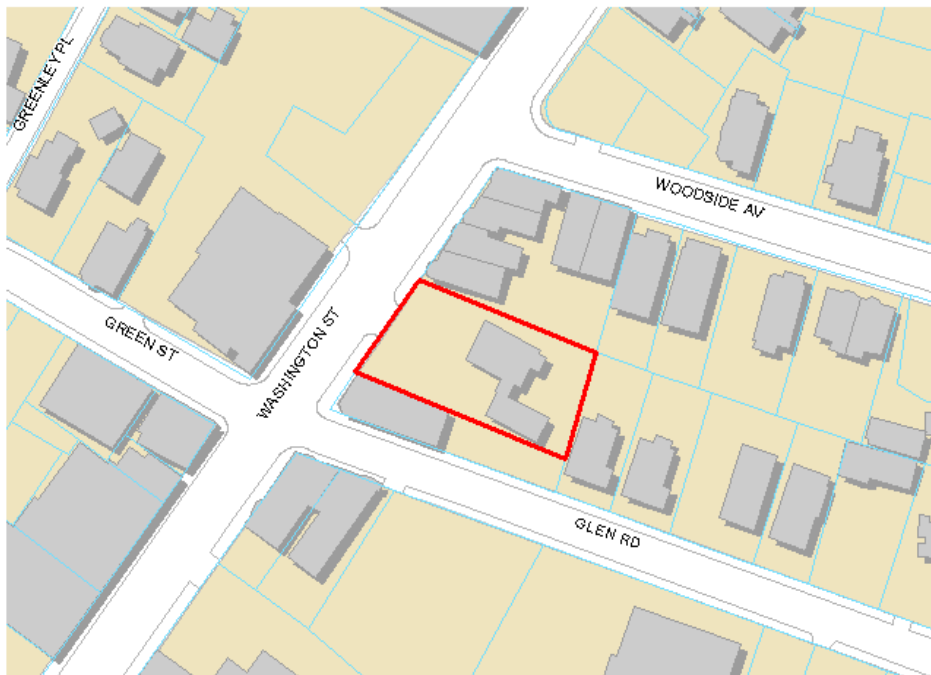
**Lot Size:** 12,304 square feet

**Parcel Number:** 1102341000

**Ward:** 11

<b>Assessment:</b>	Land	\$ 165,600
	Building	\$ 203,900
	<b>Total</b>	<b>\$369,500.00</b>

**Tax: \$5,008.58**



**Commercial Casebook: Egleston Square**  
Historic Boston Incorporated, 2009-2011

**ARCHITECTURAL INFORMATION**

**Date Built:** 1850s or 1860s

**Architect:** unknown

**Designations:** none, included in 1983 BLC survey

**SIGNIFICANCE:** This two story, wooden Italianate building was likely built in the 1850s as a West Roxbury Primary School. During that time, this area had recently separated from Roxbury, becoming part of the newly incorporated West Roxbury. It is possible that this building was moved from its original site on the corner of Forest Hills and Washington Streets to its current location on Washington Street near the corner of Glen Road/Green Street and Washington. Maps show the presence of this building on this site by 1874. By 1884, the building is owned by Patrick Meehan, an area contractor and real estate speculator that owned a vast amount of real estate along this section of Washington Street and Green Street.

**West Roxbury Primary School**

- Believed to have been built in the 1850s as a school
- Could be an example of early school construction in the area
- Was used as a residence before becoming a glass service building.
- Considerably altered and not threatened.
- Could be a contributing building for a National Register district.

It is very likely that this primary school was constructed to accommodate the new influx of school children in the area as more tanneries, factories and breweries were built in the Stony Brook Valley. This building could represent an early West Roxbury school building type.

The building was used for a two family dwelling up until the 1950s, when it became a glass service business. A one story concrete addition was added in the 1970s.

**CURRENT STATUS/EXISTING CONDITIONS:** Today, the building is used as an autobody shop specializing in glass (JP Auto Glass). The building is set back from the street and features a large parking lot/work area in front of the building.

