

# THE MOAKLEY HOUSE

1812 Columbia Road, South Boston

## STUDY REPORT



Petition # 291.24

Boston Landmarks Commission | Office of Historic Preservation  
City of Boston

Approved by:



2/3/2025

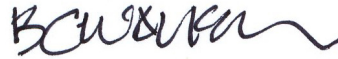
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Kathy Kottaridis, Director

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Date

Approved by:



2/3/2025

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Bradford C. Walker, Chair

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Date

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Draft report posted on November 19, 2024  
Final report posted on February 3, 2025

Cover image: Front facade of the Moakley House, South Boston, October 2024, Mary Cirbus

## 1. DESIGNATION

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

The designation of the Moakley House was initiated in 2024 after a petition was submitted by 12 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.

The Moakley House meets the following criteria for designation as a Boston Landmark as established in Section 4 of Chapter 772:

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

The Moakley House is historically significant for its association with former U.S. Congressman John Joseph "Joe" Moakley, a life-long South Boston resident who served as State Representative, State Senator, Boston City Councilor, and finally U. S. Congressman for 15 terms. Moakley and his wife, Evelyn, resided at 1812 Columbia Road for four decades, spanning almost the entirety of his political career. Moakley's support for numerous construction projects and infrastructure improvements as well as various initiatives including affordable housing and public health programs permanently altered the landscape of Boston and the Commonwealth of Massachusetts. He was also nationally and internationally known for his impactful work in the United States Congress and his humanitarian efforts in helping to end the civil war in El Salvador in the 1980s and early 1990s.

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

The house is architecturally significant as an example of a 1920s Colonial Revival style 2-family dwelling in South Boston, maintaining many characteristic architectural features associated with the style, namely its pedimented portico, six-over-one sash arranged in pairs or in rows of three, hipped roof, and decorative modillions at soffits. The Colonial Revival design of the house also harmonizes with the designs of the yacht clubs across the street on William J. Day Boulevard, which are clad in wood shingles and display elements of Colonial Revival, Queen Anne, Shingle, Italian Renaissance, Tudor Revival, and Bungalow/Craftsman styles. Detached houses typical of the size, massing, and style of 1812 Columbia Road are rare in South Boston; the area is dominated by triple deckers

and attached rowhouses. Additionally, many houses of this period and earlier have been demolished for new construction.

Therefore, Boston Landmarks Commission staff recommends that the Commission designate the exterior of the Moakley House as a Landmark under Chapter 772; and further recommends that the boundaries corresponding to the Assessor's parcel 0702706000 be adopted without modification. The effect of this designation shall be that review by the Boston Landmarks Commission and/or Commission staff shall be required for any proposed alterations to the following elements:

- The exterior envelope of the building.

If designated, the Standards and Criteria in section 6 of this report will serve as guidelines for the Commission's review of proposed changes to the property, with the goal of protecting the historic integrity of the landmark and its setting. The designation would not regulate use or alterations to interior features or features that are not visible from a public way.

## **2. LOCATION AND ZONING**

According to the City of Boston's Assessing Department, the Moakley House is located at 1812 Columbia Road, Boston, MA 02127. The Assessor's Parcel Number is 0702706000.

The Moakley House is located in the neighborhood of South Boston, and more specifically the area known as City Point. Columbia Road, upon which the Moakley House is located, is part of the National Register Historic District known as the Old Harbor Reservation Parkways. Columbia Road is a narrow, multidirectional residential service road that travels parallel to William J. Day Boulevard. The north side of Columbia Road borders a neighborhood of predominantly early-20th-century two- and three-story wood-frame single and multi-family residences.

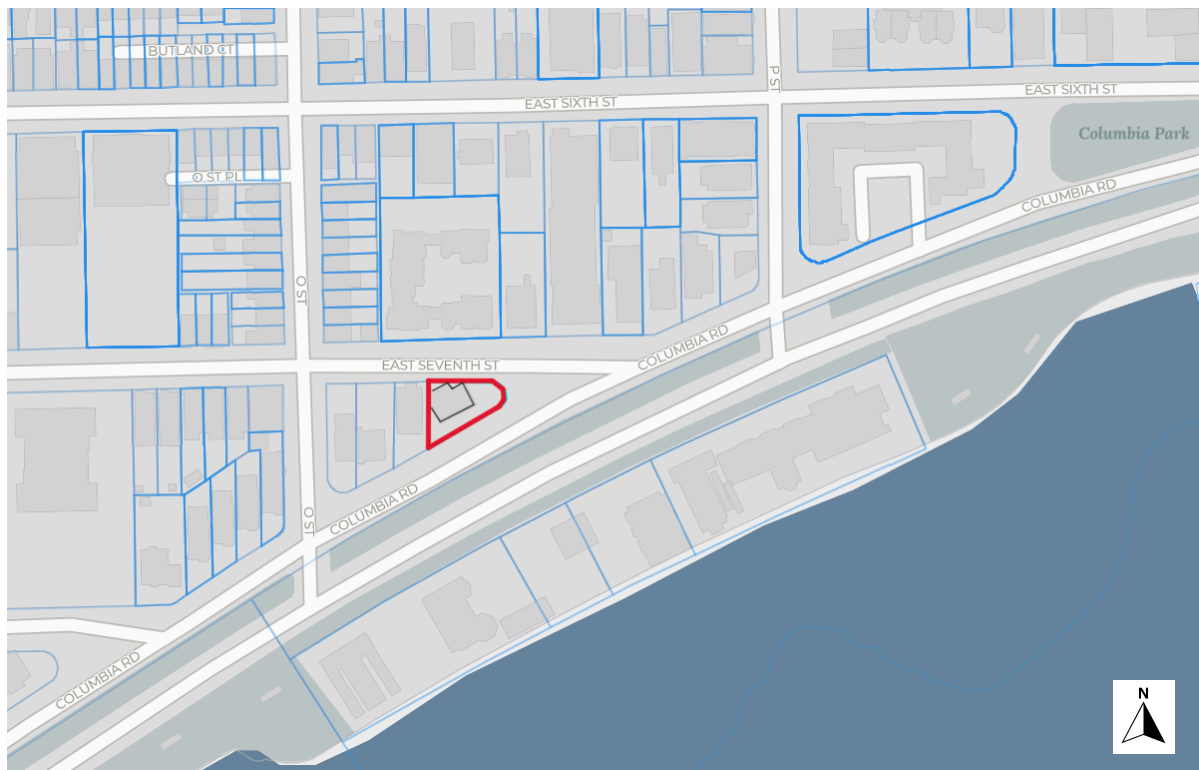
Directly across the Columbia Road and Day Boulevard from 1812 Columbia Road is another National Register Historic District: the South Boston Boat Clubs Historic District. This is an unusually cohesive row of late Victorian boat clubs dating from 1889-1901. The shingle siding of the Moakley House is in dialogue with the wood shingles of these historic clubhouses.

1812 Columbia Road is located in the South Boston Neighborhood Zoning District, within a Multifamily Residential Subdistrict and several Zoning Overlays:

- Coastal Flood Resilience Overlay District;
- Greenbelt Protection Overlay District;
- Restricted Parking District.

It is also located in a FEMA Flood Hazard Area.





**Figure 1.** Map showing the boundaries of parcel # 0702706000.

### 3. OWNERSHIP AND OCCUPANCY

According to the City of Boston's Assessor's records, the Moakley House is owned by Brian and Patricia Cloherty, with a mailing address at 1090 S Collier Blvd Apt 612, Marco Island FL, 34145.

According to the Assessor's records, the property has a total assessed value of \$1,538,400, with the land valued at \$472,700 and the building valued at \$1,065,700 for fiscal year 2024.

The house was originally constructed as a two-family residence, but since 1990 it has been classified as a single-family residence.

### 4. ARCHITECTURAL DESCRIPTION

#### 1812 Columbia Road

1812 Columbia Road is a two-and-a-half story Colonial Revival style house with wood shingle siding located on Columbia Road in South Boston. Columbia Road is a major travel thoroughfare which runs in an easterly-westerly direction along the coastline in South Boston before turning south and continuing into Dorchester. It runs parallel along William J. Day Boulevard, formerly known as the Strandway. The two streets are separated by a tree-lined median which spans several blocks between Farragut Road at the easternmost termination of Columbia Road and G Street at the west point where Columbia Road branches off from William J. Day Boulevard. The streetscape of the north side of Columbia Road consists predominantly of multi-family homes and triple-deckers with a fewer number of single-family homes present. To the south of Columbia Road and William J. Day Boulevard is coastline. The house at 1812 Columbia Road is located across the street from the shingle-style Boston Harbor Yacht Club, Puritan Canoe Club, Columbia Yacht Club, and South Boston Yacht Club. These four properties are listed on the National Register as the South Boston Clubs National Register Historic District. The house is

located a couple blocks west of Marine Park, Pleasure Bay, and the Head Island Causeway which allows pedestrian access to Castle Island. The house is situated on the easternmost parcel of a triangularly shaped block which is bounded by O Street to the west, East 7th Street to the north, and Columbia Road to the southeast. For ease of reading this report will consider Columbia Road as the southern boundary of the parcel, rather than the southeast boundary. The house is set back from the property line on a level lot and sited so that the front facade runs parallel to Columbia Road. Due to its position relative to that of the block, the parcel is mostly triangularly shaped with a curved line, instead of an angle, at the easternmost boundary that forms the intersection of East 7th Street and Columbia Road. A concrete pathway and brick steps which lead to the front entrance are partitioned from the sidewalk by a chain-link fence and gate. The fence is partially concealed by shrubbery and runs along the southern lot line (Columbia Road) then turns and wraps around along the curved East 7th Street lot line, and terminates at a driveway on the rear (north) lot line along East 7th Street. The driveway is stamped concrete and abuts the foundation at the east facade. The remainder of the northern perimeter is lined with an additional row of shrubs and a non-historic wood paneled fence which extends along the sidewalk to the northwest corner of the lot. A non-historic metal picket fence runs along the west lot line, marking the boundary of the adjacent property at 1808 Columbia Road. The yard contains grass with additional shrub groupings planted along the foundation of the house at the front elevation.

The house is mostly rectangular in plan and clad in wood shingles. A flat wood board water table located just above the first floor window headers interrupts the shingled siding and wraps the entire perimeter of the house. The main block of the house is capped with a moderately pitched hipped roof, oriented so that the hipped edges extend along the four corners of the main block, running in northeast, southeast, southwest, northwest directions, respectively. Various vents interrupt the roof slopes. A two-story ell with identical wood shingle siding measuring one bay on all three sides extends from the middle of the rear (north) facade. The ell is capped with a three-sided, shallow-pitched hipped roof that extends from the main roof. A one-story bump-out with a shallow-pitched hipped roof, also clad in wood shingle siding, extends from the rear facade at the northwest quadrant of the building. Roofs throughout are clad in asphalt shingles and terminate in wide eaves on all facades. Paired shallow rectangular modillions accent the soffits throughout.

