DRAFT

Putnam Nail Company / George Lawley & Son Shipyard

BOSTON LANDMARKS COMMISSION STUDY REPORT

Petition #219.06 -#220.06
Boston Landmarks Commission
Office of Historic Preservation
City of Boston

DRAFT

Report on the Potential Designation of

Putnam Nail Company/ George Lawley & Sons Shipyard
12-12R Ericsson Street, Boston, Massachusetts

As a Landmark under Chapter 772 of the Acts of 1975, as amended

Approved by: February 5, 2024

Rosanne Foley, Executive Director — Date

Approved by: February 5, 2024

Bradford C. Walker, Chair — Date

Draft report posted on February 5, 2024.

Cover image: Putnam Nail Factory. Advertisement in Youth's Companion, June 29, 1893. Courtesy of Dorchester Historical Society collection.

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INTRODUCTION

The designation of the Putnam Nail Company was initiated in 2006 after a petition was submitted by registered voters to the Boston Landmarks Commission asking that the Commission designate the property under the provisions of Chapter 772 of the Acts of 1975, as amended (hereinafter "Chapter 772"). The purpose of such a designation is to recognize and protect a physical feature or improvement that in whole or part has historical, cultural, social, architectural, or aesthetic significance.

Summary

The Putnam Nail Company/George Lawley & Son Shipyard site consists of two surviving industrial buildings built in 1889-1890 for the Putnam Nail Company. The site is associated with two nationally known enterprises that achieved significant innovations in their fields. The Putnam Nail Company developed specialized nails designed to fasten shoes to the hooves of horses without damaging or injuring the animal. This development was based on a complex process that fashioned finished nails using hot forging and machining to produce nails that would not splinter or fracture during horse shoeing. The George Lawley & Son Shipyard was a prominent builder of yachts and naval vessels through two world wars. The firm was well known and respected for executing designs for America's Cup contenders during the interwar years of the 1920s and 1930s.

This study report contains Standards and Criteria that have been prepared to guide future physical changes to the property in order to protect its integrity and character.

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1.0 LOCATION

1.1 Address

According to the City of Boston's Assessing Department, two buildings associated with the Putnam Nail Company and George Lawley & Son shipyard are located at 12 and 12R Ericsson St., (Dorchester) Boston, MA 02122.

1.2 Assessor's Parcel Number

The Assessor's Parcel Numbers are 1602617005 and 1602617008.

1.3 Area in which Property is Located

The Putnam Nail Company/George Lawley & Son Shipyard building is located in the Port Norfolk neighborhood at the southeastern corner of the Dorchester neighborhood of Boston on the west bank of the Neponset River. Port Norfolk was documented as BOS.DX in April 1995. At the time, the area was recommended for listing in the National Register of Historic Places as a district. Sub-sections of the neighborhood were recorded as BOS.HX, Walnut Street; BOS.HD, Port Norfolk Street, BOS.GE, all in 1977. Individual properties, including 12 Ericsson St. (BOS.5978) were also recorded in 1977. However, the 1977 forms include only field notes with no description or narrative history.

Port Norfolk fills a roughly rectangular peninsula located on the west bank of the Neponset River oriented approximately north-south. The peninsula is separated from the mainland of Dorchester by Pine Neck Creek. This tidal inlet and a railroad right-of-way prevent easy access by vehicular and pedestrian traffic to the peninsula; the neighborhood is accessed by three roadways: Conley St., Redfield St., and Walnut St.

Known as Pine Neck in the 17th century, only a handful of families lived in the area until the Old Colony Railroad extended through in 1844. Port Norfolk went on to attract a number of industries for its convenient location on the Neponset River and for the railroad transportation nearby. The approximately 60-acre peninsula is topographically level and filled by a grid of streets, including Ericsson at the north edge and Taylor St. to the south, and bounded by Lawley, Port Norfolk, and Walnut streets west to east. The area is characterized mainly by residential buildings, dating between 1845 and 1900, reflecting the architectural styles that predominated during the period, including Greek Revival, Italianate, and Second Empire.

1.4 Map Showing Location

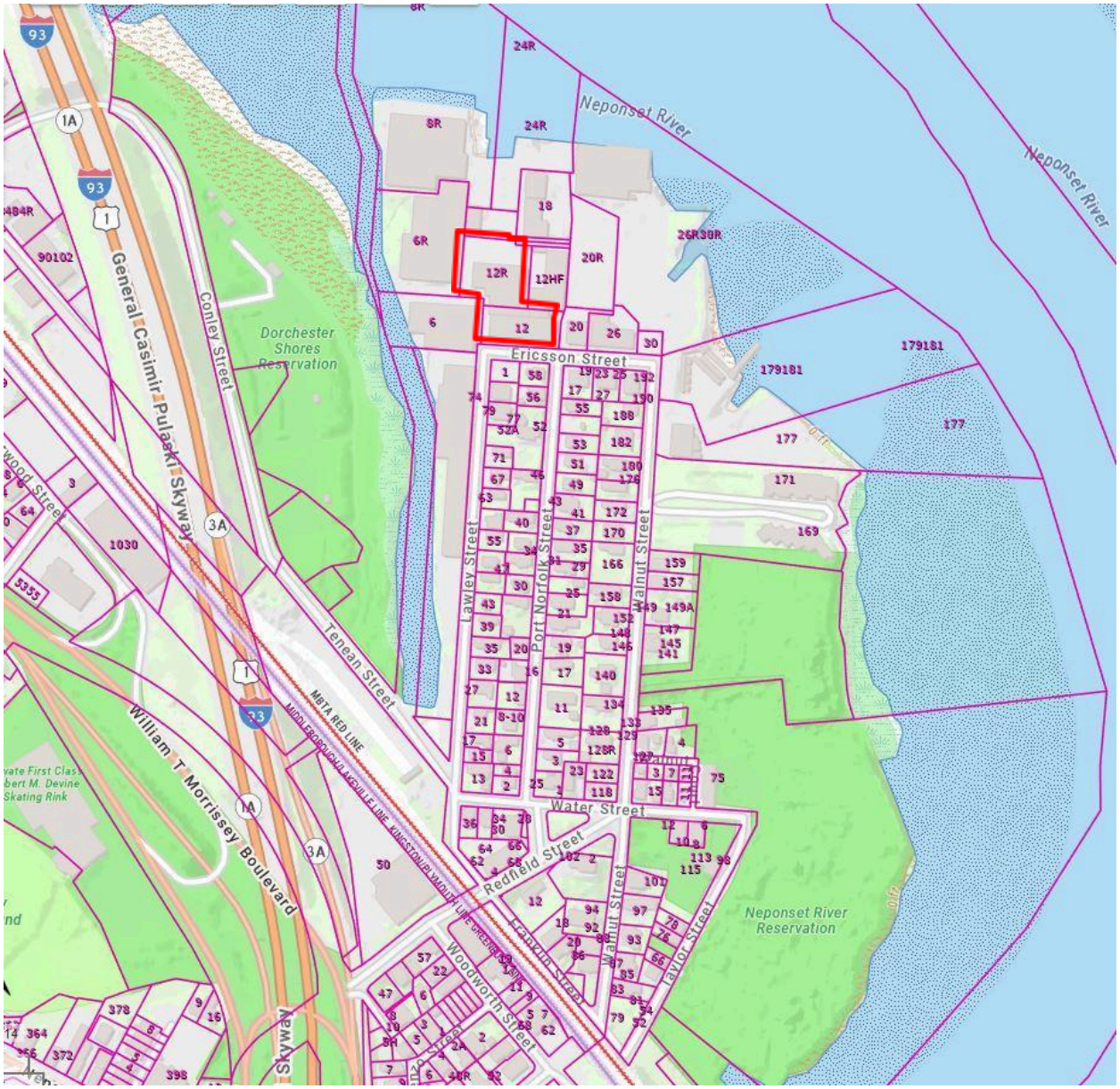

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Figure 1: Mass GIS Massmapper showing the Port Norfolk peninsula. The properties that are the subjects of this report are outlined in red.

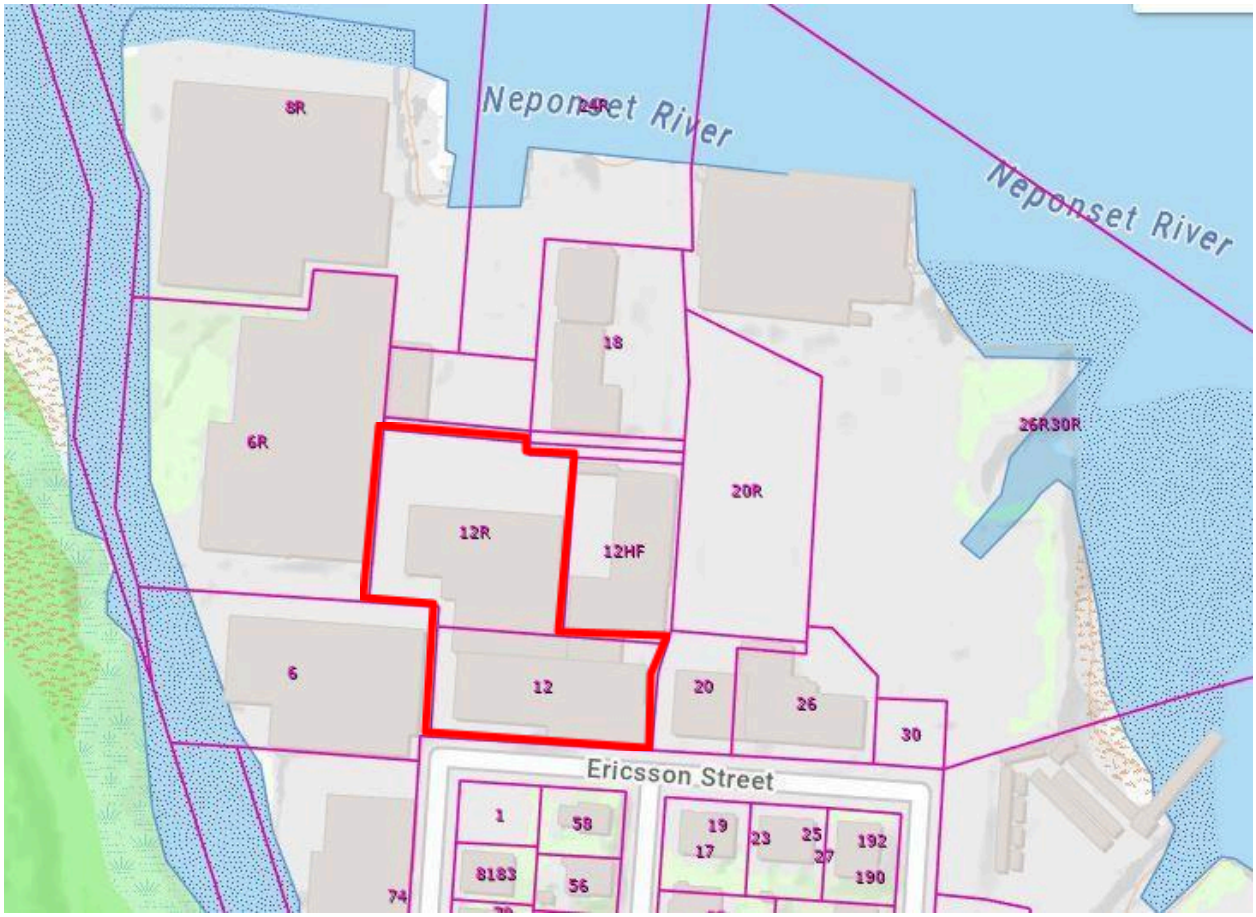

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Figure 2: The boundaries of parcels 1602617005 and 1602617008, outlined in red. Mass GIS Massmapper showing the north tip of the Port Norfolk peninsula that was originally filled by the Putnam Nail and George Lawley & Son property. The parcels that are the subjects of this report are outlined in red.

2.0 DESCRIPTION

2.1 Type and Use

- Parcel 1602617005, 12 Ericsson St., is assessed for commercial use, classified as 0344 (commercial property/office 3-9 story)
- Parcel 1602617008, 12R Ericsson St., is assessed for industrial use, classified as 0404 (industrial property/Light mfg/R&D)

Both parcels are located in a zone designated WS (Waterfront Services Subdistrict).

2.2 Physical Description of the Resource

The two buildings under discussion, 12 and 12R Ericsson St., were, according to the records of the Department for the Inspection of Buildings, City of Boston, built in 1889 and 1890, respectively. The front building at 12 Ericsson fills its lot and is sited directly against the street frontage. The structure at 12R Ericsson is centered on a slightly larger lot directly behind. Between 1957-1963 a lower, flat-roofed, unlit pass-through structure two stories tall (most likely enclosing several double-height spaces), constructed entirely of concrete block, was built to connect the two earlier buildings.

12 Ericsson St. is three stories with a flat roof; the building is constructed entirely of brick in a manner typical of manufacturing design nationally, and especially in New England, of this period. This otherwise utilitarian building employs decorative embellishments above the window openings and at the main cornice. Overall dimensions are 160 feet wide, oriented parallel to Ericsson St., and 55 feet deep with an overall height of 40 feet, enclosing three stories. The load-bearing brick walls are laid up in a common-bond pattern with a row of continuous headers every ninth row. Like many industrial buildings of this period, it is embellished by a deep decorative cornice and parapet. Immediately above the third-floor lintels is a double row of advancing and retreating brick. This band course frames a nine-row frieze that forms a zig-zag pattern of advancing and retreating brick, beyond which is a projecting cornice supported by pairs of bricks that form a row of dentils or modillions. The parapet is capped by a metal coping of apparently recent vintage.

The interior is abundantly lit by windows in a regular 26-bay pattern across the façade facing south toward Ericsson St. This pattern is interrupted at the east end of the façade at the first level only, where two windows are centered under the pairs above that fill the right four bays. All window openings of the façade retain original segmental arches with the main arch and impost projecting slightly from the plane of the wall to form a label. All sash was replaced during recent decades with inappropriate window configurations. The main entrance in the second and third bay from the left (west) has been altered during recent decades. The unembellished square opening is filled by a double-leaf aluminum-frame door and transom; the first bay to the left has been bricked in, also apparently during recent decades.