**PRESERVATION STRATEGIES:** This is an example of a well-used, considerably altered historic building that isn't actively threatened. However, it seems that many are unaware of its historic significance and original use. The building would likely be considered a "contributing" building, if a National Register district for Green Street or a greater Stony Brook Valley district were pursued.

Historic Boston wishes to call this building out for its significance as what may be the oldest building in the district, which was likely built to accommodate the new populations that were moving to this growing area of Jamaica Plain during the second half of the 19<sup>th</sup> century. Its historical significance should be noted in any future development or alteration plans.

A conceptual rehabilitation or proposal to the owner might generate considerable interest in the project. This site deserves to attention from the preservation community.

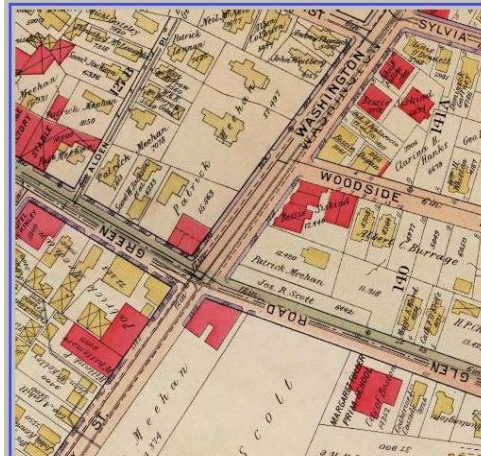


# Commercial Casebook: Egleston Square

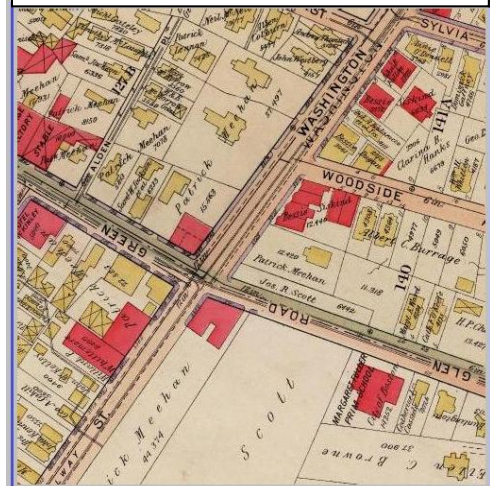
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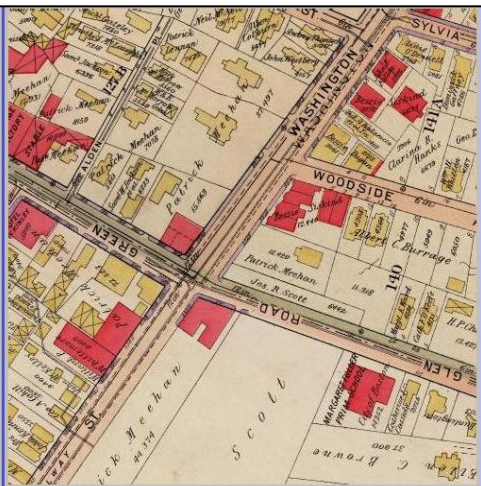
1874 Hopkins Map



1896 West Roxbury Combine



1904 West Roxbury Combine



1924 West Roxbury Combine



**Commercial Casebook: Egleston Square**  
Historic Boston Incorporated, 2009-2011

**Green Street Properties**

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**SITE INFORMATION**

**Address:** Green Street, between Washington and Amory/Brookside

**Neighborhood:** Jamaica Plain

**Main Street District:** Egleston Square

**Owner:** various

**Property Type:** Commercial/residential

**Lot Size:** various

**Parcel Number:** various

**Ward:** 11

**Zoning:** commercial, residential , light industry





## Commercial Casebook: Egleston Square

Historic Boston Incorporated, 2009-2011

### ARCHITECTURAL INFORMATION

**Date Built:** Most were likely constructed in the 1880s (ex. Meehan Carriage Factory was constructed in 1889 for light industry)

**Architect:** several, including Patrick Meehan, George Cahill and S.S. Woodcock. James McMorrow was the builder of several Green Street buildings.