The primary facade faces Columbia Road to the south. Both the first and second stories each measure three bays wide but the openings create an asymmetrical facade. The bays are irregular in size and each bay holds a different window configuration. The main entrance is located in the second bay which is marked by a narrow one-story portico supported by fluted square columns. A set of brick steps provides access to the portico. Like the rest of the house, the portico roof is clad in asphalt shingles. The portico features a triangular pediment with a dentilled cornice trim atop a flat, wide frieze. Paired shallow rectangular modillions accent the soffit on all three sides of the portico. The entry portico is modified from its original form, now enclosed by large panes of glass installed in former openings. A modern aluminum storm door provides access to the enclosed entry. The main entrance to the house contains a six-paneled door. The easternmost bay at the first story contains a three-part window system consisting of a center picture window flanked by six-over-one double-hung windows, each separated by a vertical mullion. The westernmost bay contains two six-over-one double-hung windows separated by a vertical mullion. This same configuration is repeated in the westernmost bay of the second story. The remaining bays, however, do not match their counterparts. The center and easternmost bays contain one six-over-six double-hung window and three six-over-six double-hung windows separated by vertical mullions, respectively. The three-part window at the second story is narrower than its counterpart at the first story; the opening is centered over the wider opening below it. Two clerestory windows, although concealed by shrubs, fenestrate the concrete foundation, one at the westernmost bay and one under the easternmost bay.

The east (side) facade faces the intersection of Columbia Road and East Seventh Street. This elevation contains the side facade of the main block as well as the one bay side facade of the two-story ell at the rear of the property. Unlike the primary facade, the east facade of the main block is symmetrical and measures two bays wide. Fenestration at the first floor consists of two pairs of six-over-one windows, each pair separated by a vertical mullion. This window configuration and placement is identical to that of the second story. There are two metal downspouts on this main block, each painted to match the facade: one is located near the southernmost corner and the other near the northernmost corner. There are two clerestory windows at the concrete foundation, each one centered on each bay. The east elevation of the two story ell features one bay of six-over-one double-hung windows at the first and second stories. Unlike other windows on the building, these two windows appear to have exterior storm windows. The openings are not centered on this elevation; the wide window trim surrounds are located at the 90° angle where the perpendicular planes meet. A painted metal downspout also runs along the northernmost corner of the ell.

The north rear facade faces East Seventh Street. This facade appears utilitarian in nature in that it is largely devoid of fenestration. The center two-story ell visually dominates the elevation and seemingly separates the facade into three sections. The second story of the ell contains a six-over-one double-hung window while the first story contains a six-paneled wood door at the ground level. The easternmost third of the facade contains no fenestration whatsoever. The westernmost third section contains a one-story bump out at the first story. The addition is clad in wood shingles and capped with a °shallow pitch hipped roof.<sup>1</sup> It is fenestrated by a three-part window system consisting of a center six-over-one double-hung window flanked by two four-over-one double-hung windows, each separated by a thin vertical mullion. To the west of the three-part window is a modern wood paneled door concealed by a metal storm door. Modern sconce lantern lights are installed. The entrance is accessed by non-historic entry steps and porch.

Like the rear facade, the west (side) facade is largely devoid of fenestration. At the ground level a shed-like bump out clad in wood singles with hinged double doors projects from the facade. It also has a hipped roof clad in asphalt shingles. To the south of the bump out is a clerestory window at the concrete foundation. At the northern corner of the first story at the main massing there is a single one-over-one window. Like the east facade, there are two metal downspouts on this main block, each painted to match the facade: one is located near the southernmost corner and the other near the northernmost corner. The west facade of the one-story addition at the rear of the building contains a single clerestory window. The second floor of the west facade of the two-story ell has a six-over-one double-hung window.

### **Building Alterations**

Building plans and historic photographs (see Appendix Figures 9-14) indicate that 1812 Columbia has been altered since its original construction. The chimney, which was once located at the center of the roof, has been removed. The two-story ell at the rear facade has been modified and the rear covered porches removed. Window openings have been modified or removed, particularly at the front (south) facade and side (west) facade. Windows have been replaced throughout. The overall massing, materials, and design of the house, however, remain intact and the alterations—although requiring significant restorative work—are reversible in nature. The dates of these alterations are unknown; historic building permits were issued in 1989 for a kitchen addition (the one-story bump-out at rear facade) and to change the occupancy from a 2-family house to a single family house. The permit language, however, states that the work included mostly interior work: “Interior cosmetic work partitions walls ceilings floors electrical and plumbing to be done exterior repairs no change in sizes remove exterior stairs that that

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<sup>1</sup> According to neighbors, this bump out was originally a porch that was later enclosed. This condition is reflected in the property's original building plans.

will not effect [sic]egress”.<sup>2</sup> Windows, modification of openings, and chimney are not addressed in the permit language and therefore it is assumed that the work was completed at an earlier date. Additional research, however, is needed to narrow the date of these alterations.. Street view images as far back as 2007 show the existing window and chimney conditions.

## **5. HISTORY AND SIGNIFICANCE**

### **A. Historic Significance**

The Moakley House is historically significant for its association with former U.S. Congressman John Joseph “Joe” Moakley, a life-long South Boston resident who served in multiple elected civil service roles: first as State Representative, then State Senator, later, City Councilor, and finally U. S. Congressman, for which he served 15 terms. Moakley and his wife, Evelyn, resided at 1812 Columbia Road for almost the entirety of his political career, from 1959 until their deaths (Evelyn’s in 1996 and Joe’s in 2001). Moakley made numerous significant contributions to the City of Boston in terms of securing federal funding and support for development and infrastructure improvements, most notably the construction of the John J. Moakley United States Courthouse in the Seaport and Boston’s “Big Dig.”<sup>3</sup> These large scale development projects, as well as Moakley’s support for various initiatives including affordable housing and public health programs, permanently altered the landscape of Boston and the Commonwealth of Massachusetts. He was also nationally and internationally known for his work in the United States Congress and his humanitarian efforts in helping to end the civil war in El Salvador in the 1980s and early 1990s.

The house at 1812 Columbia Road is also architecturally significant as an example of a 1920s Colonial Revival style 2-family dwelling in South Boston. In addition, the subdivision of the original lot and the construction of the house as one of two adjacent dwellings by the same architect and builder exemplifies historic speculative building efforts in South Boston and represents the changing character of the neighborhood from industrial to suburban in the late 19th and early 20th centuries. The property’s location along Columbia Road and William J. Day Boulevard is also significant for its association with landmaking efforts in South Boston over its history: first by private owners for industry and later by city leaders to reclaim land for fresh air and recreational purposes.

### **Development of South Boston**

South Boston is part of the traditional homelands of the Massachusetts Tribe, who have lived in the region for at least 12,000 years prior to European settlement. The original South Boston peninsula consisted of approximately 600 acres which jutted out into Boston Harbor and South Bay, connected to Dorchester by a narrow neck. The landscape was hilly and natural freshwater sources were plentiful.<sup>4</sup> The natural topography of the region was conducive for native settlement; archaeological investigations throughout Boston document surviving evidence of Native presence throughout the city, even in developed areas. The first Europeans arrived at the original Shawmut peninsula - land on which now stands a portion of Boston’s Central Business District - in 1630 and settled Dorchester as a Massachusetts Bay Colony town. The South Boston peninsula, appropriately called Dorchester Neck due to its narrow connection to the mainland, was included in the original land grants as part of Dorchester. It was mostly empty

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<sup>2</sup> “1812 Columbia Road,” Boston Inspectional Services Historic Permit Finder. Various.

<sup>3</sup> The “Big Dig” was a project that rerouted the elevated Central Artery of Interstate 93 that cut across Boston into the O’Neill Tunnel, and built the Ted Williams Tunnel to extend Interstate 90 to Logan International Airport. Planning for the Big Dig began in 1982 and construction began in 1991.

<sup>4</sup> Massachusetts Historical Commission, *Reconnaissance Survey Town Report: Boston* (Boston: Massachusetts Historical Commission, 1981), “South Boston,” <http://www.sec.state.ma.us/mhc/mhcpdf/townreports/Boston/bos.pdf>

and used as pastures throughout the Colonial period. The area east of present-day O Street, also known as the City Point neighborhood, was owned by the Blake family from 1680 through the early 19th century.<sup>5</sup>

Boston began a period of rapid growth after the Revolutionary War; booming maritime trade contributed to significant population increase and sparked new associated industries such as shipyards, iron foundries, and rum distilleries.<sup>6</sup> The growth in population and the economy catalyzed the physical growth of the city through landmaking,<sup>7</sup> a character defining topographical feature of Boston which reflects the city's growth and development patterns over centuries. In her book *Gaining Ground: A History of Landmaking in Boston*, Nancy S. Seasholes cites that Boston likely has the most man-made land of any city in North America consisting of approximately 5,250 acres. South Boston alone contains 1,012.7 acres of infill.<sup>8</sup> Several landmaking projects in the early-to-mid 19th century vastly altered the existing landscape of the original Shawmut peninsula: the demolition of Beacon Hill and filling of Mill Pond was completed around 1828; the South Cove was filled in beginning in 1804-05; and the land of present-day Back Bay was made in 1854.<sup>9</sup>

While the original Shawmut peninsula grew in population, wealth, and land, the South Boston peninsula remained relatively stagnant through the first quarter of the 19th century. In 1804, Dorchester Neck was annexed to Boston in a largely speculative transaction propelled by a group of wealthy Boston businessmen—William Tudor, Gardner Greene, Jonathan Mason, and Harrison Gray Otis—who intended to purchase large tracts of pasture lands of the Neck and resell them for development. The investors spearheaded the introduction of a street grid consisting of mostly rectangular blocks with roads running in north-south and east-west directions. They likely saw the opportunity to create more housing for Boston workers; the land was identified by investors for its close proximity to Boston, opportunity for residential development, and Boston's unsustainable population growth.<sup>10</sup> It was not until the 1820s, however, that the speculative potential of South Boston was realized. For the next few decades South Boston saw rapid growth and expansion due to new industrial ventures, residential development, and population explosion. Iron foundries, shipyards, and gas works dominated industry in South Boston.<sup>11</sup> The growth of this new urban industry on the peninsula became a character-defining feature of the neighborhood. Immigrants, primarily Irish, flocked to the area, attracted by work opportunities.<sup>12</sup> Residential buildings, in the form of wood framed, single-family dwellings with gabled ends facing the street,<sup>13</sup> reflected the somewhat gritty nature of the neighborhood, especially in contrast to the refined rowhouses of Back Bay, Beacon Hill, and the South End. Unlike the wealthy, educated inhabitants of these neighborhoods, the majority of the South Boston population were laborers and other lower- and middle-class occupations; the contrast was reflected in the construction of generally smaller and cheaper

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<sup>5</sup> Boston Landmarks Commission, *South Boston Preservation Study* (Boston: Boston Landmarks Commission, 1981). Archive.org. Accessed September 2024. <https://archive.org/details/southbostonprese00bost/page/22/mode/2up>

<sup>6</sup> Massachusetts Historical Commission, *Reconnaissance Survey Town Report: Boston*

<sup>7</sup> Nancy S. Seasholes identifies this term as having been coined by archaeologists, but many Boston historians associate it with her book, *Gaining Ground: A History of Landmaking in Boston*.

<sup>8</sup> Nancy S. Seasholes, *Gaining Ground: A History of Landmaking in Boston*, (Cambridge, MA and London: The MIT Press, 2018).

<sup>9</sup> Boston Landmarks Commission, *The Hutchinson Building Study Report* (Boston: Boston Landmarks Commission), 2023. This report also cites the *Central Business District Preservation Study*.