The opening patterns on each side are irregular in order to accommodate larger cargo doors and appear to have been altered more than once. The three-bay right (east) side of the building has a regular pattern in the forward bay. The center bay breaks the regular pattern; the first level appears to be a partially blocked, at-grade door; the second level has a wide square opening, subsequently filled in with clapboarding and a tripart window; and the third level appears to originally have been open to the floor but with a segmental arch. A surviving I-beam crane projects from the main parapet. The rear bay has a framed-in, flat-lintel cargo door at grade; a framed-in, full-height, arched opening in the second story; and a standard window in the third. A window with a flat arch appears to have been added between the first and second bay in the second story.

The opposite side facing west is similar, with a bay of wide cargo openings off-center, flanked by regular bays at either end. The cargo bays have been enclosed by wood clapboarding, and here as well an additional flat-arched opening has been added between the forward and center bay.

The rear elevation, facing north, resembles the façade but without a parapet. Two broader arched openings fill the first four bays at the east end, the one on the end filled with a newer metal door and the other bricked in. A chimney is located between the 14th and 15th bay.

12R Ericsson is a three-story structure that has been opened up under a moderately pitched gable roof with slanted skylights and a monitor roof clerestory that lights the interior space. The gable ridge runs parallel to the long dimension, which is 128 feet, 10 inches, with a depth of 56 feet, 8 inches. The five-bay gable east-facing façade is, like 12 Ericsson, lit by segmental-arched standard window openings in a regular pattern with a center entrance enclosed in a metal airlock. There are three regularly spaced upper windows in the gable end. This distinctive building has a high, gabled monitor centered on its ridge filling the entire length. The monitor is entirely lit on either side with standard openings separated by plain mullions. The newer fixed sash, however, is divided into 12 lights by muntins.

This structure generally matches the front building, being constructed of load-bearing brick in a common-bond pattern with a row of headers every nine rows with segmental-arched window labels. A regular fenestration pattern of 5 bays on the original east end and 19 bays on the north-facing side maintain the fenestration pattern on the other building.

The slate roof, originally specified in the 1890 inspector's report, appears to survive. It is interrupted by a regular pattern of skylights on the north-facing slope. This building also retains a wood gutter system in the north eave. Only the west elevation appears to have been altered, filled with wood clapboarding. The central bay is filled by a large, articulated, solid garage door, but elsewhere, the fenestration pattern matches the opposite-end elevation.

The newer changes to the building occurred after the petition was filed, without BLC approval.

2.3 Contemporary Images

Figure 3. 12 Ericsson St. showing west-facing side elevation. Photo by John D. Clemson, March 17, 2023.

Figure 4. East-facing side elevation of 12 Ericsson St. Photo by John D. Clemson, March 17, 2023.

Figure 5. 12 Ericsson St. showing blocked-in window and door openings on the east- and north-facing rear elevations and the concrete-block structure connecting to 12R Ericsson St. Photo by John D. Clemson, March 17, 2023.

Figure 6. 12 Ericsson St. viewed from the east showing window label and cornice and parapet detail. Photo by John D. Clemson, March 17, 2023.

Figure 7. 12R Ericsson St. showing east- and north-facing elevations. Photo by John D. Clemson, March 17, 2023.

Figure 8. 12R Ericsson St. showing north-facing elevation. Photo by John D. Clemson, March 17, 2023.

Figure 9. West-facing elevation of 12R Ericsson St. Photo by John D. Clemson, March 17, 2023.

Figure 10. West-facing side showing the pass-through structure connecting 12 and 12R Ericsson St. Photo by John D. Clemson, March 17, 2023.

2.4 Historical Maps and Images

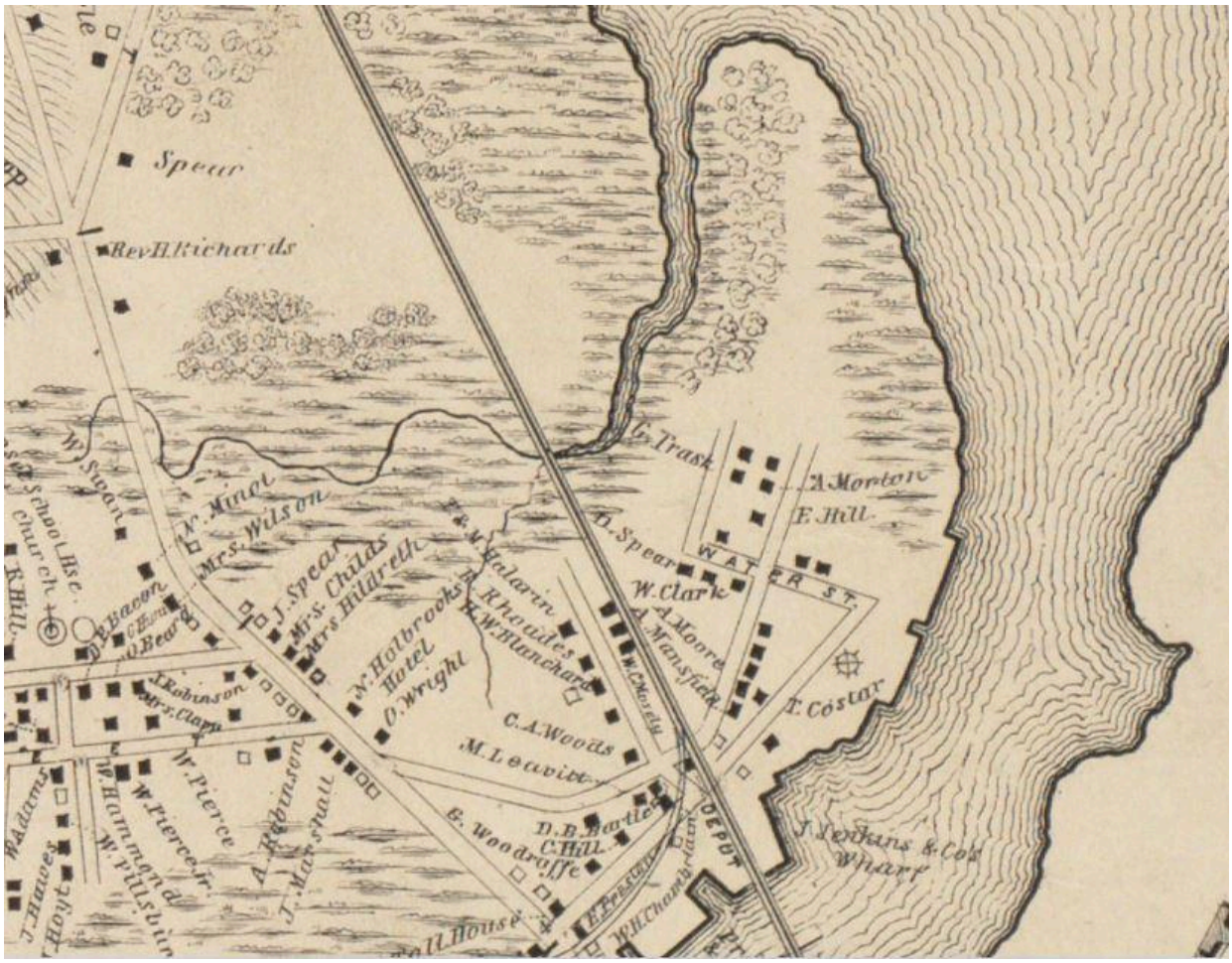

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Figure 11. 1850 Elbridge Whiting map of Dorchester detail showing when Port Norfolk was known as Pine Neck.

Source: Courtesy of Dorchester Historical Society collection.

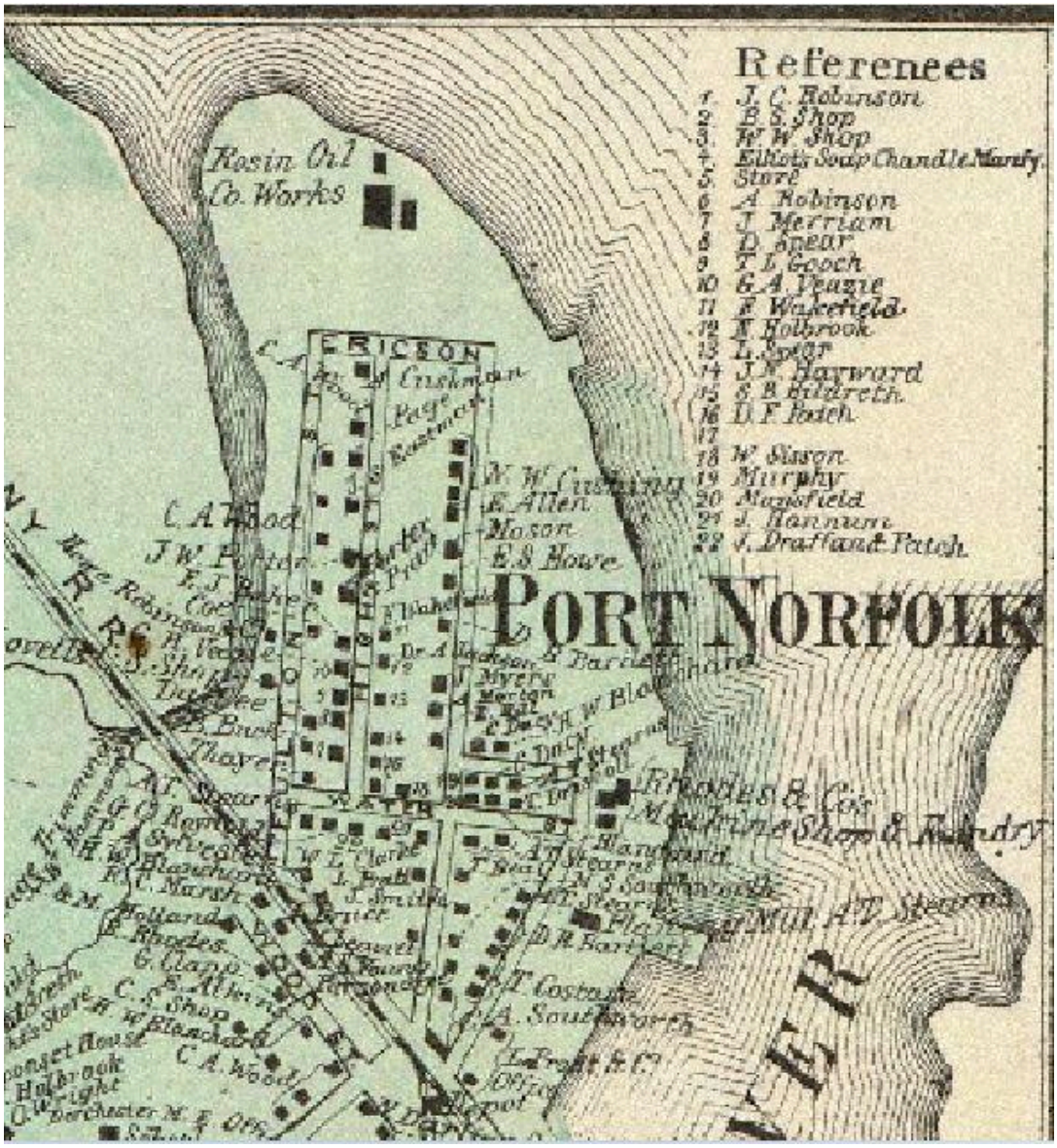

Figure 12. 1858 map of Neponset & Port Norfolk, Dorchester, showing the beginnings of industrial activity: "Rosin Oil Co. Works." Documentation of this company's activities have not been ascertained; this firm did not list in the 1859 Boston city directory (Ancestry.com).

Source: Courtesy of Dorchester Historical Society collection.

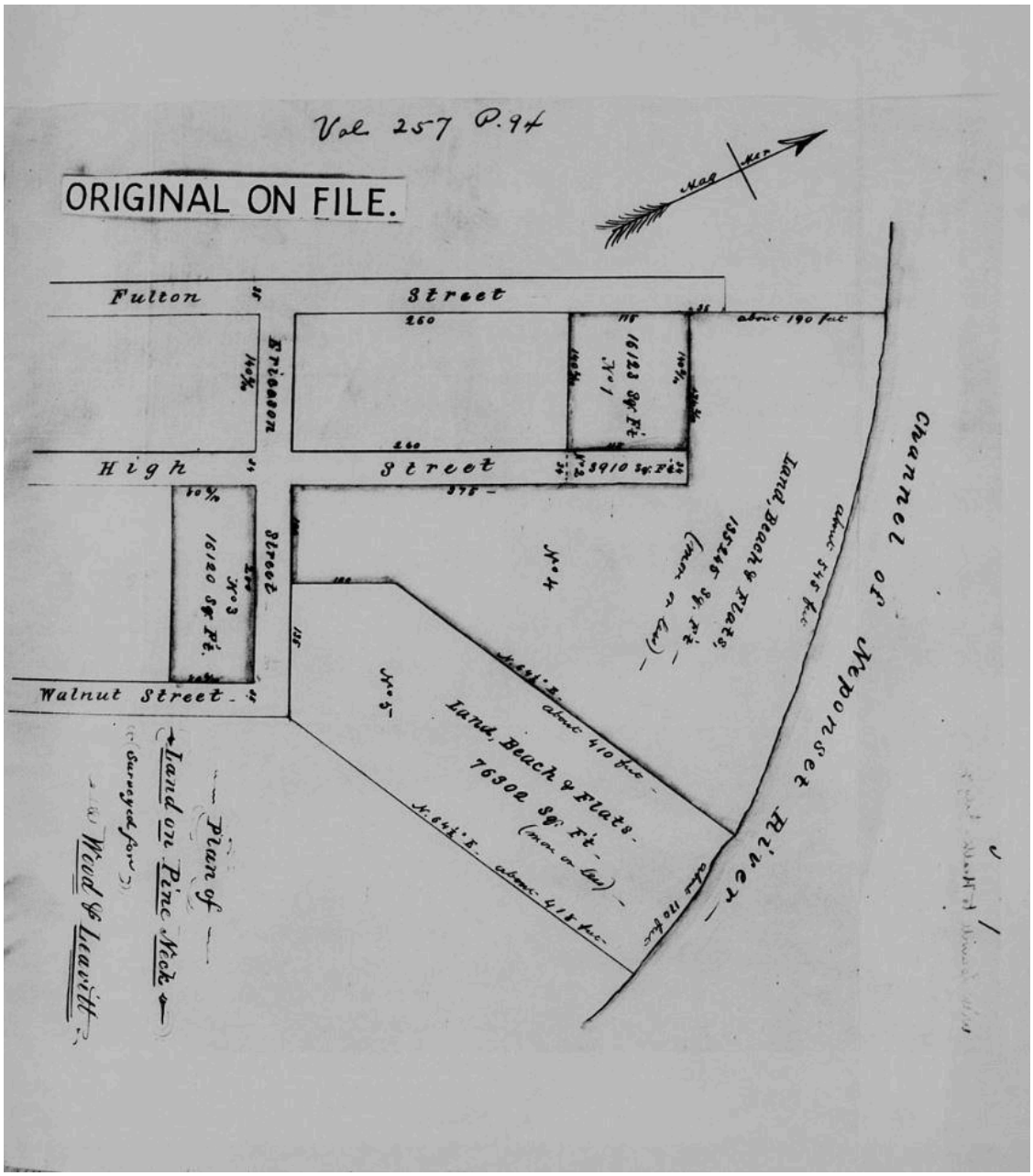

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Figure 13. 1857 map depicting "Land on Pine Neck Surveyed for Wood & Leavitt." Parcels 1, 4, and 5 were acquired by S. S. Putnam & Co in 1858. The company later acquired parcels west of Fulton Street.