**Designations:** none

**SIGNIFICANCE:** While the lot lines were drawn as early as the 1850s, this section of Green Street was a main focus of industrial development between 1870 and 1900 in the Stony Brook Valley. Many of the handsome, brick apartment houses and industrial buildings from that era still exist today, creating a striking historic sub-district between Washington and Amory Streets in Jamaica Plain.

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Local investor and entrepreneur Patrick Meehan built the Hotels Morse and McKinley shortly after 1890. These four-story, brick apartment blocks had retail space on the first floor and four units per floor above the ground level. Each unit featured two chambers, a kitchen, parlor, dining room, and bath. Meehan's apartment hotels were the first brick residential buildings on Green Street as well as the first multi-family dwellings of their size. It is interesting that both buildings were located in an area that by 1885 was primarily a commercial and light industrial. Part of the explanation for the hotels' setting is that Meehan owned most of the land east of the railroad tracks and naturally would have built there. The hotels may also have been in the commercial district because of their great size and many nineteenth-century homeowners' dislike for the form in general. Overall, Meehan's apartment buildings and the other multi-family units built on Green Street in the 1890s indicate that the early suburban ideal of a garden setting was completely eroded as population pressures increased.

Most commercial and industrial architecture on Green Street was smaller in scale, however. Canadian immigrant Alfred Pappineau constructed an impressive four-story, mansard-roofed carriage factory and livery stable in 1879 Diagonally across the street were even plainer two-story commercial buildings with shops on the ground floors and office and storage space above. Commercial activity on Green Street near the close of the nineteenth century changed little from what it had been ten years previous, however there was much more mixing of residential and commercial use within individual buildings. (section written by Elaine Stiles, located on the [www.jpshs.org](http://www.jpshs.org) website)

The most significant buildings along this stretch of Green Street include:

**Hotel Morse:** 183-187 Green Street, built between 1890 and 1896 (probably George Cahill, owned by Patrick Meehan)

**Hotel McKinley:** 189-195 Green Street, built 1893, (by George Cahill, owned by Patrick Meehan)

**Patrick Meehan's Carriage Factory:** 172-178 Green Street, built 1889, 1891, 1895-6, (Patrick McMorrow, T.J. Tobin, G.A. Cahill, owned by Patrick Meehan)

**Papineau's Livery Stables:** 180 Green Street, built 1879 (designed by S.S. Woodcock, built by McMorrow, owned by Alfred Papineau)

#### Green Street Properties

- Brick apartment houses and industrial buildings creating an historic sub-district between Washington and Amory Streets in Jamaica Plain.
- Developed primarily by local investor and entrepreneur Patrick Meehan.
- Represent the urbanization of the district.
- This sub-district is a very strong candidate for a National Register district, based on the history of industry, immigration, German influence and the fact that so much of the district remains intact.

## Commercial Casebook: Egleston Square

Historic Boston Incorporated, 2009-2011

The Stony Brook ran through this area, and many of the factories and other light industrial uses took advantage of its power and the water.

The Boston and Providence Railroad and the Jamaica Plain Station were adjacent to this district (see 1899 map below).

**CURRENT STATUS/EXISTING CONDITIONS:** Mixed conditions, most buildings are well maintained and in use.

**PRESERVATION STRATEGY:** While the market is mostly taking care of this stretch of Green Street, more could probably be done to better preserve and get the most economic impact out of these buildings. Their location, significance, cohesion and lack of destructive alterations up until this point make this an extremely important resource in the greater Egleston Square area.

This sub-district is a very strong candidate for a National Register district, based on the history of industry, immigration, German influence and the fact that so much of the district remains intact.



**Commercial Casebook: Egleston Square**  
Historic Boston Incorporated, 2009-2011





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 Historic Boston Incorporated, 2009-2011