<sup>10</sup> John J. Toomey and Edward P. B. Rankin, *History of South Boston (Its Past and Present)* (Boston: Independently Published, 1901). Archive.org. Accessed September 2024. <https://archive.org/details/historyofsouthbo00toome/mode/2up>

<sup>11</sup> Boston Landmarks Commission, *South Boston Preservation Study*

<sup>12</sup> Thomas H. O' Connor, *South Boston: My Hometown* (Boston: Northeastern University Press, 1988)

<sup>13</sup> Boston Landmarks Commission, *South Boston Preservation Study*



dwelling.<sup>14</sup> The introduction of the railroad to the peninsula in 1845 further contributed to the growth and development of the peninsula; by 1855 South Boston included more dwellings than any other ward in the city.<sup>15</sup> After the Civil War South Boston continued to grow; the architectural landscape began to incorporate brick and frame row housing for rentals or speculative sale as well as two-family dwellings and triple deckers.<sup>16</sup>

### Industry and Beautification

The shoreline of the original peninsula ran along the southern side of present-day East 6th Street.<sup>17</sup> The siting of 1812 Columbia Road – on the southern side of East 7th Street – is on man-made land, which speaks to South Boston's history as an urban industrial area. Beginning in at least 1874 the land was the property of South Boston Iron Company, a highly profitable iron foundry complex founded by Cyrus Alger in 1827. The main foundry was located near the present-day Fort Point neighborhood and, over several years, Alger built out the Foundry Street area to accommodate wharves and outbuildings associated with the business. Alger's foundries were primarily used for gun manufacturing, particularly in the years before and during the Civil War; South Boston Iron Works was the largest in the country by 1850.<sup>18</sup> The first documented evidence of industrial use of the land in the general vicinity of the property site is shown on the 1852 McIntyre map of Boston (see Figure 16). This lot, bounded by East 6th and O Streets and the southern shoreline, contains the United States Gun Yard with "Alger's and Co Gun Works," part of Alger's iron conglomerate, immediately to the east. The 1874 Hopkins atlas of Boston shows significantly expanded industrial lot in this same location, marked "South Boston Iron Company," bounded by O Street and East 7th Street to the north and west, respectively, and abutting a neighbor's property to the east (John Green Jr. heirs) (see Figure 17). The southerly boundary extends past the shoreline to the Commissioner's Line on the flats. The lot contains a structure, possibly a wharf, with a rectangular footprint that extends past the shoreline. The footprint of this same complex is similar on the 1882 Hopkins map (see Figure 18) and the 1884 Bromley atlas (see Figure 19).<sup>19</sup>

South Boston's foundry industry waned in the later years of the 19th century due to rising costs which eventually forced plants out of business. The South Boston Iron Company began selling off land to settle debt early in the 1880s.<sup>20</sup> In 1887 the company sold a sizable portion of their property to David M. Weston, a prominent and wealthy Roxbury businessman who invented a centrifugal machine for refining sugar.<sup>21</sup> The parcel, as sold, was bounded by East 7th Street to the north, O Street to the west, and land occupied by the Boston Yacht Club to the east. The Southerly boundary stretched past the shoreline along the Harbor Commissioners Line. Weston died in 1890 and the land passed to his heirs.

Weston's death occurred at the cusp of a transition in terms of beautification for the City of Boston, and South Boston in particular. The link between Public Health and access to recreational spaces and open air was in the forefront of collective consciousness and a core issue for reformers and city leaders. The City was in the thick of one of the most massive public

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<sup>14</sup> Sam Bass Warner, Jr. *Streetcar Suburbs: The Process of Growth in Boston (1870-1900)*, (Cambridge, MA and London, UK: Harvard University Press, 1978.

<sup>15</sup> Ibid.

<sup>16</sup> Ibid.

<sup>17</sup> Boston Landmarks Commission, *South Boston Preservation Study*

<sup>18</sup> Toomey and Rankin, *History of South Boston*

<sup>19</sup> There is a discrepancy, however, in the topographical features between the two maps: the Hopkins map shows an extension of Eighth Street through the property lines, whereas the Bromley atlas documents an uninterrupted perimeter.

<sup>20</sup> "News in Brief: South Boston Iron Company," *Boston Post*, October 12, 1881

<sup>21</sup> "Recent Deaths," *Boston Evening Transcript*. April 29, 1890 page 1. Newspapers.com

[https://www.newspapers.com/image/735375900/?clipping\\_id=156391629&fcfToken=eyJhbGciOiJIUzI1NiIsInR5cCI6IkpXVCJ9.eyJmcmVILXZpZXctaWQiOjczNTM3NTkwMCwiaWF0IjozOTIzMDI0LCJleHAiOjE3MjgwMDk0MjR9.Cw3vtTQtfitbsmmd1NEW2kcPkPwHEOS8RokhzEKFp1k](https://www.newspapers.com/image/735375900/?clipping_id=156391629&fcfToken=eyJhbGciOiJIUzI1NiIsInR5cCI6IkpXVCJ9.eyJmcmVILXZpZXctaWQiOjczNTM3NTkwMCwiaWF0IjozOTIzMDI0LCJleHAiOjE3MjgwMDk0MjR9.Cw3vtTQtfitbsmmd1NEW2kcPkPwHEOS8RokhzEKFp1k)

projects in its history: the creation of Frederick Law Olmsted's Emerald Necklace commenced in 1878 which connected Boston Common and Public Garden to The Fens to Franklin park via Jamaicaaway, Jamaica Pond, and the Arborway to Marine Park in South Boston via Columbia Road.<sup>22</sup> Castle Island and Fort Independence, formerly off-limits to public use, was decommissioned by the U.S. government in 1879 and Boston was granted use of the Fort by Congress in 1890. Facing mounting public pressure, the City constructed a wooden bridge in 1892 connecting Castle Island to Marine Park, thereby opening the site for recreational use.<sup>23</sup> Popular opinion wanted the South Boston shoreline, modified and built out by the various industrial complexes, reclaimed for public use and politicians followed suit. During the later part of the 19th century, the area of East 6th Street between O and Q Street (later Farragut Road) "had the appearance of a seaside resort and was the location of yacht clubs, piers, hotels, and a skating rink."<sup>24</sup> As part of this larger reclaim of the shoreline, and to further ease of streetcar travel to further areas of the peninsula<sup>25</sup>, City leaders purchased 145 acres of land and flats along the southern shore of the South Boston peninsula from Atlantic Street (now Covington Street) to Q Street (now Farragut Road) at Marine Park<sup>26</sup> to construct a new parkway known as the Strandway (now William J. Day Boulevard). Work for this new thoroughfare began first in 1896 and then again in 1898. Nancy Seasholes writes in her book, *Gaining Ground*, that the Strandway and Columbia Road "were apparently filled with dirt brought by carts from construction sites including that of South Boston High School, which was being built at the time, as well as some household ashes."<sup>27</sup> At the time of its construction, the Strandway was a valuable modern asset: "a beautiful drive from Franklin park [sic] to Marine park [sic]. One may start at the Back Bay park, and going through Jamaica park and Franklin park, reach the strandway, drive along the seashore with a fine sea view, and reach Marine park, which in time will be one of the finest resorts in the eastern part of the country."<sup>28</sup> The Weston property was significantly modified by the creation of the Strandway, and the City's acquisition of this private land in 1890 resulted in the triangular block-bound by East 7th Street to the north, O Street to the west, and Columbia Road to the southeast—which remains today. The deed notes that the City paid \$20,000 to the Weston heirs in the acquisition of their land "for the purposes of a public park."<sup>29</sup> Weston's land, as well as adjacent land along the shoreline purchased by the City, is shown on a map by William Jackson, City Engineer, dated April 30, 1890 (see Figure 26).

### 1812 Columbia Road

With the plans for the Strandway in swing, the opportunity for real estate in such a desirable location was apparent. The lot, however, was not actually developed until almost 20 years later. In 1899 the Weston heirs sold the newly constructed triangular block along Columbia Road (as the Strandway was not yet complete) to Joseph L. Bergman, a real estate broker and investor. As reported in *The Boston Globe*, Bergman purchased this "valuable" lot consisting of 16,450 square feet for a price "way in excess of the total taxed value" with the intention of "erecting a number of fine apartment houses for investment."<sup>30</sup> The lot, however, remained vacant. Bergman listed the undeveloped lot for sale again beginning in 1909, advertising it as "suitable for hotel or apartments, low price and easy terms."<sup>31</sup> The property was acquired two more times before any construction commenced: first by William E. Burke and Herbert W. Burke in 1912, and later by Joseph G. Donovan in 1926. *The Boston Globe* described the transaction as "an important sale of

<sup>22</sup> Thomas H. O'Connor, *South Boston: My Hometown* (Boston: Northeastern University Press), 1988

<sup>23</sup> Ibid.

<sup>24</sup> Boston Landmarks Commission, *South Boston Preservation Study*

<sup>25</sup> Massachusetts Historical Commission, "South Boston Boat Clubs Historic District," National Register of Historic Places Registration Form (Boston: Massachusetts Historical Commission, 2005).

<sup>26</sup> Seasholes, *Gaining Ground*

<sup>27</sup> Ibid.

<sup>28</sup> "Joy in South Boston: Residents Pleased at the Prospect of the Completion of the Strandway Through Legislative Action" *The Boston Globe*. May 27, 1985. Newspapers.com

<sup>29</sup> "Weston et. al to City of Boston," Suffolk County Registry of Deeds, Unindexed Property Search. Book 1966 Page 443.

<sup>30</sup> "Real Estate Matters" *The Boston Globe* August 29, 1899 Page 3. Newspapers.com

<sup>31</sup> *The Boston Globe*, May 23, 1909, page 20

vacant land in South Boston comprises the triangular lot, corner of East 7th and O sts, and Columbia road. ... Joseph G. Donovan purchases from Herbert W. Burke for improvement.”<sup>32</sup>

Local builder Frank A. Cundari acquired the property from Joseph G. Donovan in 1927 with the intention to finally develop the lot. Donovan subdivided the land prior to the sale, and the deed describes the land as “bordering on Columbia Road, East Seventh and O Streets, and known as Lots 1, 2, 3, and 4 on a Plan of Land by A. N. Coleman, Surveyor, dated June 9, 1927 and recorded with the Suffolk Deeds at the end of book 4905.”<sup>33</sup> Subsequent deeds for the property refer to the parcel containing 1812 Columbia Road as “Lot 4 on a Plan of Land by A. N. Coleman, Surveyor, dated June 9, 1927,” with the following boundaries:

*“Northerly by East Seventh Street, sixty-seven and 84/100 (67.84) feet; Easterly by a curved line forming the intersection of East Seventh Street and Columbia Road, fifty-three and 74/100 (53.74) feet; Southerly by Columbia Road, eighty-five and 70/100 (85.70) feet; and Westerly by Lot 3 on said plan seventy-six and 35/100 (76.35) feet”*