Source: Norfolk County Registry of Deeds, Book 257, Page 94.

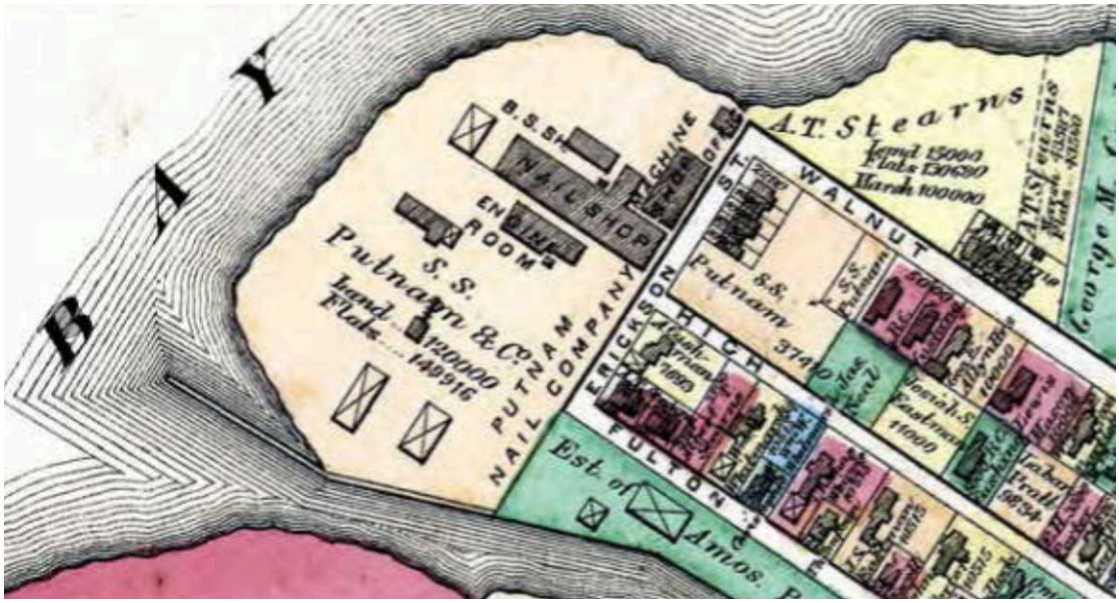

Figure 14. *Atlas of Suffolk County, Massachusetts, vol. 3, pl. 32*, G. M .Hopkins, 1874, depicting the extent of improvements at S. S. Putnam & Co.

Source: Ancestry.com.

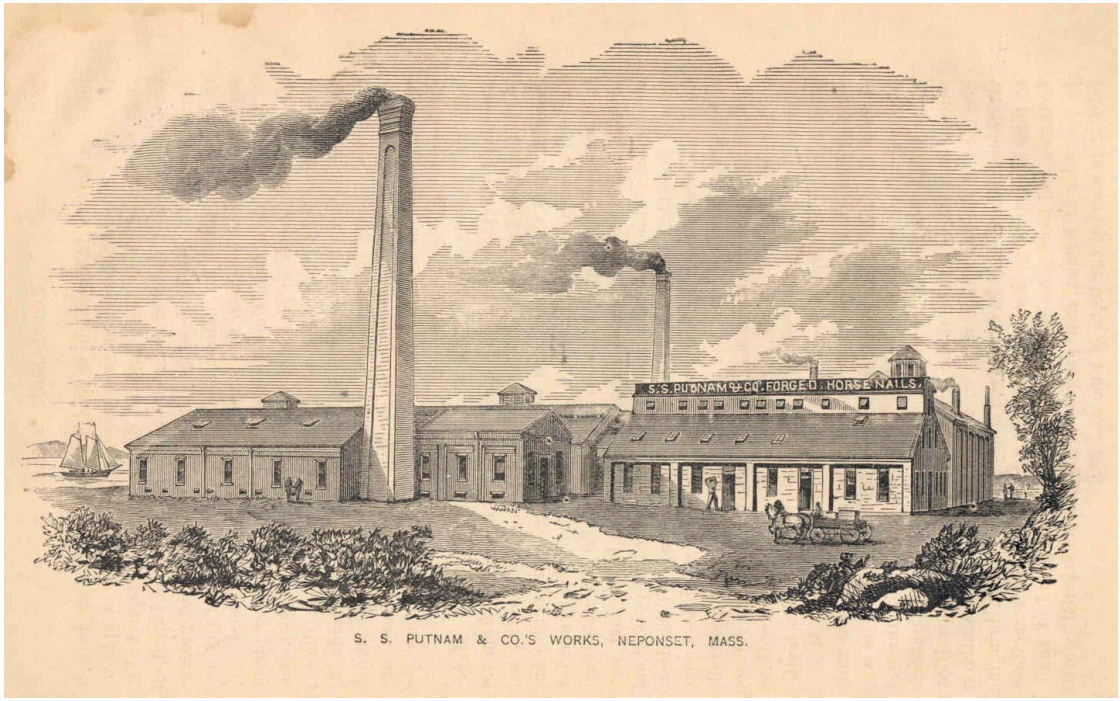

Figure 15. 1872 image of S. S. Putnam & Co.'s Works that appears to show a view of the buildings depicted in the 1874 map reproduced above in Figure 13 from the southwest. Ericsson St. evidently crosses the image at an angle across the lower right. *The Great Industries of the United States* (JB Burr & Hyde, Hartford, Cincinnati and Chicago, 1872) following p. 298.

Source: Reproduced courtesy of the Dorchester Historical Society collection.

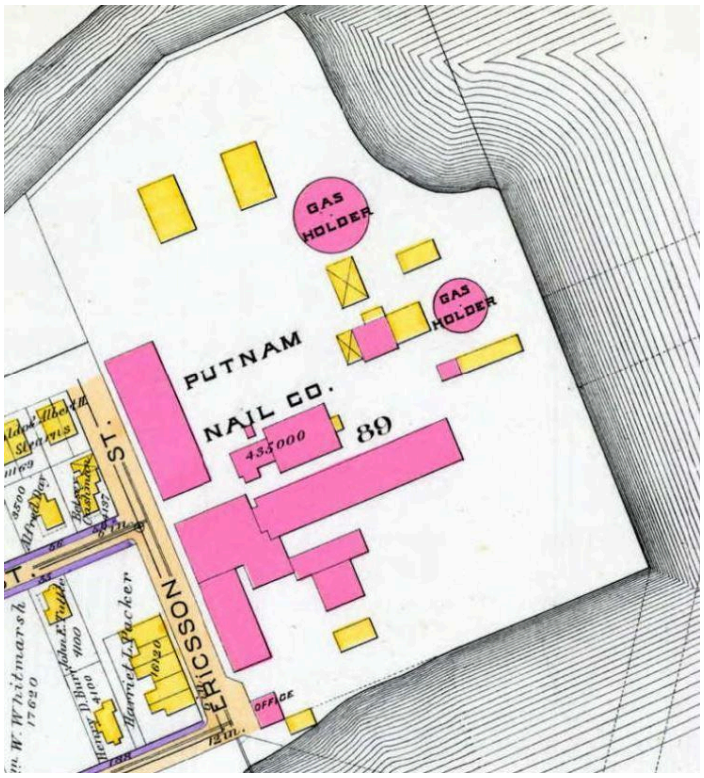

Figure 16. *Atlas of Boston, Vol. 5, Dorchester*, G. W. Bromley & Co. 1889, showing the initial depiction of 12 Ericsson St., center left.

Source: Ancestry.com.

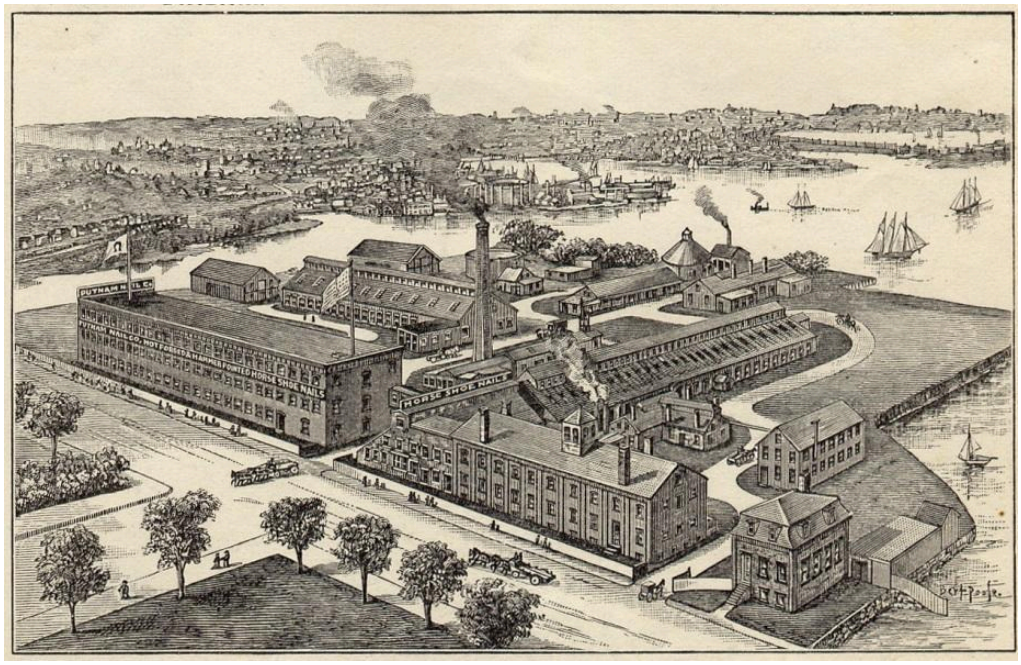

Figure 17. *Youth's Companion* (June 19, 1893) advertisement detail depicting 12 Ericsson St. (center left) and 12R (directly behind). Most of the other buildings in the fore- and background have been demolished.

Source: Courtesy of Dorchester Historical Society collection.

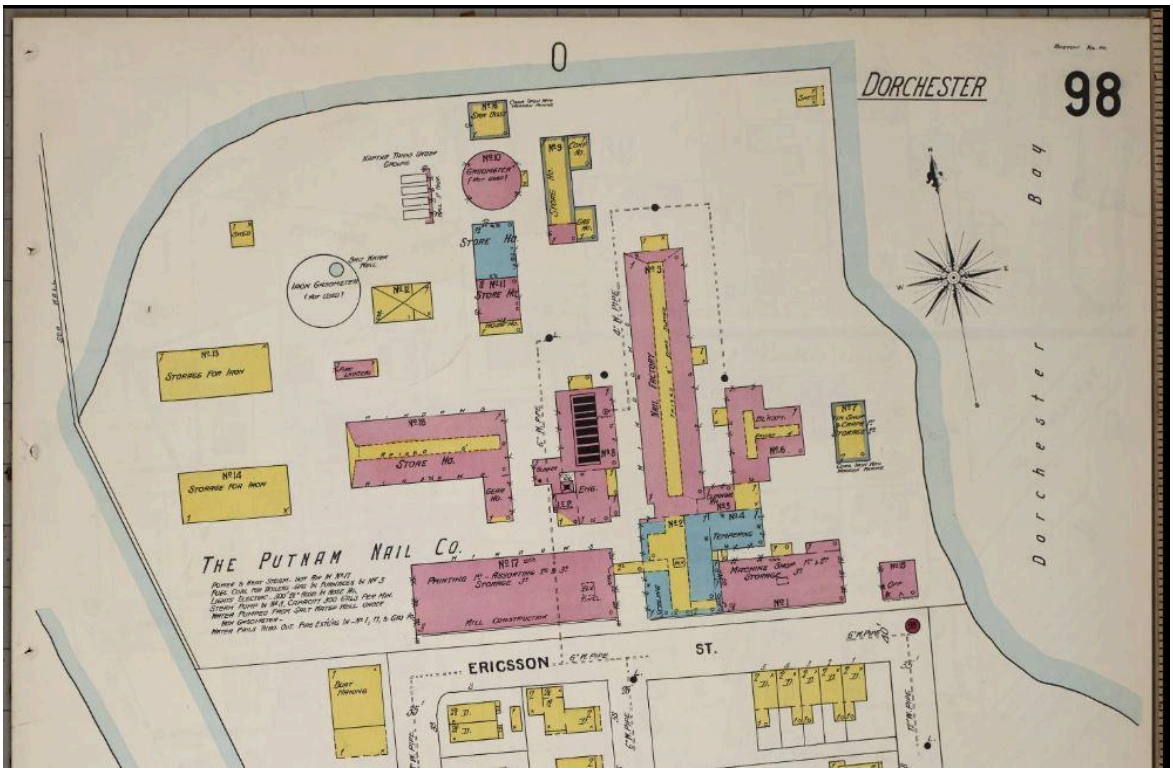

Figure 18. 1899 Sanborn insurance map depicting the Putnam plant. 12 Ericsson St., lower center left, is labeled "printing 1st – Assorting 2d & 3d, storage 3d, mill construction, 3 stories." 12R Ericsson St. is labeled "store ho."

Source: Library of Congress.

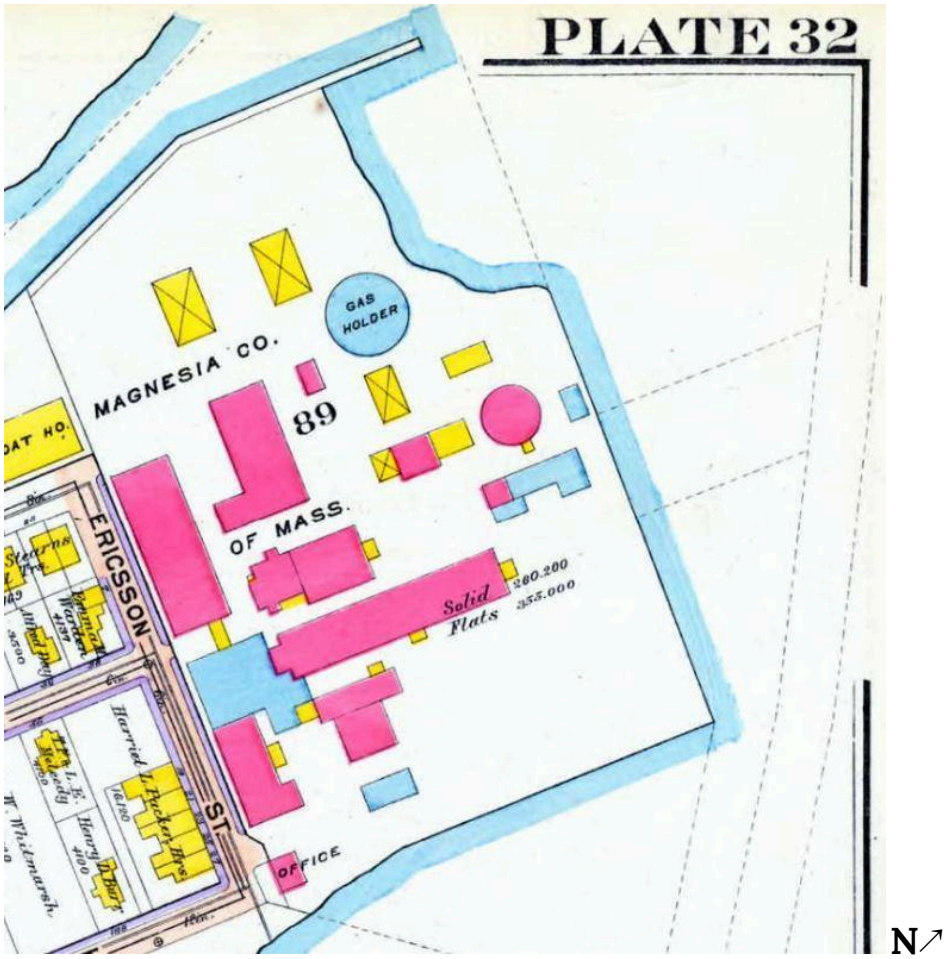

Figure 19. *Atlas of Boston, Vol. 5, Dorchester*, G. W. Bromley & Co., 1910, depicting the former Putnam plant under the ownership of Magnesia Co. of Mass.

Source: Ancestry.com.

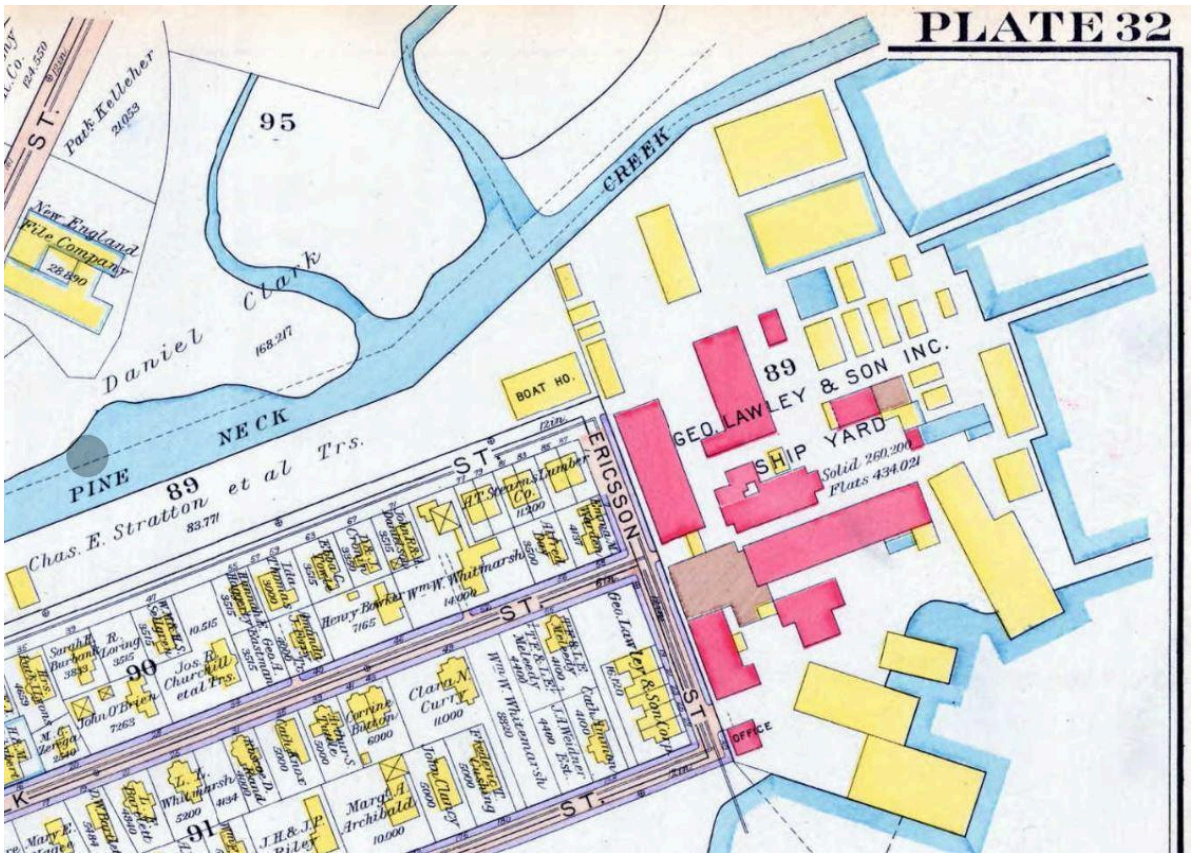

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Figure 20. *Atlas of Boston*, Vol. 5, *Dorchester*, G. W. Bromley & Co., 1918, depicting further improvements made by Lawley & Son Ship Yard. Note the addition of large sheds and wharfs on the north and east sides of the property.

Source: Ancestry.com.

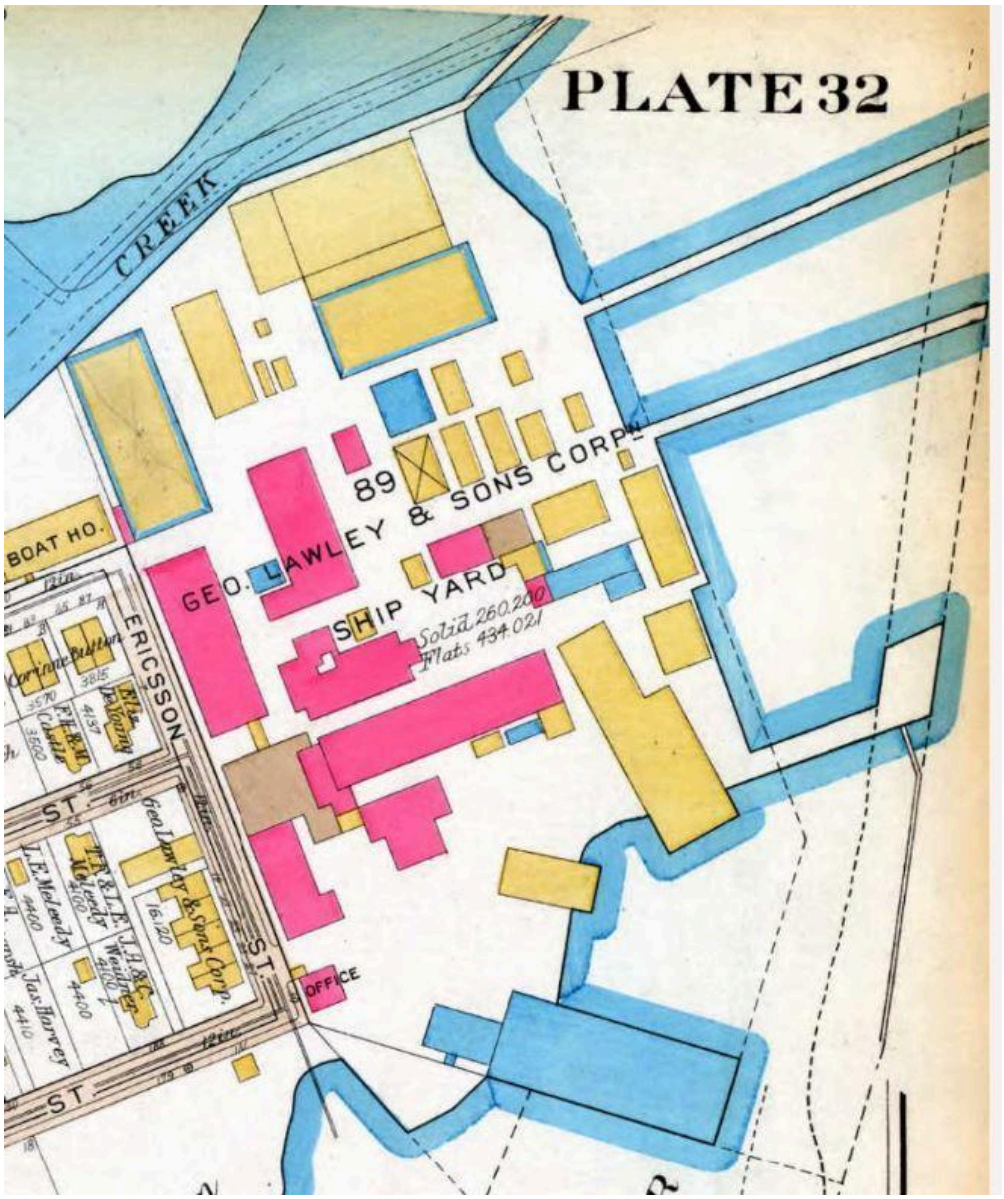

Figure 21. *Atlas of Boston*, Vol. 5, *Dorchester*, G. W. Bromley & Co., 1933. Note the loss of sheds at the bottom of the image and enlargement of sheds visible at the upper left.

Source: Ancestry.com.

Figure 22. Undated photograph of the north side of Ericsson St. Number 12 is in the background, far left.

Source: Earl Taylor, *Postcard History Series, Dorchester* (Arcadia, 2005), p. 11.

Figure 23. Early 20th-century photograph of the George Lawley & Son shipyard. 12R Ericsson is visible in the center of the image in the background.

Source: digitalcommonwealth.org/Historic New England.

Figure 24. Two undated trade cards from the collection of the Dorchester Historical Society. The top card reads, "Jerome Turner 2.15; Cheap cut nails, with their *sharp*, *rough edges*, cut the *fiber* and destroy the *life* of the hoof. The smooth edged Putnam is the only natural nail, as it does not interfere with the healthy growth of the foot."

Source: Dorchester Historical Society

3.0 SIGNIFICANCE

3.1 Historic Significance

A history of ownership based on a chain of title indicates that during the early 19th century much of Port Norfolk, at the time known as Pine Neck, was owned by Nathaniel Minott (1773-1855), a prosperous farmer. Vital records identify Minott, a resident of Dorchester and Neponset, as a son of John Minot (1730-1805, spellings of the surname vary) and Martha (Blake, died 1797). Nathaniel Minott first married Rachel Wild; he then wed Elizabeth Bailey in 1799. The 1850 U.S. Census listed Minott as a farmer with $24,000 worth of real estate. His household at that time included his wife, Elizabeth; adult unmarried daughters Rachel (born ca. 1809) and Clementine (born ca. 1814); laborer Jefferson Pratt and his two-year-old daughter, Emma; and a 14-year-old male James F. Lincoln. Norfolk County Registry of Deeds indexes identify a large number of acquisitions by Nathaniel Minott in Neponset, Pine Neck, and College Marsh between 1808 and ca. 1820. Grantors included George and John Minott, suggesting land in the area had been owned by members of this family in the 18th century.[1]

In 1853, Minott sold a 23-acre tract "partly upland and partly salt marsh situated in Pine Neck" to Charles A. Wood, trader, and Manoah Leavitt, depot master, both of Dorchester. Registry indexes indicate Wood and Leavitt engaged in complex transactions involving the transfer of lots and layered mortgages that suggested they were actively involved in speculating or developing Pine Neck as a residential subdivision. By 1857, a plan of the portion of the neck north of Ericsson St. depicted a grid of north-south streets named Fulton (currently Lawley), High (currently Port Norfolk) and Walnut (this plan is reproduced as **Figures 11 and 12**). Wood and Leavitt then sold just over 215,000 square feet, or approximately 5 acres of land, to Charles Heath of Brookline, for $6,500. In October 1858, 16 months after acquiring it, Heath sold the same parcel to Joseph E. Putnam of Brooklyn, N.Y., merchant, for $15,000 (**see Figure 12**).[2]

Putnam Nail Company

Joseph E. Putnam purchased another parcel one month later in November 1858 from Manoah Leavitt, also depicted on the plan in Figure 12, with an additional 76,302 square feet. This brought Putnam's holdings on the north side of Ericsson to just over 6.7 acres.[3] Joseph E. Putnam (1824-1882) was a first cousin of Silas S. Putnam, the manufacturer who founded and operated Putnam Nail Company beginning around 1859.[4] There is no certain connection between Joseph E.

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[1] Norfolk County Registry of Deeds, grantee indexes, 1793-1889, Nathaniel Minott (p. 483); Ancestry.com: vital records, marriage, death; Mason Membership Card; 1850 Federal Census; George Norbury MacKenzie and Nelson Osgood Rhoades, Eds., *Colonial Families of the United States*, 7 *Vols.* (Genealogical Publishing Co., Inc., 1966) p. 360

[2] Norfolk County Registry of Deeds, book 217, page 273, May 20, 1853 [following: NCRD (book):(page), (date)]; NCRD grantee indexes, 1793-1889, Manoah Leavitt (p. 194); 257:94, Jun. 18, 1857; 270:11, Oct. 1, 1858.

[3] NCRD 272:209, Nov. 1, 1858.