The sale or acquisition was described in newspapers: “Title to 16,930 sq ft land, corner of East 7th and O sts and Columbia road, South Boston, has passed to Frank A. Condari [sic]... It was assessed for \$7600 and will be improved by the new owner for investments.”<sup>34</sup> There are several transfers of land in the same Register of Deeds book regarding these four lots, all dated June 21, 1927. It is possible that Donovan temporarily transferred the land to Cundari during construction, as Donovan repurchased the property back from Cundari upon completion. Building plans were filed on July 6, 1927 for the construction of a 2 ½ story, 2-family dwelling with hipped roof and concrete foundation. Frank A. Cundari was listed on the building permit as the owner of the parcel as well as the mechanic for the project. The architect was listed as A. D. Boyle. According to the building permit, the approximate cost to build the house was \$10,000.00. The house at 1808 Columbia Road was constructed at the same time and the two neighboring dwellings were built as a pair by Cundari, sharing similar architectural features characteristic of Colonial Revival style. Cundari’s daughter, Paula (Cundari) Swirbalus, still lives at 1808 Columbia Road, which has remained in her family since it was built. By December 1927, apartment listings for 1808-1812 Columbia Road appeared in *The Boston Globe*, advertising “SIX [sic] and seven rooms with all modern improvements; brand-new houses.”<sup>35</sup> In its section of real estate transactions, the December 5, 1928 issue of *The Boston Globe* reported “The triangular lot on East 7th and O sts and Columbia rd, South Boston, containing 16,930 sq ft ... has been sold by Frank A. Cundari to Joseph G. and Katherine M. Donovan, who buy for improvement.”<sup>36</sup>

Ownership of 1812 Columbia Road from 1929-1934 is unknown. Boston residential directories list Joseph G. and Katherine M. Donovan as residents of 1812 Columbia Road from 1934 through at least 1948. The Donovans likely owned the property at least through 1932, as Joseph applied for a zoning variance (for 1800 Columbia Road) in July of that year.<sup>37</sup> A deed from 1945 references a foreclosure in 1934. This reference is included in a deed from Bessie Hogan to George V. Wattendorf, Jr. (a real estate dealer who later sold the property to Joe and Evelyn Moakley), dated January 5, 1944, states, “for [Hogan’s] title see foreclosure deed dated January 29, 1934, duly recorded with said Deeds.”<sup>38</sup> Bessie Hogan is listed as sister-in-law to George V. Wattendorf, Sr., in census records, making her the aunt of Wattendorf, Jr. More research is needed to confirm ownership during this period.

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<sup>32</sup> “South Boston Corner,” *The Boston Globe*, July 1, 1926. Newspapers.com

<sup>33</sup> Suffolk County Registry of Deeds Registered Land Plans Book 4905.

<sup>34</sup> “South Boston Corner,” *The Boston Globe*, July 7, 1927.

<sup>35</sup> “Apartments & Tenements: South Boston,” *The Boston Globe*, December 14, 1927. Newspapers.com.

<sup>36</sup> “Real Estate Transactions,” *The Boston Globe*, December 5, 1928. Newspapers.com.

<sup>37</sup> “Hearings,” *The Boston Globe*, July 27, 1932. Page 26. Newspapers.com

[https://www.newspapers.com/image/431263516/?match=1&clipping\\_id=157965931](https://www.newspapers.com/image/431263516/?match=1&clipping_id=157965931)

<sup>38</sup> Suffolk County Registry of Deeds Nook 6391 Page 440.

### **J. Joseph “Joe” Moakley and Evelyn Moakley**

1812 Columbia Road is historically significant as the former home of Congressman John Joseph “Joe” Moakley (1927–2001) and his wife Evelyn Moakley, née Duffy (1927–1996). Joe Moakley was an influential politician on the local, state, and national levels, having served as a state representative (1953–1960), state senator (1965–1970), city councilor (1971–1972), and member of the U. S. Congress (1973–2001).<sup>39</sup> The Moakleys moved into 1812 Columbia Road in 1959 as renters, appearing at this address for the first time in the 1959 issue of Polk’s *Boston Directory*. They purchased the home in 1967 from owner George V. Wattendorf, Jr., a major holder of Boston housing units,<sup>40</sup> and resided at 1812 Columbia Road for the majority of Joe Moakley’s political career until his death in 2001. Evelyn predeceased Joe in 1996 and the couple had no children. Following Evelyn’s death, a bridge connecting downtown Boston to the Seaport District was named in her honor.

Mark Robert Schneider’s book, *Joe Moakley’s Journey* provides a thorough account of Joe Moakley’s political career and his ties to South Boston. John Joseph “Joe” Moakley was born in 1927 in South Boston to first generation American parents of Italian and Irish descent. His father left his mother when Joe was a child but remained involved in his sons’ lives. The family, however, struggled financially. Joe dropped out of high school to join the U. S. Navy and later attended one semester of college at the University of Miami on the GI Bill. After returning to Boston he enrolled in Bentley College in Back Bay and later began work as an insurance examiner. He entered the political arena in 1950 at the age of 23 when he ran for state representative, aspiring to lend a young voice to a stagnant political stage which had been dominated for years by members of older generations.<sup>41</sup> Although he narrowly lost the election of 1950, he ran again in 1952 and won. While serving as a state legislator he earned a law degree from Suffolk Law School, attending classes at night, and graduated in 1956. Joe and Evelyn married in 1957. Schneider writes that soon after they were married, “Joe and Evelyn bought a modest house looking out at the sea at 1812 Columbia Road on the south shore of the peninsula, a short walk to Castle Island. They would live there until their deaths.”

After a brief hiatus from politics where he practiced law in a private legal practice, Moakley successfully ran a bid to serve in the Massachusetts State Senate from 1965–1970.<sup>42</sup> He made a number of significant contributions to the state during this period, and laid the foundation for future support of notable issues “such as his support for affordable housing and the commitment to constituent service, the environment, and historic preservation.”<sup>43</sup> As a state senator, Moakley served as chairman of the Massachusetts Senate Urban Affairs Committee and spearheaded the Snob Zoning Act of 1969, which loosened restrictive zoning laws and led to the construction of tens of thousands of affordable housing units.<sup>44</sup> In 1970, Moakley ran for city councilor after a failed bid for a U. S. congressional seat and won in a landslide.<sup>45</sup> He ran for a seat in the U.S. Congress again in 1972 and this time he won the seat he would hold for the next 15 terms.

Through his position in Congress, Moakley left an indelible mark on the City of Boston, Commonwealth of Massachusetts, and the United States. As congressman, Moakley rose through the ranks of the House Personnel Committee and the House Rules Committee; he

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<sup>39</sup> National Register Eligibility Criteria Statement for 1812 Columbia Road, Boston Landmarks Commission, July 30, 2024.

<sup>40</sup> At one point, George V. Wattendorf, Jr. held an estimated 4000 housing units in Boston, most of them low income. According to reports he inherited most of his portfolio from his father, George V. Wattendorf, Sr.

<sup>41</sup> Mark Robert Schneider, *Joe Moakley’s Journey* (Boston: Northeastern University Press), 2013

<sup>42</sup> “Celebrating a Life of Service, A Legacy of Leadership.” John Joseph Moakley Archive Institute at Suffolk University. Undated.

<sup>43</sup> *Ibid.*,

<sup>44</sup> *Ibid.*

<sup>45</sup> *Ibid.*

became chair of the latter in 1989. His contributions on the national level were focused on public health and safety, including fighting for federal regulations to force Big Tobacco to develop a fire-safe, self-extinguishing cigarette which eventually resulted in the passage of similar state laws nation-wide.<sup>46</sup> He was also instrumental in passing the Nutritional Labeling and Education Act of 1990, which prohibited the usage of misleading nutritional information on food labels as well as food advertising.<sup>47</sup> Moakley also made significant contributions to improving state infrastructure, economic interests, and public health. His support helped create the John Joseph Moakley Center for Technological Applications at Bridgewater State College to offer technical assistance to educators, the development of The Miles Standish Industrial Park in Taunton which brought important boosts to the locale economy, and founding of research and health centers at Boston Medical Center, the nation's first community health center in Dorchester, and the strengthening of health assistance at veterans agencies.<sup>48</sup>

Moakley is perhaps most well known outside of Massachusetts for his peace-making efforts in El Salvador. Moakley's involvement in securing federal protection for Salvadoran refugees spotlighted his humanitarian efforts on a global scale and "transformed him from a politician to a statesman."<sup>49</sup> His interest in the crisis started in his own district after meeting with the Jamaica Plain Committee on Central America in the early 1980s, where he learned that a high number of Salvadoran refugees were temporarily living in Massachusetts having fled El Salvador due to a violent civil war and feared deportation. Moakley was deeply troubled by the ongoing violence and, according to former aide, Congressman Jim McGovern (D-MA, 2nd District), "that the United States of America would send somebody back into a situation where they might be murdered." McGovern further noted that these meetings "... began a multiyear kind of crusade to pass legislation to stop the deportation of Salvadoran refugees."<sup>50</sup> In 1989, tensions reached their height when members of the Salvadoran Army murdered six Jesuit priests, their caretaker's wife and daughter at the Jesuits' residence on the campus of Central American University (CAU El Salvador) and falsely attributed it to guerilla warfare. These murders brought on mounting pressure for a ceasefire, especially in the United States where federal funds were aiding the Salvadoran government. Moakley gained global attention when he was appointed to lead the congressional investigation into the murders. The findings of the Moakley Commission exposed the Salvadoran government, implicating the Army in the murder of the Jesuit priests. The findings led to the federal government halting financial aid to El Salvador, which in turn led to the end of the civil war.<sup>51</sup>

Moakley's legacy is arguably cemented in his contributions to the City of Boston, permanently altering the fabric of his hometown for the better. Moakley had a significant impact on historic preservation in the city; he was instrumental in securing funding to protect several historic sites including the Boston African American National Historic Site in Beacon Hill, the Boston Harbor Islands National Recreation Area, the Charlestown Navy Yard and the USS *Constitution*, Dorchester Heights, Faneuil Hall, Old South Meeting House, and the Old State House.<sup>52</sup> He also pushed for major infrastructure improvements which revitalized Boston Harbor and the waterfront. Moakley spearheaded congressional support in the federal government's purchase of Fan Pier for the construction of a courthouse (which now bears his name) and coordinated necessary infrastructure improvements to support the development.<sup>53</sup> He also supported the \$20 billion cleanup of Boston Harbor, and the largest public works project in the history of the United States: Boston's "Big Dig," which relocated an elevated highway into an underground

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<sup>46</sup> Ibid.

<sup>47</sup> Ibid.

<sup>48</sup> Ibid.

<sup>49</sup> "The Legacy of Joe Moakley," Panel Discussion at John F. Kennedy Library. Transcript. September 24, 2013.

<sup>50</sup> "The Legacy of Joe Moakley," Panel Discussion.

<sup>51</sup> Ibid.

<sup>52</sup> "Celebrating a Life of Service, A Legacy of Leadership." John Joseph Moakley Archive Institute at Suffolk University. Undated.