[4] According to: Joseph W. Porter, *A Genealogy of the Descendants of Richard Porter, Who Settled at Weymouth, Mass., 1635, and Allied Families; Also Some Account of the Descendants of John Porter, Who Settled at Hingham, Mass., 1635, and Salem, (Danvers) Mass., 1644* (Burr & Robinson, Bangor, 1878) p. 265: Silas S., Joseph E., and Harriet L. (Putnam) Packer were grandchildren of Eleazer Porter Putnam (1758-1816); Silas was a son of physician Israel Putnam (1785-1835) and Charlotte (Safford); Harriet and Joseph were children of minister

Putnam to the company; his occupation was merchant in 1860 and clerk in 1865, so he may have been a partner or had some other financial relationship. These transactions suggest that he may have served as a shell buyer for his cousin or another more important function within the company.

Records indicate that the company was largely financed by another cousin of Silas S. Putnam, Joseph Putnam's sister, Harriet L. (Putnam) Packer (1820-1892), a resident of Brooklyn, New York. In 1842, Harriet Putnam married William Satterlee Packer of New York (1800-1850), a partner in Packer, Prentice & Company, a maker of beaver hats started in the late 1820s. Harriet Packer inherited real estate in Brooklyn Heights at 2 Grace Court (not extant) and a large fortune. In 1863, a note from Putnam Nail Company to Harriet Packer amounting to $94,405.77 was recorded, secured by $200,000 worth of real estate in Dorchester. Harriet Packer is well known for founding and financially supporting the Packer Institute in Brooklyn, N.Y., a school for girls.[5]

Putnam Nail founder, Silas S. Putnam (1822-1895), was a native of Hartford, N.Y., and a son of Danvers, Massachusetts native Israel Putnam III (1785-1834), a physician, and Charlotte (Safford, 1791-1861). Several sources outline Silas S. Putnam's early career in Boston beginning in 1843, where he worked for a dry goods merchant and "invented and patented a self-adjusting curtain fixture and a method for keeping the [window] shade attached to its roller."[6] In 1855, Silas Putnam was living in Abington, Massachusetts, where he had become a manufacturer of "curtain heads," evidently the devices described above. In 1850, he had married Ann Maria Whitmarsh (1832-1927) and in 1855 resided in the household of Joshua Whitmarsh, his father-in-law, a manufacturer of boots and shoes. By 1870, Putnam had returned to Boston, residing on Neponset Avenue at the corner of Ashmont Street, later identified as number 241 (not extant). By 1880, the household included three sons, including his namesake, who later became an important employee of Putnam Nail, and three daughters born between 1854 and 1870. Putnam was an important innovator in the horseshoe nail industry, holding several patents for nail machinery, curtain hooks, and self-lubricating gears.[7]

According to one source, the Putnam Nail Company had brought a practical manufactured horse shoe nail to market by 1859, invented by the company's founder and namesake Silas S. Putnam, and by 1860 produced 33 tons annually. This source includes a detailed account of the company's process of producing machine-made, hot-forged nails that would not splinter or break in horse's hoofs, a problem that generally required hand forging by trained farriers before Putnam's process was introduced. The company manufactured and stored its own gas, hence the gas holders

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Benjamin Putnam (1788-) and Joanna (Weaver), see also Ancestry.com, Schrimpf Family Tree: https://www.ancestry.com/family-tree/person/tree/154481477/person/392221209364/facts.

[5] NCRD 367:52, Jan. 1, 1863; Robert Furman, Brian Merlis, Contributors, *Brooklyn Heights, The Rise, Fall and Rebirth of America's First Suburb* (History Press, 2015) pp. 97-98; *New York Times*, Jan. 27, 1892, p. 9, obituary, Harriet L. Packer.

[6] This information is derived from a "Detailed History" of the 12-12R Ericsson site prepared in May of 2008 entitled "The Putnam Nail Building / Lawley Shipyard Building / Seymour Ice Cream Building," author not identified. This article cites *The Great Industries of the United States* (JB Burr & Hyde, Hartford, Cincinnati and Chicago, 1872) pp. 256-258 and William Dana Orcutt, *Good Old Dorchester: A Narrative History of the Town, 1630-1893* (The University Press, Cambridge, 2nd Ed., 1908).

[7] US Patent no. 16,186, Dec. 9, 1856; Ancestry.com: vital records, marriage, death; 1870, 1880 Federal Census.

depicted in Figures 15 through 18, and automated hammers on site. The company used specialized iron wire imported from Sweden and used a patented process for tipping and heading the nails and developed specialized quality control, sorting and packaging processes to insure quality.[8]

Putnam Nail Company, initially known as SS Putnam & Co., had constructed a large physical plant consisting of seven masonry buildings and three large sheds by 1874 (see **Figures 13 and 14**). Of the original buildings from this time, only one or part of one, evidently heavily altered according to maps and period images, appears to survive at 20-26 Ericsson. This building is not part of this report. Putnam Nail Company was incorporated in 1877 and by the early 1890s it appears to have reached the peak of its production and the extent of its physical plant; in 1889 and 1890 the two buildings that are the subject of this report, 12 and 12R Ericsson St., had been constructed (see **Figures 15-17**). A profile of the company published in 1892 provides a wealth of information regarding its operations:

> The Putnam Nail Company… covers a space of ten acres, and furnishes employment to 400 people. They produce a horse-nail which is unique, in that it is hot-forged directly from Swedish iron rods in a shape perfectly adapted for use in fastening on horse-shoes. This process is specially commendable because it completely obviates the possibility of splitting when driven, which is characteristic of other nails. This concern is the pioneer in the line of machine-made horse-nails, and is the only one which manufactures a hot-forged nail. All other nails are made by the cold-rolling and clipping process, and are oftentimes dangerous to the horse in whose feet they are driven… The PNC was incorporated in 1877, and has a capital of $300,000… Its product exceeds the united output of any other three companies, and equals 2,500 tons a year, in 35 styles and sizes.[9]

An 1893 newspaper account indicates the company received a medal and diploma at that year's Chicago World's Fair for "supreme excellence in material, method in manufacture, and quality of finished product, elasticity and smoothness, combined with holding power in clinch. It allows use of very small nails."[10]

Several accounts and other records suggest, however, that Silas S. Putnam had sold his interest in the company as early as 1878. That year, his cousin Harriet L. Packer conveyed part of her interest in the property to him and he immediately conveyed it to the Putnam Nail Company. An article published in 1895 recounted what amounted to a non-competition contract signed in 1878 between Putnam and the company: "… I… hereby… covenant and agree to and with said Putnam Nail Company, that I will not at any time (during the period of fifty years from the date of these presents) in any manner directly or indirectly engage in or have any concern with the business of manufacturing horse shoe nails, in competition with the said Putnam Nail Company…" By 1880,

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[8] Much of this information is quoted from a *Dorchester Beacon* article published Nov. 29, 1890, "Putnam Nail Company: A Dorchester Industry Whose Fame is World-Wide."

[9] M.F. Sweetser and Moses King, Ed., *King's Handbook of the United States* (Moses King Corporation, 1892) p. 396; non-population schedules, manufacturing were consulted in Ancestry.com but records for Norfolk and Suffolk counties appear to be incomplete.

[10] *Boston Daily Globe*, Nov. 5, 1893, p. 1.

records indicate that he had become involved in manufacturing what was termed "New Era Coffee," a coffee substitute made from winter wheat designed to prevent stomach irritation.[11]

In 1890, a newspaper account of the company's annual meeting identified its officers: John S. Fogg, president, South Weymouth; John H. Buttrick, vice-president, Lowell; W. S. Packer, Brooklyn, New York [William Satterlee Packer, 1845-1893, a son of Harriet L. Packer]; William Wales Whitmarsh, treasurer, Neponset. Treasurer Whitmarsh (1838-1918) was the brother-in-law of Silas S. Putnam, the brother of his wife Ann Maria (Whitmarsh) Putnam. He remained involved with the company until the sale of its Port Norfolk property in 1908 and resided at 52 Port Norfolk Street. Silas Putnam's son and namesake (1852-1926) also remained active with the company as a salesman, residing at 278 Neponset Avenue.[12]

In 1908, the entire property at the north tip of Port Norfolk was sold by the Putnam Nail Company to Oliver A. Pope of New York. An account of the sale described the property at that time and the nature of its intended use:

> The plant includes 15 acres of land opening on the water front on three sides and with wharf facilities on the new Government Channel, with a depth of 23 feet of water, and also has a large number of fine brick and stone space. There is a steam plant of nearly a thousand horse power on the premises, together with a complete gas making plant with generators and gasometers having a capacity of over a million feet of gas… also an isolated electric plant capable of supplying a thousand lights. Value is assessed as an idle property at [not legible] has been purchased by the New York Chemical Co., which will proceed to build a new wharf, enlarge, repair and refit the premises and utilize for a new line of business in the chemical line.[13]

The 1910 Sanborn map identified the new entity as the Magnesia Company of Mass. It has not been possible to ascertain the activities of this company, but within a year, by 1910, it had been sold to George Lawley & Son.

George Lawley & Son

This yacht-building firm acquired the property from George A. Sawyer of Cambridge in December of 1910.[14] Founded in 1866 in Scituate and moved to South Boston in 1874, Lawley had a superlative reputation for quality during its active years at this site, lasting until 1946: "…the best yacht builder in America, and the mark on a boat 'built by Lawley' has about the same meaning as the word 'sterling' on a piece of silver."[15]

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[11] Suffolk County Registry of Deeds 1407:170-171, Jan. 21, 1878; *Hardware*, *Vol.* XI (Apr. 10, 1895) p. 54; Ancestry.com: 1880 Federal Census; Schrimpf family tree: an uncited newspaper article describing "New Era Coffee."

[12] Ibid, Jan. 30, 1890, p. 3; Jan. 23, 1898, p. 26; Ancestry.com: 1880, 1890 Boston city directories.

[13] Ibid, Jul. 5, 1908, p. 16, "Putnam Nail Plant Sold."

[14] Suffolk County Registry of Deeds 3499:599, Dec. 3, 1910.

[15] *Globe*, Mar. 21, 1909, p. SM12, "Dean of American Yacht Builders."

George Lawley (1823-1915), a native of London, where he apprenticed at Forrest's boat yard, East London, immigrated in 1851 with infant sons George F. (1848-1928), known as "Uncle George," and Edwin A. Lawley (1851-1931). The senior Lawley began his career in Boston at the shipyards of Donald McKay and Paul Curtis in East Boston, both well known for building the fastest and highest quality clipper ships during the 1850s, among other vessels (regarding Paul Curtis, see MDF.51, 114 South Street, Medford, Paul Curtis House).[16] In 1866-1874, Lawley partnered with William Maybury in Scituate, and in 1874 moved to City Point, South Boston, occupying the Boston Yacht Club wharf. In 1883, the firm relocated to the north side of First Street, South Boston, between O and P streets. By 1902, the firm had prospered to the extent that it was able to purchase the adjoining property to the west from the city, which previously housed the Suffolk County House of Correction and Lunatic Asylum, in order to expand. However, this site was abandoned in favor of the subject property in 1910, where the company remained active until 1946. The 1910 Port Norfolk purchase described the site:

> The land will give Lawley 1,200 feet on the channel, which has a depth of 15 feet at dead low water. There will be built wharves and marine railways, while the brick buildings now standing will be used for boat shops. The nail works takes in all the land from Ericsson St north to Commercial Point.[17]

The Lawley yard was well-known nationally for its products, which included America's Cup defenders *Puritan* (1885), *Mayflower* (1886), both designed by Edward Burgess, and *Volunteer* (1887), which was built of steel in Wilmington, Delaware, but fitted out and rigged by Lawley. The largest yachts built by the yard included *Visitor II*, a three-masted schooner of 198 feet and *Alcyone*, also a three-masted schooner of 168 feet. During the firm's seven decades of activity approximately 8,000 vessels were built, including J-Class yachts *Yankee* (1930) and *Whirlwind* (1930).[18]

Accounts of labor strikes in 1913 and 1917 identified the workforce of the yard at 400 mechanics and craftsmen. The 1913 strike won the employees a reduction in the work week from 54 to 50 hours at an equivalent wage rate, and the 1917 strike was over wages, which the workers argued were substantially lower than those paid to Charlestown Navy Yard employees for comparable work. This account also established that the Lawley yard was mainly engaged with Navy contracts during World War I, including those for submarine chasers, airplanes, and seaplanes. Two

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[16] Regarding Donald McKay see: Glenn A. Knoblock, *The American Clipper Ship, 1845-1920* (McFarland & Company, 2014) pp. 31-34, 281-284 and 302-308.

[17] This quotation comes from *Boston Daily Globe*, Dec. 3, 1910, p. 7, "South Boston Loses Lawleys, Famous Firm Going to Neponset. Yacht Builders There More Than 25 Years;" the information contained in the following narrative comes from: ibid: Feb. 15, 1910, p. 8, "On His 18th Birthday;" Feb. 14, p. 3 and Feb. 28, p. 16, 1915, obituaries, George Lawley; Apr. 13, 1914, p. 8, Winfield M. Thompson, "Notable Record of the House of the Lawleys, Built First America Cup Defender in 1885 and is Now Completing a Candidate for the 1914 Selection;" Mar. 21, 1928, p. 1, "George F Lawley Dead at South Boston;" Nov. 24, 1931, p. 17, obituary, Edwin A Lawley.

[18] Mystic Seaport Museum, Collections & Research, Lawley Family Collection, mysticseaport.org. For detailed profiles of George Lawley & Son, see: *Other Industries of New England, Their Origin, Development and Accomplishments, Illustrated by Many Old and Interesting Views* (State Street Bank, 1924) pp. 33-38. See also the Hart Nautical Collection of the Massachusetts Institute of Technology Museum, McInnis-Lawley Collection for a comprehensive list of private pleasure and Naval vessels completed by the Lawley yard.

torpedo boats were produced for the Navy: *Blakeley* and *DeLong*. Several fires damaged the Lawley property early in the 20th century. After a 1917 fire in 12R Ericsson Street, George Lawley & Son applied for a building permit to "restore to original condition before a fire of Nov. 2, 1917 in addition carry party wall through roof."[19] An account of a fire in 1919 established that "the Lawley plant has been under the control of the government during the war, and owing to Naval construction has maintained a large guard there." The fire destroyed two large sheds, one wood and one tin, "near water's edge." Two large yachts (probably in storage), a Navy barge, and 22 submarine chasers were lost in the fire. Damage totaled over $350,000.[20]

A later account published in 1927 provides details regarding the organization of the yard:

> …[T]he Lawley organization embraces some twenty odd departments, each divided into a distinctive trade. There is the enormous sail loft, where sheets big enough for a circus top are tailored, and a blacksmith shop…joinery division…foundry, the paint and decorating shop, plumbing, welding and machine shop, motor department [other accounts suggest the yard built its own engines], planing mill, rigging department, mould loft, spar shop, electrical and steel department.[21]

Lawley and his sons were succeeded in the shipyard's management by a grandson and great grandson, both named Fred D. Lawley (born 1878 and 1901, respectively). Upon the 1925 retirement of George F. Lawley, the firm came under the leadership of long-term treasurer and manager of the steel hull division, Thomas Hubbard. Other management included Edwin and Fred D. Lawley 2nd and Edwin H Oxner, long-term foreman of the yard. The firm remained active until 1946.