<sup>53</sup> Ibid.



tunnel<sup>54</sup> and in the process permanently created open space and lessened the visual impacts of vehicular transportation. Congressman Jim McGovern described Moakley's legacy as most apparent in the development of Boston under his representation: Moakley "loved the city. [Moakley] used to tell me all the time that his favorite bird in the world was the crane. And when he'd drive into Boston and see all those cranes at work, he felt like he was doing his job."<sup>55</sup> In 2003, Congressman McGovern praised his former colleague:

*"You look at Boston, at the skyline, the courthouse, Boston Harbor—that's Joe Moakley. ...I can take you on a tour of Worcester and show you Joe Moakley in Worcester. I could take you to show you Joe Moakley in Springfield and Joe Moakley in Fall River ... in Lowell and Lawrence. So much of what is positive in this state, so much of government investment, is because of Joe Moakley."*<sup>56</sup>

David J. Sargent, President of Suffolk University, shared the sentiment that Moakley's greatest legacy is his work to improve Boston. He also said:

*"... But even when he was one of the most powerful politicians in the nation, he never forgot where he came from. I believe no other politician, mayor, senator, or congressman has had a more pronounced impact on the average citizens of the city of Boston in our history than Joe Moakley."*<sup>57</sup>

Sargent's assessment of Moakley as someone who "never forgot where he came from," is fitting considering that despite Moakley's national recognition and political success, Joe and Evelyn maintained their residence at 1812 Columbia Road where they settled at the beginning of their marriage. The house was a constant presence throughout Moakley's adult life in South Boston, as well as a backdrop to his political career. As the residence of a federal lawmaker, the house saw notable political events, such as a large march and protest on the house in opposition to the Vietnam War in 1973.<sup>58</sup> It also allows glimpses into Joe Moakley, the man and the life-long member of the South Boston community. In his book, Schneider describes Moakley's contentment at being a "Regular Joe," in the community and prided himself at being easily accessible to neighbors. His modest house allowed him to do so, putting him and Evelyn at the same level of his fellow South Bostonians. Despite his prominent state and national standing, snippets of his life at 1812 Columbia Road show the same normalcy as that of his constituents. In a variance request to construct the kitchen addition in 1989, for example, the applicant wrote, "the current kitchen area is too small and the expansion will allow the family to enjoy a more comfortable dining area for every day living and also for the upcoming holiday season." After Evelyn's death in 1996, Moakley hosted members and guests of Sisters of South Boston in the house (which the Sisters decorated) on their Christmas house tour to great success. He agreed to do it again the following year. When the Sisters said they would redecorate the house for him to prepare for the tour, he responded, "Don't bother, they're still up from last year."<sup>59</sup>

Moakley died in 2001 after a short battle with a rare type of leukemia. He was honored by numerous local, state, and national politicians and was laid in state at the Massachusetts State House. His funeral at St. Brigid's Catholic Church in South Boston was attended by George W.

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<sup>54</sup> Ibid.

<sup>55</sup> "The Legacy of Joe Moakley," Panel Discussion.

<sup>56</sup> "Celebrating a Life of Service, A Legacy of Leadership." John Joseph Moakley Archive Institute at Suffolk University. Undated.

<sup>57</sup> Ibid.

<sup>58</sup> "70 march on Moakley home, demand peace," *The Boston Globe*, January 8, 1973. Newspapers.com <https://www.newspapers.com/image/435560987/?match=1&terms=%221812%20Columbia%20Rd%22>

<sup>59</sup> "The Legacy of Joe Moakley," Panel Discussion. In a well-known anecdote, Moakley followed this quote with, "I live by myself now. If a goddamn hippopotamus died in my house, nobody would know."

Bush and Bill Clinton. A notable portion of his memorial services included a procession past 1812 Columbia Road, attended by thousands of people.

## **B. Architectural, Physical, or Material Significance**

1812 Columbia Road was constructed in 1927-28 as a two-family dwelling on a vacant parcel in South Boston. It was built at the same time as the neighboring building at 1808 Columbia Road. Frank A. Cundari, a local contractor and builder, was identified on historic building permits as both the owner and mechanic of record for both parcels. Cundari's firm, Cundari Company Engineers and Contractors, operated out of 27 School Street, near Downtown Crossing and Old City Hall. Alexander D. Boyle, or "A. D. Boyle" (as written on the building permits) was identified as the architect for both houses. Although different in appearance, 1812 and 1808 complemented each other, sharing many features of Colonial Revival design (see Figure 14).

The house is significant as an example of a 1920s Colonial Revival style 2-family dwelling in South Boston, maintaining many characteristic architectural features associated with the style, namely its pedimented portico, six-over-one sash arranged in pairs or in rows of three, hipped roof, and decorative modillions at soffits. Specifically, the house is an example of a popular variant of the Colonial Revival style from the early 1900s to around 1940 which featured either a side-gabled or hip-gabled roof with simple Colonial-era detailing and lacking a full-width porch.<sup>60</sup>

Furthermore, the house is part of a cluster of historic buildings that sets the tone for the architectural landscape of the neighborhood. It is the first home on a prominent corner of an island of three lots on the historic seaside boulevard that stretches from Pleasure Bay to Moakley Park in South Boston. Its relatively low scale allows the street to gradually step up to the taller triple-deckers between O and M Streets. The Colonial Revival design of the house also harmonizes with the designs of the yacht clubs across the street on William J. Day Boulevard, which are clad in wood shingles and display elements of Colonial Revival, Queen Anne, Shingle, Italian Renaissance, Tudor Revival, and Bungalow/ Craftsman styles.<sup>61</sup> The architecture of 1812 Columbia Road furthermore influenced the design of the shingled townhouses across the street at 794 East 7th Street. Although Joe Moakley wasn't available to attend neighborhood meetings about the development due to prior commitments, he made his feelings known to neighbors about what he wanted to see on the site. Direct abutter Paula Swirbalus of 1808 Columbia Road (and daughter of the builder of 1808 and 1812 Columbia Road, Frank A. Cundari) remembers that Joe Moakley said to her one day, "I don't want to come out of my house and look at a great big brick box." Local residents banded together to advocate that the development would be appropriate for its location in terms of size, style, and green space. The townhouses were built with shingles, white horizontal bands, and six-over-one windows similar to the Moakley House, and are now cited frequently by local residents as a good example of new architecture that fits into the look of the neighborhood.

Detached houses typical of the size, massing, and style of 1812 Columbia Road are rare in South Boston; the area is dominated by triple deckers and attached rowhouses. Additionally, many houses of this period and earlier have been demolished for new construction.

Alexander D. Boyle's 1971 obituary describes him as an independent architect who was born in Boston and based in Dedham and later Scituate.<sup>62</sup> As an independent architect he partnered or was hired by local builders for speculative real estate, as he was hired to do in the case of 1808 and 1812 Columbia Road. Boyle appears to have specialized in residential architecture. He is the architect of record for several houses around Boston and its suburbs, including the

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<sup>60</sup> Statement of Significance. July 30, 2024.

<sup>61</sup> Massachusetts Historical Commission, *South Boston Boat Clubs Historic District National Register Nomination*.

<sup>62</sup> "Alexander Boyle, Scituate Architect, 75" obituary. *The Boston Globe*. January 27, 1971, page 27. Newspapers.com

Woodbourne neighborhood of Jamaica Plain (a National Register historic district); the Blake Park neighborhood in Brookline; and the Auburndale neighborhood in Newton, all of which were constructed during the 1910s and 1920s. Advertisements in local newspapers during this period also list him as the architect for a large apartment block in Roxbury associated with real estate dealer John J. Johnson. Although the majority of his (known) work is single and small-scale multifamily houses, his portfolio included commercial and religious buildings as well. He was an architect of record for the Neo-Gothic style Little Building at 74-94 Boylston Street and 195-215 Tremont Street in the Central Business District of Boston<sup>63</sup> along with architects Blackall, Clapp and Whittemore, Little and Russell, and L.P. Soule and Son. Boyle also designed the adaptive reuse of the Concord, Maynard & Hudson Street Railway Power House to St. Casimir's Church<sup>64</sup> in Maynard.

### C. Archaeological Sensitivity

The 1812 Columbia parcel sits on infilled land. The shoreline of the original peninsula ran along the southern side of present-day East 6th Street.<sup>65</sup> Several campaigns of landmaking in Boston occurred throughout the 19th century and completely changed the topography and footprint of the original Dorchester Neck. The earliest map that shows the intersection of East Seventh and O Street is an 1835 Plan of Boston published by A. Williams & Co. (see Figure 15). This map indicates that at least a portion of the existing block was present before 1835. A similar shoreline appears in the 1852 McIntyre map of Boston (see Figure 16). This lot, bounded by Sixth and O Streets, contains the United States Gun Yard. Immediately east of this yard is Algers & Co. Gun Works. Over the next two decades, the open lot containing the gun yard was subdivided with Seventh Street and P Street extending eastward and southward, respectively, to the shoreline. The 1874 Hopkins Atlas of South Boston and Dorchester (see Figure 17) show the triangular area of land bounded by Seventh and O Streets and the shoreline as belonging to South Boston Iron Co., a company founded by Cyrus Algers, an ironsmith who was responsible for a significant portion of South Boston's landmaking in the early decades of the 19th century. Significant buildout of the shoreline appears in the 1884 Bromley Atlas under the ownership of the South Boston Iron Company (see Figure 19), a massive iron foundry founded by Cyrus Algers, an ironsmith who was responsible for a significant portion of South Boston's landmaking in the early decades of the 19th century.

Following the closure of the South Boston Iron Company, the existing parcel remained vacant for several decades until the construction of 1812 and 1808 Columbia Road in 1927. The adjacent land, however, saw the construction of Columbia Road and, later, the Strandway (now William J. Day Boulevard). Construction on the parcel is limited to the construction of the house and the construction of the kitchen addition in 1989. The house sits on a concrete foundation and contains a basement.

While the Moakley House stands on land which may have been part of the original shoreline prior to the filling of the land in the 19th century, any existing historic ground surface would likely be underneath a substantial amount of fill. Should future below-ground disturbances be significant enough to impact historic soil horizons beneath the extent of the fill, archaeological survey should be conducted to determine the presence or absence of ancient Native sites and features or early historic shoreline activities related to seafaring or the maritime industry.

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<sup>63</sup> Massachusetts Historical Commission Inventory Form B. Other architects of record for this building include Blackall, Clapp and Whittemore, Little and Russell, and L.P. Soule and Son. More research is needed to determine the extent of Boyle's contributions to the design of this building.

<sup>64</sup> "Concord, Maynard & Hudson Street Railway Power House/ St. Casimir's Church" Massachusetts Historical Commission Inventory Form B (MAY.10). June 2000.

<sup>65</sup> Boston Landmarks Commission, *South Boston Preservation Study*

#### **D. Planning Context**

On July 15, 2024, an abutters meeting was held to get community input on a proposed new three-family residence with six parking spaces. This project would require the demolition of the Moakley House. The project was also presented to the City Point Neighborhood Association.

On July 30, 2024, a petition was submitted to the Boston Landmarks Commission proposing to designate the Moakley House as a Boston Landmark. A preliminary hearing was held on August 13, 2024, at which the Boston Landmarks Commission voted to accept the petition for further study.

## 6. STANDARDS AND CRITERIA

Under the enabling legislation (Chapter 772 of the Acts of 1975 of the Commonwealth of Massachusetts, as amended), Standards and Criteria must be adopted for each designation and applied by the Boston Landmarks Commission when evaluating proposed changes to the historic property. The following Standards and Criteria are to be consulted during consideration of applications for alterations to the landmark described in this report. The Standards and Criteria are not intended to be prescriptive or comprehensive; the Commission must use its collective judgment in determining the appropriateness of any proposed project. This section of the report identifies and establishes guidelines for the character-defining features that led to consideration of designation. Except as otherwise provided, the character-defining features described in this report must be preserved and/or enhanced in any proposed alterations. The Standards and Criteria in this report are based on the Secretary of the Interior's Standards for the Treatment of Historic Properties. 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.

Proposed alterations related to zoning, building code, accessibility, safety, or other regulatory requirements shall require the prior review and approval of the Commission.

The provisions of these Standards and Criteria 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.

In this context the verb **should** indicates a recommended course of action; the verbs **shall or must** indicate those actions that are specifically required to preserve and protect significant architectural elements.

### A. 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 property 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.

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

## **B. Character-Defining Features**

Character-defining elements or features are the significant observable and experiential aspects of a historic area, site, structure, fixture, whether a single structure, landscape, archaeological site, or multi-property historic district, that define and communicate its significance and personality. These are the features that should be identified, retained, and preserved in any restoration or rehabilitation scheme in order to protect the property's integrity.

Character-defining elements include, for example, the overall shape of a building and its materials, craftsmanship, decorative details and features, archaeological 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 significance of the, sometimes irreparably.

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

The character-defining features for this historic property include:

- Wood shingle siding which harmonizes with the shingled yacht clubs across the street.
- Hipped roof, characteristic of a specific variant of the Colonial Revival style.
- Decorative paired modillions at the soffits.
- Flat wood water table located just above the first floor window headers, wrapping the entire perimeter of the house.
- Pedimented portico at the front entrance.
- Six-over-one windows arranged in singles, pairs, or rows of three; asymmetry of the front facade.

## **C. General Standards**

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

1. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features, spaces, and spatial relationships that characterize a property shall be avoided. See the list of Character-Defining Features in the previous section.
2. Each property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, shall not be undertaken.
3. Changes and additions to the landmark that have taken place over time are evidence of the history of the property and its context. These changes may have acquired significance in their own right; if so, that significance should be recognized and respected. (The term "later contributing features" will be used to convey this concept.)

4. Distinctive or significant historic and architectural materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property shall be preserved.
5. Deteriorated architectural features should be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature should match the old in design, color, texture, and other visual qualities and, where possible, materials. If the same material is not technically or economically feasible, then compatible substitute materials may be considered on a case-by-case basis. Replacement of missing features should be substantiated by documentary and physical evidence.
6. The use of synthetic replacement materials is discouraged, except when substituted for perishable features exposed to the weather or when necessary to accommodate the effects of climate change.
7. Chemical and/or physical treatments (such as sandblasting) shall not be used in a manner that damages historic materials. The surface cleaning of structures shall be undertaken using the gentlest means possible and the results should preserve the patina that characterizes the age of the structure. Applications of paint or masonry preservative solutions will be reviewed on a case-by-case basis; painting masonry surfaces will be considered only when there is documentary evidence that this treatment was used at some point in the history of the property.
8. Demolition of a designated structure can be allowed only as a last resort after all practicable measures have been taken to ensure preservation, or unless required to comply with requirements certified by a duly authorized public officer to be necessary for public safety because of an unsafe or dangerous condition.
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, excluding references to building ownership, operations, tenants.
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.

## **D. Specific Standards**

### **D.1 Archaeology**

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

### **D.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 masonry materials, features, details, surfaces, and ornamentation or missing components of masonry features shall be replaced with materials and elements which match the original in material, color, texture, size, shape, profile, and detail of installation. If the same material is not technically or economically feasible, then compatible substitute materials may be considered on a case-by-case basis.
4. When replacement of existing materials or elements is necessary, it should be based on physical or documentary evidence.
5. Sound original mortar shall be retained.
6. Deteriorated mortar shall be carefully removed by hand raking the joints.
7. Use of mechanical hammers shall not be allowed. Use of mechanical saws may be allowed on a case-by-case basis.
8. Repointing mortar shall duplicate the original mortar in strength, composition, color, texture, joint size, joint profile, and method of application.
9. Sample panels of raking the joints and repointing shall be reviewed and approved by the staff of the Boston Landmarks Commission.
10. 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 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.
18. Joints in concrete shall be sealed with appropriate flexible sealants and backer rods, when necessary.

### **D.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 wood materials, features, details, surfaces, and ornamentation or missing components of wood features shall be replaced with materials and elements which match the original in material, color, texture, size, shape, profile, and detail of installation. If the same material is not technically or economically feasible, then compatible substitute materials may be considered on a case-by-case basis.
4. When replacement of materials is necessary, it should be based on physical or documentary evidence.
5. Cleaning of wood elements shall use the gentlest method possible.



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

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

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

#### **D.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 window sash, elements, features (functional and decorative), details, and ornamentation or missing components of window features should be replaced with material and elements that match the original in material, color, texture, size, shape, profile, configuration, and detail of installation. If using the same material is not technically or economically feasible, then compatible substitute materials may be considered on a case-by-case basis.
6. When replacement of sash, elements, features (functional and decorative), details, or ornamentation is necessary, it 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. Repainting of window frames, sashes, and, if appropriate, shutters, should be of a color based on paint seriation studies. If an adequate record does not exist,

repainting shall be done with colors that are appropriate to the style and period of the building.

**D.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 entrance elements, materials, features (functional and decorative), details, and ornamentation or missing components of entrance features should be replaced with material and elements that match the original in material, color, texture, size, shape, profile, configuration and detail of installation. If using the same material is not technically or economically feasible, then compatible substitute materials may be considered on a case-by-case basis.
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.

**D.7 Porches/Stoops (also refer to Masonry, Wood, Architectural Metals, Entrances/Doors, Roofs, and Accessibility)**

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

2. Original or later contributing porch or portico and stoop materials, elements, features (functional and decorative), details, and ornamentation shall be retained if possible and, if necessary, repaired using recognized preservation methods.
3. Existing porch or portico and stoop materials, elements, features (functional and decorative), details and ornamentation that become deteriorated or missing should be replaced with material and elements that match the original in material, color, texture, size, shape, profile, configuration and detail of installation. Alternative materials will be considered on a case-by-case basis.
4. When replacement is necessary, it should be based on physical or documentary evidence.
5. Original or later contributing porch or portico and stoop materials, elements, features (functional and decorative), details and ornamentation shall not be sheathed or otherwise obscured by other materials.
6. Porch or portico 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.

## **D.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 lighting fixture materials, elements, features (functional and decorative), details, and ornamentation or missing components of lighting fixtures should be replaced with material and elements that match the original in material, color, texture, size, shape, profile, configuration, and detail of installation. If using the same material is not technically or economically feasible, then compatible substitute materials may be considered on a case-by-case basis.
4. When replacement is necessary, it should be based on physical or documentary evidence.
5. Original or later contributing lighting fixture materials, elements, features (functional and decorative), details, and ornamentation shall not be sheathed or otherwise obscured by other materials.
6. Supplementary illumination may be added where appropriate to the current use of the building.
7. New lighting shall conform to any of the following approaches as appropriate to the building and to the current or projected use:
  - a. Reproductions of original or later contributing fixtures, based on physical or documentary evidence.

- b. Accurate representation of the original period, based on physical or documentary evidence.
  - c. Retention or restoration of fixtures that date from an interim installation and that are considered to be appropriate to the building and use.
  - d. New lighting fixtures that are differentiated from the original or later contributing fixture in design and that illuminate the exterior of the building in a way that renders it visible at night and compatible with its environment.
8. The location of new exterior lighting shall fulfill the functional intent of the current use without obscuring the building form or architectural detailing.
  9. No exposed conduit shall be allowed on the building.
  10. Architectural night lighting is encouraged, provided the lighting installations minimize night sky light pollution. High efficiency fixtures, lamps and automatic timers are recommended.
  11. On-site mock-ups of proposed architectural night lighting may be required.