Between 1946 and 2002, the buildings of the former Putnam Nail and Lawley yard were owned by Port Norfolk Realty Corp and occupied by Seymore's Ice Cream Company. This company, active elsewhere in Dorchester as early as ca. 1930 through ca. 1980, manufactured ice cream "novelties" including the "Nutty Buddy."[22] The company was founded and developed by Michael M. Seymour, aka Michael Manug (alternatively spelled Manoog) Samuelian (1888-1963), a native of Armenian Turkey who immigrated in 1907 and became a naturalized citizen in 1913. In 1920, he was part of a large family residing at 1290 Dorchester Avenue that included his widowed mother, Almas; two brothers; wife Agnes; and four children. At the time, all three brothers worked as salesmen in the confectionary business. Seymour married Agnes Shamgochian of Hartford, CT in 1919. By 1930, residing at 19 Salcombe Street, Dorchester, his occupation was manufacturer of ice cream. After

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[19] City of Boston Department of Inspectional Services.
[20] *Globe*, Jun. 27, 1913, p. 13, "Strike is Settled…Men…Will Work 50 Hours a Week instead of 54, With Same Wage Rate;" Jul. 18, 1917, p. 9, "Ask Navy to End Neponset Strike, more than 400 Mechanics Quit Lawley Shipyard;" Oct. 12, 1919, p. 9, "Damage of $350,000 By Shipyard Blaze."
[21] *Motor Boating, Vol.* XXXIX, February 1927, pp. 383-387.
[22] universalhub.com https://www.universalhub.com/2022/after-all-shoveling-you-deserve-nutty-buddy, accessed 3/30/2023.

1950, the family resided in Newton at 106 Dexter Road. The ice cream company was evidently carried on by Seymour's children.[23]

In 1957, Seymour's Ice Cream Company applied for a building permit to construct an "extension" of their plant at 12 Ericsson that would connect the building to 12R Ericsson. The addition was described as a "cold storage room constructed in the rear and adjoining existing building… by roofing over the space between these two buildings… new side walls will be 12" concrete blocks with 4x24" piers 20 feet on center" and described a flat roof supported by steel joists. After a series of denials by the city's zoning board, this addition was completed in 1963.[24]

Since acquiring the property in 2002, the current owner has undertaken substantial interior renovations but the exteriors of both buildings have been largely retained and repaired. Alterations are limited to new sash and doors, with minor changes to openings in both buildings. Many historic details and building fabric, including window lintels, decorative parapet, slate roof and wood gutters have been retained in both or either building.

Architects and builders

City of Boston Archives and Records Management collections include building inspection reports for both 12 Ericsson (dated Dec. 28, 1889) and 12R Ericsson ("Ericsson St. rear of opposite High St.[Port Norfolk St.]," dated Dec. 20, 1890) indicating both were built by Frederick L. Pierce & Son. Although no other attributions could be located in MACRIS, this firm was operated by Frederick Leeds Pierce (1829-1910) and his son and namesake (born ca. 1859), both of whom resided at 827 Adams St. in Dorchester. Number 12R Ericsson was designed by architect Henry Augustus Mears (1866-1949). Although little could be ascertained regarding his training or career, city directories establish that around 1900 he formed a partnership with Willard Michael Bacon (1860-1947) and at around this time Bacon designed the Falmouth Public Library (FAL.711, Main Street, 1901). Bacon is also attributed with a large number of private and public buildings in Winthrop (MACRIS), where he resided. The design of an important commission for Mears, a large bungalow for a Dr. Graves in Presque Isle, Maine, was published and illustrated in *National Builder* in 1920.[25]

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[23] *Hartford Courant*, Dec. 3, 1919, p. 17, wedding announcement; *Boston Daily Globe*, Sep. 24, 1963, p. 21, obituary; Ancestry.com: 1920-1950 Federal Census, inclusive; US WWI and WWII Draft Registration Cards; Mason Membership Card; US Naturalization Indexes.

[24] City of Boston Inspectional Services Department records for 12 and 12R Ericsson Street.

[25] Boston City Archives collection; Ancestry.com: vital records, death; 1880, 1910-1930 Federal Census; 1886 Boston city directory (Pierce); Mason Membership Card; vital records, marriage; 1900-1930 Federal Census; 1902 Boston city directory; *National Builder*, *Vol. 63* (Chicago, Sep. 1920) p. 28 (Mears). Regarding Mears' partner Willard M Bacon see: Henry F. and Elsie Rathburn Withey, *Biographical Dictionary of American Architects (Deceased)* (1956) p. 34; according to this profile Bacon began his career as a draftsman with Sturgis & Brigham.

3.2 Architectural (or Other) Significance

Number 12 Ericsson St. is significant as a well-preserved, representative example of manufacturing design typical of its late-19th century period. This type of tall, narrow building, abundantly lit by large windows designed to admit daylight and efficiently transfer power to drive machinery vertically across multiple levels, is discussed in detail in Betsy Hunter Bradley, *The Works; The Industrial Architecture of the United States* (Oxford, 1999). Bradley describes the many buildings like this one built throughout the northeast, mid-Atlantic, and later elsewhere during the 19th and early 20th centuries. In Massachusetts, such buildings are characteristic of the textile industry. Many of these mill buildings share attributes that classify them as "slow burn": constructed of heavy timbers with as few sticks (joists and studs) as possible and thick, wide floorboards designed to burn slowly in case of fire (interior inspection of 12 Ericsson as part of this project has not taken place but a presumption of slow-burn construction seems reasonable to surmise). The distribution of power from level to level and across linearly arranged machinery, initially generated from water and later steam or electric power plants, dictated long, narrow, stacked work spaces. In addition to these historic attributes, 12 Ericsson retains the subdued decorative effects, including segmental-arched window labels and elaborate cornice and parapet, which distinguish its type.

Number 12R Ericsson is a more distinctive building, lower and wider under a high gable with a large monitor designed to ventilate and light, in combination with abundant fenestration and a large floor space and loft on two levels. The specific historic use of this building is not clear; by 1899, the Sanborn atlas identifies it as "store ho" but its elaboration and complexity suggests it may originally have had a higher use. This building's unusual form suggests it is a rare surviving example of its type and is therefore worthy of further study and comparison to similar examples elsewhere that have yet to be identified.

Both buildings were built by masons Frederick L. Pierce & Son, whom further research may reveal to have had a broader role in the development of Port Norfolk and Dorchester. The documented architect for Number 12R Ericsson, Henry A. Mears, is also worthy of additional research based on the few commissions that have so far been identified. His partner around the year 1900, Willard M. Bacon, has an important pedigree, having worked for Sturgis & Brigham early in his career. Further research may expand on any potential role he had at this property and his influence on Mears.

3.3 Archaeological Sensitivity

Dorchester is archaeologically sensitive for ancient Native American and historical archaeological sites. Multiple archaeological surveys in this neighborhood have demonstrated the survival of ancient Native sites to the present, especially in open spaces (yards, parks, etc.). Historically, Dorchester was a significant part of Boston's 17th-19th century history, and likely contains intact archaeological sites related to Boston's colonial, Revolutionary, and early Republic history

especially yard spaces where features including wells, cisterns, and privies may remain intact and significant archaeological deposits. These sites represent the histories of Dorchester home-life, artisans, industries, enslaved people, immigrants, and Native peoples spanning multiple centuries. Dorchester's shoreline may contain early submerged ancient Native archaeological sites, shipwrecks, piers, and other marine deposits that may be historically significant.

3.4 Relationship to Criteria for Designation

The Putnam Nail Company/George Lawley & Son Shipyard meets the following criteria for designation as a Boston Landmark as established in Section 4 of Chapter 772 of the Acts of 1975, as amended:

> A. *Inclusion in the National Register of Historic Places as provided in the National Historic Preservation Act of 1966.*
>
> The two surviving buildings of the Putnam Nail/Lawley Shipyard that are the subject of this study report would meet eligibility for National Register listing under criteria A and C for their association with important and innovative manufacturers and their distinctive utilitarian architecture. Both retain integrity of location, setting, design, materials, workmanship, feeling and association. Areas of significance would include architecture, commerce, engineering, industry, invention, maritime history, and transportation.
>
> Both buildings are related to the industrial history of Boston and Massachusetts. Number 12 Ericsson St. is a well-preserved representative example of mill construction common to the second half of the 19th century. Number 12R Ericsson St. is a more distinctive example of industrial design that deserves additional research to determine the precise nature of its intended use and its relationship to other examples that have yet to be identified.
>
> B. *Structures, sites, objects, man-made or natural, at which events occurred that have made an outstanding contribution to, and are identified prominently with, or which best represent some important aspect of the cultural, political, economic, military, or social history of the city, the commonwealth, the New England region or the nation.*
>
> Putnam Nail/Lawley Shipyard was the site of significant technical innovation in both the horseshoe nail and yacht building industries. Putnam Nail Co. developed a complex process for manufacturing nails carefully designed to prevent injury to horses. Lawley is well-known nationally for the quality of marine vessels and designs and for building or fitting out three America's Cup defenders during the late 19th century. The yard is also known for building J-Class vessels during the 1930s. Both companies remained major employers in the Neponset area between 1860 and 1945, employing 400 skilled workers during their peaks of operation, therefore contributing to the economic, commercial, and social development of Dorchester between the late 19th and early 20th centuries.

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

Putnam Nail/Lawley Shipyard is associated with two important figures in the nail manufacturing and yacht building industries. Silas Safford Putnam (1822-1895) was a major innovator and industrialist in the specialized field of horseshoe nail manufacturing. Putnam held several patents for nail manufacturing and related machinery and Putnam Nail Company grew to be a major manufacturer in this industry. George Lawley participated in one of the most heralded eras of American ship building during the clipper ship era, working for two important Boston builders, Donald McKay and Paul Curtis. He went on to build two America's Cup defenders, *Puritan* (1885), *Mayflower* (1886). The Lawley shipyard, carried on by three subsequent generations of the family, remained an important innovator and builder in the industry.

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

The two surviving buildings of the Putnam Nail/Lawley Shipyard that are the subject of this study report are superlative examples of industrial design in terms of their condition of preservation and architectural elaboration. Number 12 Ericsson, although built for entirely practical purposes, is elaborated with architectural articulation beyond the purely utilitarian. Distinctive segmental-arched window labels and an elaborated zig-zag cornice, serving to bring attention to and serve as an advertisement for its owner's products, contribute to the building's significance. Number 12R Ericsson may be a rare survival of its type and form.

4.0 ECONOMIC STATUS

4.1 Current Assessed Value

According to the City of Boston's Assessor's records, the Putnam Nail/Lawley Shipyard property, filling two parcels, the first at 12 Ericsson St. (parcel 1602617005) has a total assessed value of $2,143,400, building valued at $933,200, land valued at $1,210,200; 12R Ericsson St. (parcel 1602617008) has a total assessed value of $1,203,000, with the land valued at $433,300, and the building valued at $769,700 for fiscal year 2022.

4.2 Current Ownership

According to the City of Boston's Assessor's records, the Putnam Nail/Lawley Shipyard is owned by Port Norfolk Development LLC with a mailing address at c/o Ralph Bruno, 20 Ericsson St., Dorchester, MA 02122.

5.0 PLANNING CONTEXT

5.1 Background

The Putnam Nail/Lawley Shipyard site, including the two buildings that are the subject of this report constructed in 1889-1890, was owned by the S.S. Putnam and Company and the Putnam Nail Company from 1858 until 1908. Since 2002, the owner has been Port Norfolk Development LLC. During recent decades, both buildings have been substantially renovated on the interior, including sash and door replacement, while preserving substantial other building fabric. 12 Ericsson has been in use as leased office space. 12R Ericsson is currently occupied by Boston Harbor Distillery, active since ca. 2012 as a manufacturer of distilled spirits and an entertainment venue.

5.2 Zoning

Parcel numbers #1602617005 and #1602617008 are located in the Dorchester zoning district, a waterfront services subdistrict, and the following overlay district: Neighborhood Design.

5.3 Planning Issues

On June 6, 2006 petitions to landmark the exterior of the remaining historic buildings of the Putnam Nail Factory/George Lawley & Son Shipyard at 12 Ericsson and 12R Ericsson St., were submitted to the Landmarks Commission. At a public hearing on July 11, 2006, the Boston Landmarks Commission voted to accept the Putnam Nail Factory/George Lawley & Son Shipyard for further study.

In January 2022, plans were approved by the Boston Planning & Development Agency for a four-building, coastal complex on a 3.6-acre site abutting the two historic Putnam Nail and Lawley properties. The project contains 120 residential units, a boathouse, approximately 23,400 square feet of office space, about 11,000 square feet of community/flex space, and roughly 3,600 square feet of retail. There will be more than 2 acres of open space along the historic Port Norfolk waterfront. Developers call the “Neponset Wharf” proposal for 24 Ericsson St. a climate-resilient, “truly mixed-use development” that will include an extension of the publicly accessible Harborwalk and a renovated marina. Greenery along the pathway will include a restored salt marsh to help restore the peninsula’s natural shoreline and flood storage capacity. The wharf property is particularly prone to the impacts of climate change. Currently, unusually high tides and coastal storms inundate Port Norfolk neighborhood access roads. The complex will also include rooftop solar panels, and 25 percent of the new 159 parking spaces will feature electric vehicle charging stations.

6.0 ALTERNATIVE APPROACHES

6.1 Alternatives available to the Boston Landmarks Commission

A. Designation

The Commission retains the option of designating the Putnam Nail/ Lawley Shipyard buildings as a Landmark. Designation shall correspond to Assessor's parcels #1602617005 and #1602617008 and shall address the following exterior elements hereinafter referred to as the "Specified Features":

- The exterior envelope of each building.

B. Denial of Designation

The Commission retains the option of not designating any or all of the Specified Features.

C. National Register Listing

The Commission could recommend that the property be listed on the National Register of Historic Places, if it is not already.

D. Preservation Plan

The Commission could recommend development and implementation of a preservation plan for the property.

E. Site Interpretation

The Commission could recommend that the owner develop and install historical interpretive materials at the site.