**D.9 Roofs (also refer to Masonry, Wood, Architectural Metals, and Roof Projections)**

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

**D.10 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.

#### **D.11 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.

#### **D.12 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.

#### **D.13 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.

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## **Individuals**

Bob Swirbalus  
Paula Swirbalus

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## APPENDIX: Images



**Figure 1:** 1812 Columbia Road, facing north (northwest). October 2, 2024.





**Figure 2:** 1812 Columbia Road, facing northeast. October 2, 2024.



**Figure 3:** 1812 Columbia Road, facing northwest.





**Figure 4:** 1812 Columbia Road, east facade, facing west. October 2, 2024.



**Figure 5:** 1812 Columbia Road east and north (partial) facades, facing southwest. October 2, 2024.





**Figure 6:** 1812 Columbia Road north (rear) facade, facing south. October 2, 2024.

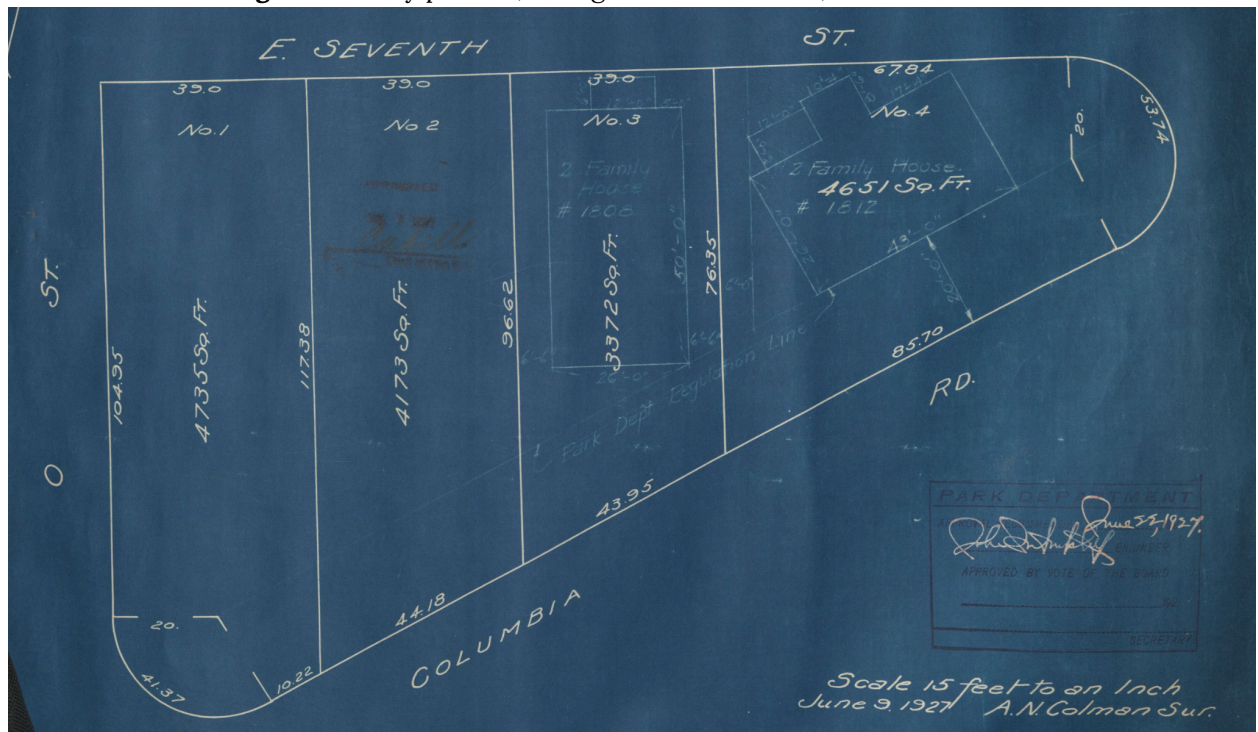


**Figure 7:** 1812 Columbia Road west facade, facing northeast. October 2, 2024.





**Figure 8:** Entry portico, facing north. October 2, 2024.



**Figure 9:** Site plan of 1808 and 1812 Columbia Road. City of Boston Archives.



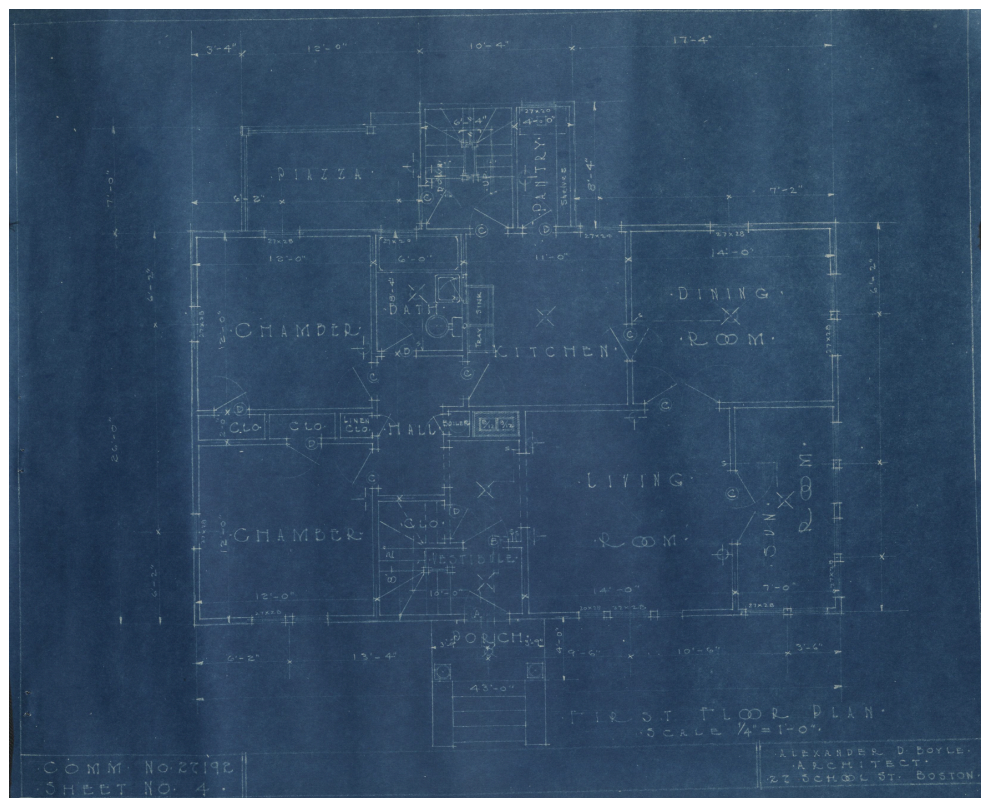


**Figure 10:** Front elevation plan. City of Boston Archives.



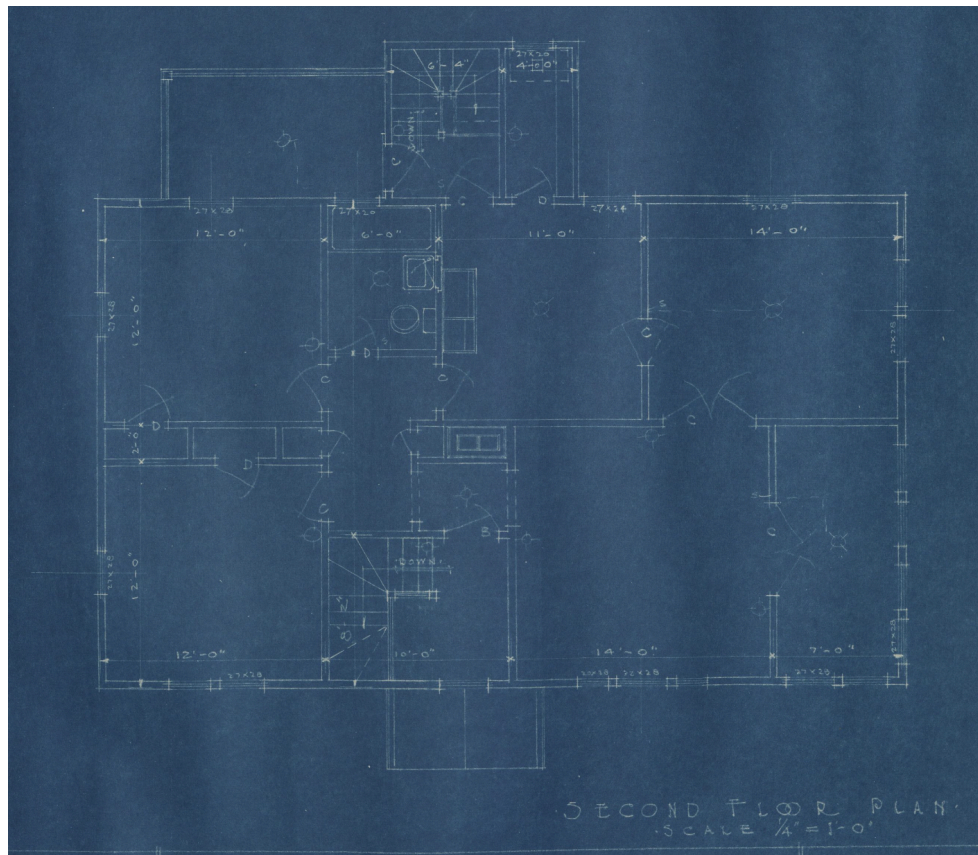


**Figure 11:** West (side) elevation plan. City of Boston Archives.



**Figure 12:** First floor plan. City of Boston Archives.





**Figure 13:** Second floor plan. City of Boston Archives.



**Figure 14:** Newly constructed homes at 1808 (left) and 1812 (right) Columbia Road. A "For Sale" sign on 1812 Columbia Road is circled in red. Photograph courtesy of Bob Swirbalus.



## Historic Maps



**Figure 15:** *Plan of Boston with Parts of Adjacent Towns* (Boston: A. Williams & Co.) 1835. BostonPlans.org. The block bounded by East Seventh Street to the north and O Street to the west is marked by the red arrow.



**Figure 16:** Map of intersection of O and Seventh Streets. The north corner of this lot is marked by "United States Gun Yard." Henry McIntyre, *Map of the city of Boston and immediate neighborhood*; from original surveys, 1852.



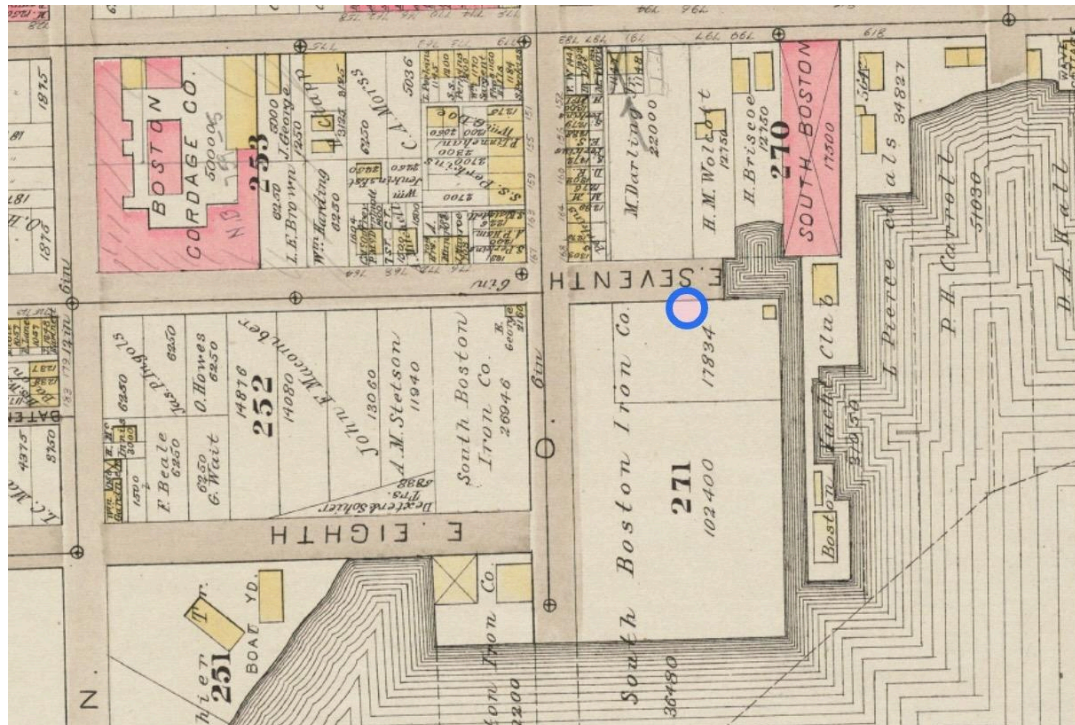


**Figure 17:** Atlas of the County of Suffolk, Massachusetts, Vol. 3 including South Boston and Dorchester (Philadelphia: G. M. Hopkins & Co., 1874). The approximate location of the parcel is marked by the blue circle.

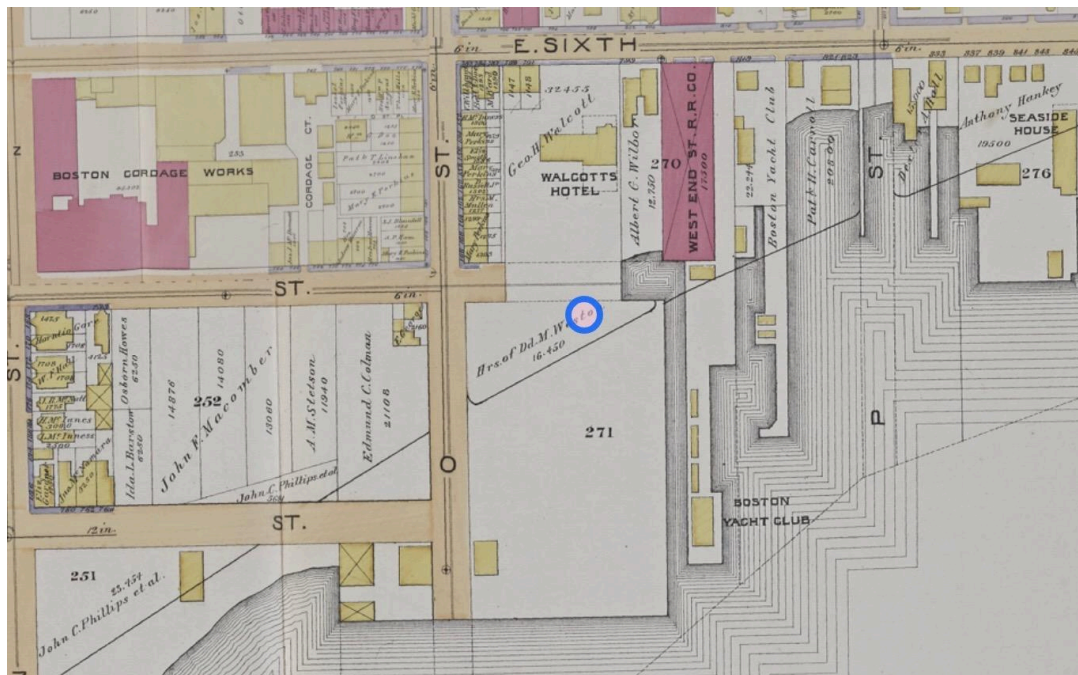


**Figure 18:** City Atlas of Boston, Massachusetts (Philadelphia: G. M. Hopkins & Co., 1882). The approximate location is marked by the blue circle.