6.2 Impact of alternatives

A. Designation

Designation under Chapter 772 would require review of physical changes to the Putnam Nail/Lawley Shipyard buildings in accordance with the Standards and Criteria adopted as part of the designation.

B. Denial of Designation

Without designation, the City would be unable to offer protection to the Specified Features, or extend guidance to the owners under Chapter 772.

C. National Register Listing

The Putnam Nail/Lawley Shipyard buildings could be listed on the National Register of Historic Places. Listing on the National Register provides an honorary designation and limited protection in cases when federal funds are involved in proposed physical changes. It also creates incentives for preservation, such as tax incentives for income-producing properties and possible eligibility for grants through the Massachusetts Preservation Projects Fund (MPPF) from the Massachusetts Historical Commission. National Register listing also provides listing on the State Register, affording parallel protection for projects

with state involvement and also the availability of state tax credits. National Register listing does not provide any design review for changes undertaken by private owners at their own expense.

D. Preservation Plan

A preservation plan allows an owner to work with interested parties to investigate various adaptive use scenarios, analyze investment costs and rates of return, and provide recommendations for subsequent development. It does not carry regulatory oversight.

E. Site Interpretation

A comprehensive interpretation of the history and significance of the Putnam Nail Factory/Lawley Shipyard buildings could be introduced at the site.

7.0 RECOMMENDATIONS

The staff of the Boston Landmarks Commission makes the following recommendations:

1. That the exterior of the buildings at 12 and 12R Ericsson St., the former Putnam Nail Factory and Lawley Shipyard, be designated by the Boston Landmarks Commission as a Landmark, under Chapter 772 of the Acts of 1975, as amended (see Section 3.4 of this report for Relationship to Criteria for Designation);

2. That the boundaries corresponding to Assessor's parcels #1602617005 and #1602617008 be adopted without modification;

3. And that the Standards and Criteria recommended by the staff of the Boston Landmarks Commission be accepted.

8.0 STANDARDS AND CRITERIA, WITH LIST OF CHARACTER-DEFINING FEATURES

8.1 Introduction

Per sections 4, 5, 6, 7 and 8 of the enabling statute (Chapter 772 of the Acts of 1975 of the Commonwealth of Massachusetts, as amended) Standards and Criteria must be adopted for each Designation which shall be applied by the Commission in evaluating proposed changes to the historic resource. The Standards and Criteria both identify and establish guidelines for those features which must be preserved and/or enhanced to maintain the viability of the Designation. The Standards and Criteria are based on the Secretary of the Interior's Standards for the Treatment of Historic Properties.[26] Before a Certificate of Design Approval or Certificate of Exemption can be issued for such changes, the changes must be reviewed by the Commission with regard to their conformance to the purpose of the statute.

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

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

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

8.2 Levels of Review

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

A. Routine activities which are not subject to review by the Commission:

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

1. Activities associated with normal cleaning and routine maintenance.

    a. For building maintenance, such activities might include the following: normal cleaning (no power washing above 700 PSI, no chemical or abrasive cleaning), non-invasive inspections, in-kind repair of caulking, in-kind repainting, staining or refinishing of wood or metal elements, lighting bulb replacements or in-kind glass repair/replacement, etc.

    b. For landscape maintenance, such activities might include the following: normal cleaning of paths and sidewalks, etc. (no power washing above 700 PSI, no chemical or abrasive cleaning), non-invasive inspections, in-kind repair of caulking, in-kind spot replacement of cracked or broken paving materials, in-kind repainting or refinishing of site furnishings, site lighting bulb replacements or in-kind glass repair/replacement, normal plant material maintenance, such as pruning, fertilizing, mowing and mulching, and in-kind replacement of existing plant materials, etc.

2. Routine activities associated with special events or seasonal decorations which do not disturb the ground surface, are to remain in place for less than six weeks, and do not result in any permanent alteration or attached fixtures.

B. Activities which may be determined by the staff to be eligible for a Certificate of Exemption or Administrative Review, requiring an application to the Commission:

1. Maintenance and repairs involving no change in design, material, color, ground surface or outward appearance.

2. In-kind replacement or repair.

3. Phased restoration programs will require an application to the Commission and may require full Commission review of the entire project plan and specifications; subsequent detailed review of individual construction phases may be eligible for Administrative Review by BLC staff.

4. Repair projects of a repetitive nature will require an application to the Commission and may require full Commission review; subsequent review of these projects may be eligible for Administrative Review by BLC staff, where design, details, and specifications do not vary from those previously approved.

5. Temporary installations or alterations that are to remain in place for longer than six weeks.

6. Emergency repairs that require temporary tarps, board-ups, etc. may be eligible for Certificate of Exemption or Administrative Review; permanent repairs will require review as outlined in Section 8.2. In the case of

emergencies, BLC staff should be notified as soon as possible to assist in evaluating the damage and to help expedite repair permits as necessary.

C. Activities requiring an application and full Commission review:

Reconstruction, restoration, replacement, demolition, or alteration involving change in design, material, color, location, or outward appearance, such as: New construction of any type, removal of existing features or elements, major planting or removal of trees or shrubs, or changes in landforms.

D. Activities not explicitly listed above:

In the case of any activity not explicitly covered in these Standards and Criteria, the Landmarks staff shall determine whether an application is required and if so, whether it shall be an application for a Certificate of Design Approval or Certificate of Exemption.

E. Concurrent Jurisdiction

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

8.3 Standards and Criteria

The following Standards and Criteria are based on the Secretary of the Interior's Standards for the Treatment of Historic Properties.[27] These Standards and Criteria apply to all exterior building alterations that are visible from any existing or proposed street or way that is open to public travel.

8.3.1 General Standards

1. Items under Commission review include but are not limited to the following: exterior walls (masonry, wood, and architectural metals); windows; entrances/doors; porches/stoops; lighting; storefronts; curtain walls; roofs; roof projections; additions; accessibility; site work and landscaping; demolition; and archaeology. Items not anticipated in the Standards and Criteria may be subject to review, refer to Section 8.2 and Section 9.

2. The historic character of a property shall be retained and preserved. The removal of distinctive materials or alterations of features, spaces and spatial relationships that

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

characterize a property shall be avoided. See Section 8.4, List of Character-defining Features.

3. Each property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, shall not be undertaken.

4. Changes to a property that have acquired historic significance in their own right shall be retained and preserved. (The term “later contributing features” will be used to convey this concept.)

5. Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property shall be preserved.

6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new material shall match the old in design, color, texture and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

7. Chemical or physical treatments, if appropriate, shall be undertaken using the gentlest means possible. Treatments that cause damage to historic materials shall not be used.

8. Staff archaeologists shall review proposed changes to a property that may impact known and potential archaeological sites. Archaeological surveys may be required to determine if significant archaeological deposits are present within the area of impact of the proposed work. Significant archaeological resources shall be protected and preserved in place. If such resources must be disturbed, mitigation measures will be required before the proposed work can commence. See section 9.0 Archaeology.

9. New additions, exterior alterations, or related new construction shall not destroy historic materials, features, and spatial relationships that characterize a property. The new work shall be differentiated from the old and shall be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of a property and its environment.

10. New additions and adjacent or related new construction shall be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

11. Original or later contributing signs, marquees, and canopies integral to the building ornamentation or architectural detailing shall be preserved.

12. New signs, banners, marquees, canopies, and awnings shall be compatible in size, design, material, location, and number with the character of the building, allowing for contemporary expression. New signs shall not detract from the essential form of the building nor obscure its architectural features.

13. Property owners shall take necessary precautions to prevent demolition by neglect of maintenance and repairs. Demolition of protected buildings in violation of Chapter 772 of

the Acts of 1975, as amended, is subject to penalty as cited in Section 10 of Chapter 772 of the Acts of 1975, as amended.

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

1. All original or later contributing masonry materials shall be preserved.
2. Original or later contributing masonry materials, features, details, surfaces and ornamentation shall be repaired, if necessary, by patching, splicing, consolidating, or otherwise reinforcing the masonry using recognized preservation methods.
3. Deteriorated or missing masonry materials, features, details, surfaces, and ornamentation should be replaced with materials and elements which match the original in material, color, texture, size, shape, profile, and detail of installation. Alternative materials will be considered on a case-by-case basis.
4. When replacement of materials or elements is necessary, it should be based on physical or documentary evidence.
5. Sound original mortar shall be retained.
6. Deteriorated mortar shall be carefully removed by hand raking the joints.
7. Use of mechanical hammers shall not be allowed. Use of mechanical saws may be allowed on a case-by-case basis.
8. Repointing mortar shall duplicate the original mortar in strength, composition, color, texture, joint size, joint profile, and method of application.
9. Sample panels of raking the joints and repointing shall be reviewed and approved by the staff of the Boston Landmarks Commission.
10. Cleaning of masonry is discouraged and should only be performed when necessary to halt deterioration.
11. If the building is to be cleaned, the masonry shall be cleaned with the gentlest method possible.
12. A test patch of the cleaning method(s) shall be reviewed and approved on site by staff of the Boston Landmarks Commission to ensure that no damage has resulted. Test patches shall be carried out well in advance. Ideally, the test patch should be monitored over a sufficient period of time to allow long-range effects to be predicted (including exposure to all seasons if possible).
13. Sandblasting (wet or dry), wire brushing, or other similar abrasive cleaning methods shall not be permitted. Doing so can change the visual quality of the material and damage the surface of the masonry and mortar joints.

14. Waterproofing or water repellents are strongly discouraged. These treatments are generally not effective in preserving masonry and can cause permanent damage. The Commission does recognize that in extraordinary circumstances their use may be required to solve a specific problem. Samples of any proposed treatment shall be reviewed by the Commission before application.

15. In general, painting masonry surfaces shall not be allowed. Painting masonry surfaces will be considered only when there is documentary evidence that this treatment was used at some significant point in the history of the property.

16. New penetrations for attachments through masonry are strongly discouraged. When necessary, attachment details shall be located in mortar joints, rather than through masonry material; stainless steel hardware is recommended to prevent rust jacking. New attachments to cast concrete are discouraged and will be reviewed on a case-by-case basis.

17. Deteriorated stucco shall be repaired by removing the damaged material and patching with new stucco that duplicates the old in strength, composition, color, and texture.

18. Deteriorated adobe shall be repaired by using mud plaster or a compatible lime-plaster adobe render, when appropriate.

19. Deteriorated concrete shall be repaired by cutting damaged concrete back to remove the source of deterioration, such as corrosion on metal reinforcement bars. The new patch shall be applied carefully so that it will bond satisfactorily with and match the historic concrete.

20. Joints in concrete shall be sealed with appropriate flexible sealants and backer rods, when necessary.

8.3.3 Wood at exterior walls

1. All original or later contributing wood materials shall be preserved.

2. Original or later contributing wood surfaces, features, details, and ornamentation shall be retained and, if necessary, repaired by patching, piecing-in, consolidating, or reinforcing the wood using recognized preservation methods.

3. Deteriorated or missing wood surfaces, features, details, and ornamentation should be replaced with material and elements which match the original in material, color, texture, size, shape, profile, and detail of installation. Alternative materials will be considered on a case-by-case basis.

4. When replacement of materials is necessary, it should be based on physical or documentary evidence.

5. Cleaning of wood elements shall use the gentlest method possible.

6. Paint removal should be considered only where there is paint surface deterioration or excessive layers of paint have coarsened profile details and as part of an overall

maintenance program which involves repainting or applying other appropriate protective coatings. Coatings such as paint help protect the wood from moisture and ultraviolet light; stripping the wood bare will expose the surface to the effects of weathering.

7. Damaged or deteriorated paint should be removed to the next sound layer using the mildest method possible.

8. Propane or butane torches, sandblasting, water blasting, or other abrasive cleaning and/or paint removal methods shall not be permitted. Doing so changes the visual quality of the wood and accelerates deterioration.

9. Repainting should be based on paint seriation studies. If an adequate record does not exist, repainting shall be done with colors that are appropriate to the style and period of the building.

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

1. All original or later contributing architectural metals shall be preserved.

2. Original or later contributing metal materials, features, details, and ornamentation shall be retained and, if necessary, repaired by patching, splicing, or reinforcing the metal using recognized preservation methods.

3. Deteriorated or missing metal materials, features, details, and ornamentation should be replaced with material and elements which match the original in material, color, texture, size, shape, profile, and detail of installation. Alternative materials will be considered on a case-by-case basis.

4. When replacement of materials or elements is necessary, it should be based on physical or documentary evidence.

5. Cleaning of metal elements either to remove corrosion or deteriorated paint shall use the gentlest method possible.

6. The type of metal shall be identified prior to any cleaning procedure because each metal has its own properties and may require a different treatment.

7. Non-corrosive chemical methods shall be used to clean soft metals (such as lead, tinplate, terneplate, copper, and zinc) whose finishes can be easily damaged by abrasive methods.

8. If gentler methods have proven ineffective, then abrasive cleaning methods, such as low pressure dry grit blasting, may be allowed for hard metals (such as cast iron, wrought iron, and steel) as long as it does not abrade or damage the surface.

9. A test patch of the cleaning method(s) shall be reviewed and approved on site by staff of the Boston Landmarks Commission to ensure that no damage has resulted. Test patches shall be carried out well in advance. Ideally, the test patch should be monitored over a

sufficient period of time to allow long-range effects to be predicted (including exposure to all seasons if possible).

10. Cleaning to remove corrosion and paint removal should be considered only where there is deterioration and as part of an overall maintenance program which involves repainting or applying other appropriate protective coatings. Paint or other coatings help retard the corrosion rate of the metal. Leaving the metal bare will expose the surface to accelerated corrosion.

11. Repainting should be based on paint seriation studies. If an adequate record does not exist, repainting shall be done with colors that are appropriate to the style and period of the building.

8.3.5 Windows (also refer to Masonry, Wood, and Architectural Metals)

1. The original or later contributing arrangement of window openings shall be retained.

2. Enlarging or reducing window openings for the purpose of fitting stock (larger or smaller) window sash or air conditioners shall not be allowed.

3. Removal of window sash and the installation of permanent fixed panels to accommodate air conditioners shall not be allowed.

4. Original or later contributing window sash, elements, features (functional and decorative), details, and ornamentation shall be retained and, if necessary, repaired by patching, splicing, consolidating, or otherwise reinforcing using recognized preservation methods.

5. Deteriorated or missing window sash, elements, features (functional and decorative), details, and ornamentation should be replaced with material and elements which match the original in material, color, texture, size, shape, profile, configuration, and detail of installation. Alternative materials will be considered on a case-by-case basis.

6. When replacement of sash, elements, features (functional and decorative), details, or ornamentation is necessary, it should be based on physical or documentary evidence.

7. If replacement is approved, replacement sash for divided-light windows shall have through-glass muntins or simulated divided lights with dark anodized spacer bars the same width as the muntins.

8. Tinted or reflective-coated glass shall not be allowed.

9. Metal or vinyl panning of the wood frame and molding shall not be allowed.

10. Exterior combination storm windows shall have a narrow perimeter framing that does not obscure the glazing of the primary window. In addition, the meeting rail of the combination storm window shall align with that of the primary window.

11. Storm window sashes and frames shall have a painted finish that matches the primary window sash and frame color.

12. Clear or mill finished aluminum frames shall not be allowed.

13. Window frames, sashes, and, if appropriate, shutters, should be of a color based on paint seriation studies. If an adequate record does not exist, repainting shall be done with colors that are appropriate to the style and period of the building.

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

1. All original or later contributing entrance elements shall be preserved.

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

3. Enlarging or reducing entrance/door openings for the purpose of fitting stock (larger or smaller) doors shall not be allowed.

4. Original or later contributing entrance materials, elements, details and features (functional and decorative) shall be retained and, if necessary, repaired by patching, splicing, consolidating or otherwise reinforcing using recognized preservation methods.

5. Deteriorated or missing entrance elements, materials, features (functional and decorative), details, and ornamentation should be replaced with material and elements which match the original in material, color, texture, size, shape, profile, configuration and detail of installation. Alternative materials will be considered on a case-by-case basis.

6. When replacement is necessary, it should be based on physical or documentary evidence.

7. Original or later contributing entrance materials, elements, features (functional and decorative) and details shall not be sheathed or otherwise obscured by other materials.

8. Storm doors (aluminum or wood-framed) shall not be allowed on the primary entrance unless evidence shows that they had been used. They may be allowed on secondary entrances. Where allowed, storm doors shall be painted to match the color of the primary door.

9. Unfinished aluminum storm doors shall not be allowed.

10. Replacement door hardware should replicate the original or be appropriate to the style and period of the building.

11. Buzzers, alarms and intercom panels, where allowed, shall be flush mounted and appropriately located.

12. Entrance elements should be of a color based on paint seriation studies. If an adequate record does not exist, repainting shall be done with colors that are appropriate to the style and period of the building/entrance.

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

1. All original or later contributing porch elements shall be preserved.

2. Original or later contributing porch and stoop materials, elements, features (functional and decorative), details, and ornamentation shall be retained if possible and, if necessary, repaired using recognized preservation methods.

3. Deteriorated or missing porch and stoop materials, elements, features (functional and decorative), details and ornamentation should be replaced with material and elements which match the original in material, color, texture, size, shape, profile, configuration and detail of installation. Alternative materials will be considered on a case-by-case basis.

4. When replacement is necessary, it should be based on physical or documentary evidence.

5. Original or later contributing porch and stoop materials, elements, features (functional and decorative), details and ornamentation shall not be sheathed or otherwise obscured by other materials.

6. Porch and stoop elements should be of a color based on paint seriation studies. If an adequate record does not exist repainting shall be done with colors that are appropriate to the style and period of the building/porch and stoop.

8.3.8 Lighting

1. There are several aspects of lighting related to the exterior of the building and landscape:

    a. Lighting fixtures as appurtenances to the building or elements of architectural ornamentation.
    b. Quality of illumination on building exterior.
    c. Security lighting.

2. Wherever integral to the building, original or later contributing lighting fixtures shall be retained and, if necessary, repaired by patching, piercing in or reinforcing the lighting fixture using recognized preservation methods.

3. Deteriorated or missing lighting fixture materials, elements, features (functional and decorative), details, and ornamentation should be replaced with material and elements which match the original in material, color, texture, size, shape, profile, configuration, and detail of installation. Alternative materials will be considered on a case-by-case basis.

4. When replacement is necessary, it should be based on physical or documentary evidence.

5. Original or later contributing lighting fixture materials, elements, features (functional and decorative), details, and ornamentation shall not be sheathed or otherwise obscured by other materials.

6. Supplementary illumination may be added where appropriate to the current use of the building.

7. New lighting shall conform to any of the following approaches as appropriate to the building and to the current or projected use:

    a. Reproductions of original or later contributing fixtures, based on physical or documentary evidence.
    b. Accurate representation of the original period, based on physical or documentary evidence.
    c. Retention or restoration of fixtures which date from an interim installation and which are considered to be appropriate to the building and use.
    d. New lighting fixtures which are differentiated from the original or later contributing fixture in design and which illuminate the exterior of the building in a way which renders it visible at night and compatible with its environment.

8. The location of new exterior lighting shall fulfill the functional intent of the current use without obscuring the building form or architectural detailing.

9. No exposed conduit shall be allowed on the building.

10. Architectural night lighting is encouraged, provided the lighting installations minimize night sky light pollution. High efficiency fixtures, lamps and automatic timers are recommended.

11. On-site mock-ups of proposed architectural night lighting may be required.

8.3.9 Storefronts (also refer to Masonry, Wood, Architectural Metals, Windows, Entrances/Doors, Porches/Stoops, Lighting, and Accessibility)

1. Refer to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (Storefront section).

8.3.10 Curtain Walls (also refer to Masonry, Wood, Architectural Metals, Windows, and Entrances/Doors)

1. Refer to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (Curtain Walls section).

8.3.11 Roofs (also refer to Masonry, Wood, Architectural Metals, and Roof Projections)

1. The roof forms and original or later contributing roof material of the existing building shall be preserved.

2. Original or later contributing roofing materials such as slate, wood trim, elements, features (decorative and functional), details and ornamentation, such as cresting, shall be

retained and, if necessary, repaired by patching or reinforcing using recognized preservation methods.

3. Deteriorated or missing roofing materials, elements, features (functional and decorative), details and ornamentation shall be replaced with material and elements which match the original in material, color, texture, size, shape, profile, configuration and detail of installation.

4. When replacement is necessary, it should be based on physical or documentary evidence.

5. If using the same material is not technically or economically feasible, then compatible substitute material may be considered.

6. Original or later contributing roofing materials, elements, features (functional and decorative), details and ornamentation shall not be sheathed or otherwise obscured by other materials.

7. Unpainted mill-finished aluminum shall not be allowed for flashing, gutters and downspouts. All replacement flashing and gutters should be copper or match the original material and design (integral gutters shall not be replaced with surface-mounted).

8. External gutters and downspouts should not be allowed unless it is based on physical or documentary evidence.

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

1. New roof projections shall not be visible from the public way.

2. New mechanical equipment should be reviewed to confirm that it is no more visible than the existing.

8.3.13 Additions

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

2. New additions shall be designed so that the character-defining features of the building are not radically changed, obscured, damaged or destroyed.

3. New additions should be designed so that they are compatible with the existing building, although they should not necessarily be imitative of an earlier style or period.

4. New additions shall not obscure the front of the building.

5. New additions shall be of a size, scale, and materials that are in harmony with the existing building.

8.3.14 Accessibility

1. Alterations to existing buildings for the purposes of providing accessibility shall provide persons with disabilities the level of physical access to historic properties that is required under applicable law, consistent with the preservation of each property's significant historical features, with the goal of providing the highest level of access with the lowest level of impact. Access modifications for persons with disabilities shall be designed and installed to least affect the character-defining features of the property. Modifications to some features may be allowed in providing access, once a review of options for the highest level of access has been completed.

2. A three-step approach is recommended to identify and implement accessibility modifications that will protect the integrity and historic character of the property:

    a. Review the historical significance of the property and identify character-defining features;
    b. Assess the property's existing and proposed level of accessibility;
    c. Evaluate accessibility options within a preservation context.

3. Because of the complex nature of accessibility, the Commission will review proposals on a case-by-case basis. The Commission recommends consulting with the following document which is available from the Commission office: U.S. Department of the Interior, National Park Service, Cultural Resources, Preservation Assistance Division; Preservation Brief 32 "Making Historic Properties Accessible" by Thomas C. Jester and Sharon C. Park, AIA.

8.3.15 Renewable Energy Sources

1. Renewable energy sources, including but not limited to solar energy, are encouraged for the site.

2. Before proposing renewable energy sources, the building's performance shall be assessed and measures to correct any deficiencies shall be taken. The emphasis shall be on improvements that do not result in a loss of historic fabric. A report on this work shall be included in any proposal for renewable energy sources.

3. Proposals for new renewable energy sources shall be reviewed by the Commission on a case-by-case basis for potential physical and visual impacts on the building and site.

4. Refer to the Secretary of the Interior's Standards for Rehabilitation & Illustrated Guidelines on Sustainability for Rehabilitating Historic Buildings for general guidelines.

8.3.16 Building Site

1. The general intent is to preserve the existing or later contributing site and landscape features that enhance the property.

2. It is recognized that often the environment surrounding the property has character, scale and street pattern quite different from what existed when the building was

constructed. Thus, changes must frequently be made to accommodate the new condition, and the landscape treatment can be seen as a transition between the historic property and its newer surroundings.

3. All original or later contributing features of the building site that are important in defining its overall historic character shall be retained and, if necessary, repaired using recognized preservation methods. This may include but is not limited to walls, fences, steps, walkways, paths, roads, vegetation, landforms, furnishings and fixtures, decorative elements, and water features. (See section 9.0 for subsurface features such as archaeological resources or burial grounds.)

4. Deteriorated or missing site features should be replaced with material and elements which match the original in material, color, texture, size, shape, profile, configuration and detail of installation. Alternative materials will be considered on a case-by-case basis.

5. When replacement is necessary, it should be based on physical or documentary evidence.

6. The existing landforms of the site shall not be altered unless shown to be necessary for maintenance of the designated property's structure or site.

7. If there are areas where the terrain is to be altered, these areas shall be surveyed and documented to determine the potential impact to important landscape features.

8. The historic relationship between buildings and the landscape shall be retained. Grade levels should not be changed if it would alter the historic appearance of the building and its relation to the site.

9. Buildings should not be relocated if it would diminish the historic character of the site.

10. When they are required by a new use, new site features (such as parking areas, driveways, or access ramps) should be as unobtrusive as possible, retain the historic relationship between the building or buildings and the landscape, and be compatible with the historic character of the property. Historic rock outcroppings like puddingstone should not be disturbed by the construction of new site features.

11. Original or later contributing layout and materials of the walks, steps, and paved areas shall be maintained. Consideration will be given to alterations if it can be shown that better site circulation is necessary and that the alterations will improve this without altering the integrity of the designated property.

12. When they are necessary for security, protective fencing, bollards, and stanchions should be as unobtrusive as possible.

13. Existing healthy plant materials which are in keeping with the historic character of the property shall be maintained. New plant materials should be appropriate to the character of the site.

14. Maintenance of, removal of, and additions to plant materials should consider restoration of views of the designated property.

15. The Boston Landmarks Commission encourages removal of non-historic fencing as documentary evidence indicates.

16. The Boston Landmarks Commission recognizes that the designated property must continue to meet city, state, and federal goals and requirements for resiliency and safety within an ever-changing coastal flood zone and environment.

The following are additional Guidelines for the treatment of the historic property:

1. Should any major restoration or construction activity be considered for a property, the Boston Landmarks Commission recommends that the proponents prepare a historic building conservation study and/or consult a materials conservator early in the planning process.

    a. The Boston Landmarks Commission specifically recommends that any work on masonry, wood, metals, or windows be executed with the guidance of a professional building materials conservator.

2. Should any major restoration or construction activity be considered for a property's landscape, the Boston Landmarks Commission recommends that the proponents prepare a historic landscape report and/or consult a landscape historian early in the planning process.

3. When reviewing an application for proposed alterations, the Commission will consider whether later addition(s) and/or alteration(s) can, or should, be removed on a case-by-case basis. Since it is not possible to provide one general guideline, the following factors will be considered in determining whether a later addition(s) and/or alteration(s) can, or should, be removed include:

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

8.4 List of Character-defining Features

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

Character-defining elements include, for example, the overall shape of a building and its materials, craftsmanship, decorative details and features, as well as the various aspects of its site and environment. They are critically important considerations whenever preservation work is

contemplated. Inappropriate changes to historic features can undermine the historical and architectural significance of the resource, sometimes irreparably.

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

The character-defining features for this historic resource include:

1. **Architectural style**:. While 12 Ericsson does not present an articulation of a particular recognized architectural style, it is typical of New England mill design.
2. **Ornamentation**: Decorative brickwork at the window hoods, cornice and parapet.
3. **Building materials and finishes**: Common-bond brick.
4. **Roof type, forms, and features (chimneys, cupolas, dormers, etc.)**:
   12 Ericsson: flat roof behind parapet;
   12R Ericsson: gable with high gabled monitor at ridge.
5. **Cornices**:
   12 Ericsson: decorative three-part cornice of dentils, zig zag and modillions.
6. **Parapets**:
   12 Ericsson: A high parapet decorated as described under cornices encircles the front and sides
7. **Massing of building**: The form and massing of both buildings, rectangular block for 12 Ericsson and gable with monitor for 12R Ericsson.
8. **Relationship of building to lot lines, sidewalks, and streets**:
   Both buildings generally fill their lots. 12 Ericsson is sited directly on the Ericsson frontage.
9. **Views**: The site includes views of the Neponset River and Pine Neck Creek to the north, east and west, respectively, and the historic residential section of Port Norfolk to the south. The buildings are part of a large industrial site filling the north tip of Port Norfolk, a peninsula projecting beyond the west bank of the Neponset River and surrounded by water on three sides.

9.0 ARCHAEOLOGY

All below-ground work within the property shall be reviewed by the Boston Landmarks Commission and City Archaeologist to determine if work may impact known or potential archaeological resources. An archaeological survey shall be conducted if archaeological sensitivity exists and if impacts to known or potential archaeological resources cannot be mitigated after consultation with the City Archaeologist. All archaeological mitigation (monitoring, survey, excavation, etc.) shall be conducted by a professional archaeologist. The professional archaeologist should meet the Secretary of the Interior's Professional Qualifications Standards for Archaeology.

Refer to Section 8.3 for any additional Standards and Criteria that may apply.

10.0 SEVERABILITY

The provisions of these Standards and Criteria (Design Guidelines) are severable and if any of their provisions shall be held invalid in any circumstances, such invalidity shall not affect any other provisions or circumstances.

11.0 BIBLIOGRAPHY

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