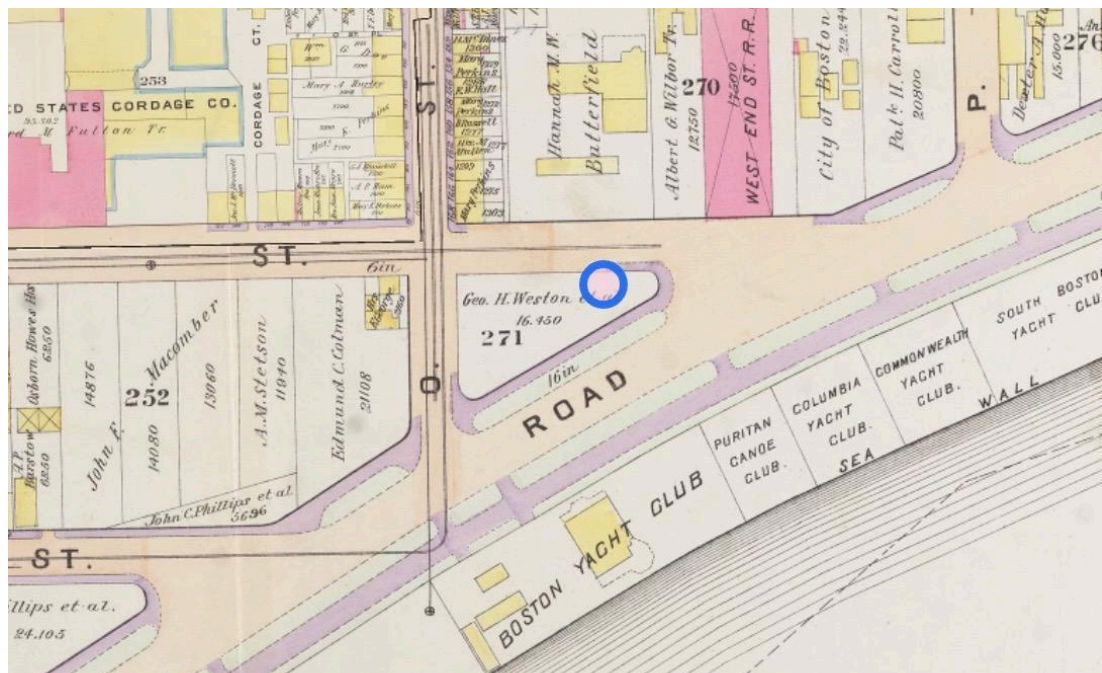


**Figure 19:** George W. Bromley and Walter Scott, *Atlas of the City of Boston: South & East Boston*, 1884. The blue circle marks the approximate location of the existing parcel.

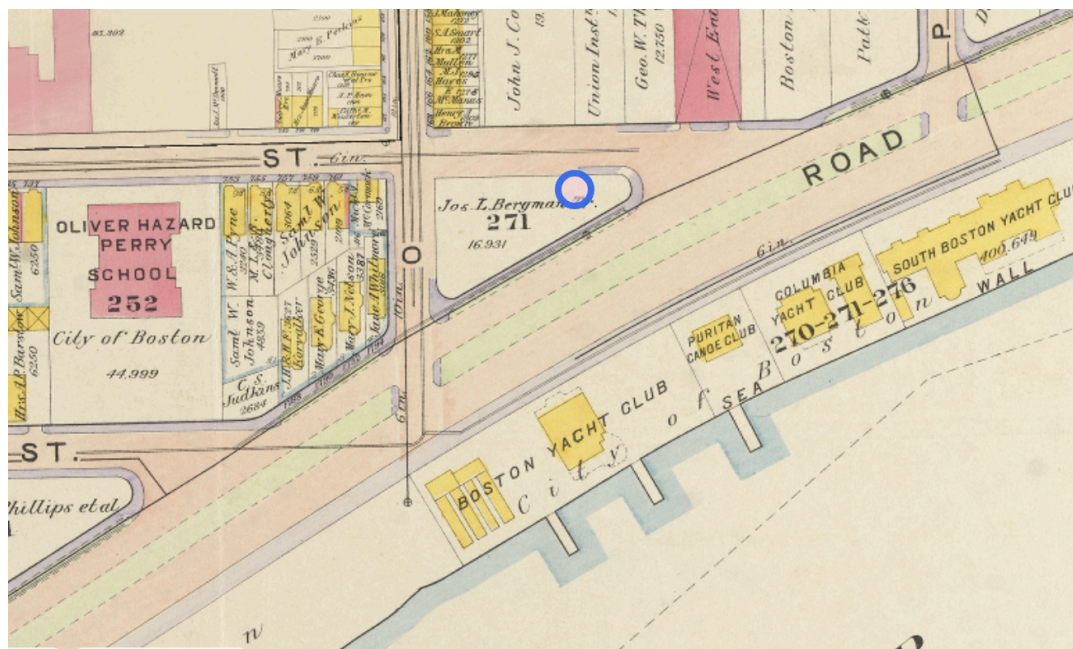


**Figure 20:** George W. Bromley and Walter Scott, *Atlas of the City of Boston, South Boston, Mass*, 1891. This map shows the triangular block, formed by the acquisition of the land to the south by the City of Boston. The blue circle marks the approximate location of the existing parcel.



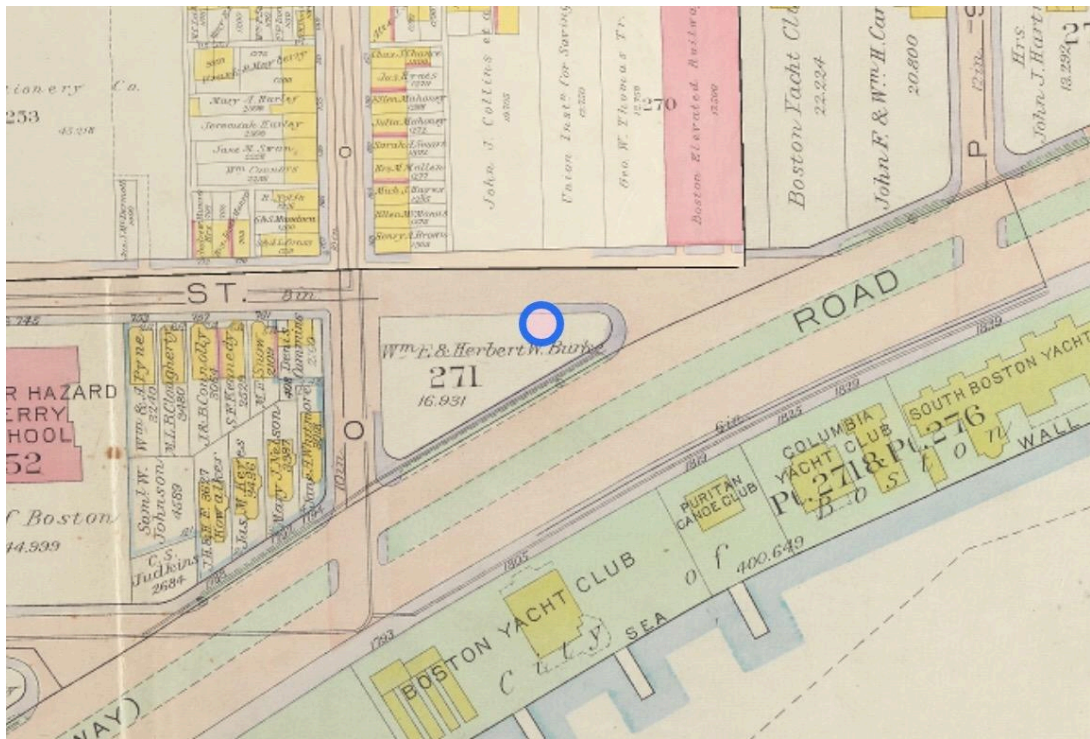


**Figure 21:** George W. Bromley and Walter Scott, *Atlas of the City of Boston: South Boston*, 1899. The existing block is shown as the property of George H. Weston.

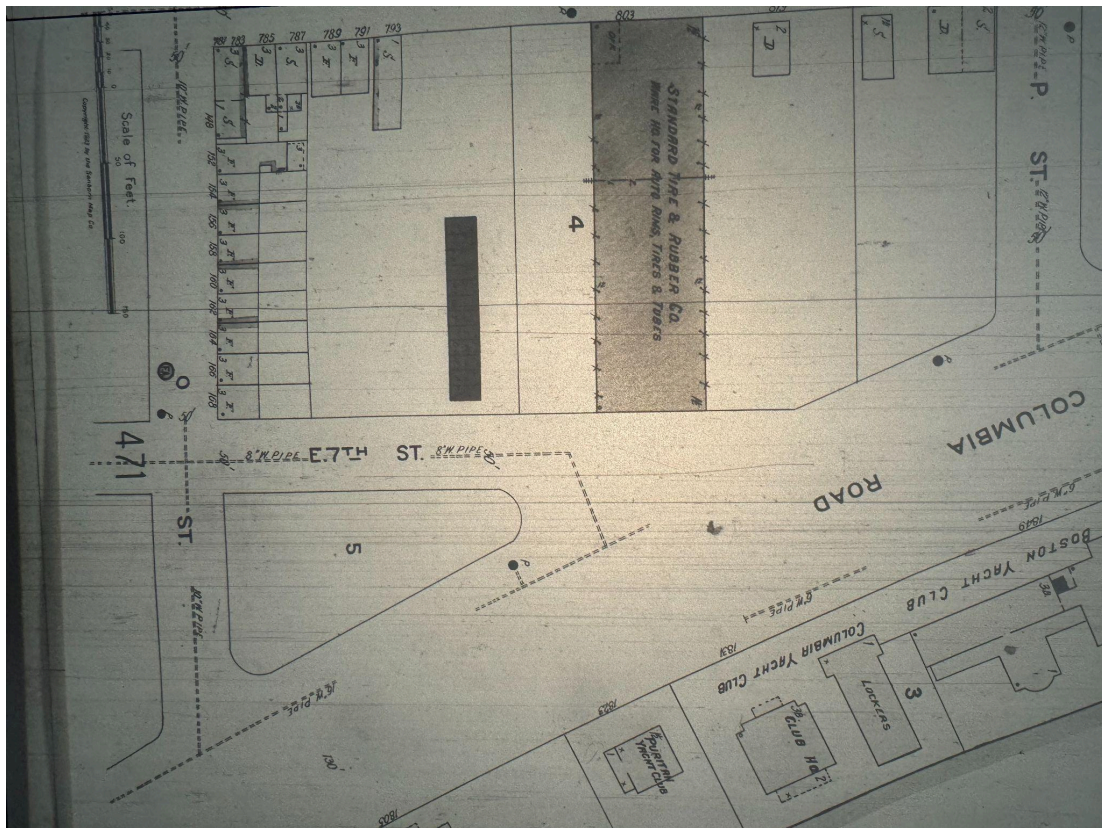


**Figure 22:** George W. Bromley and Walter Scott, *Atlas of the City of Boston: South Boston*, 1910.

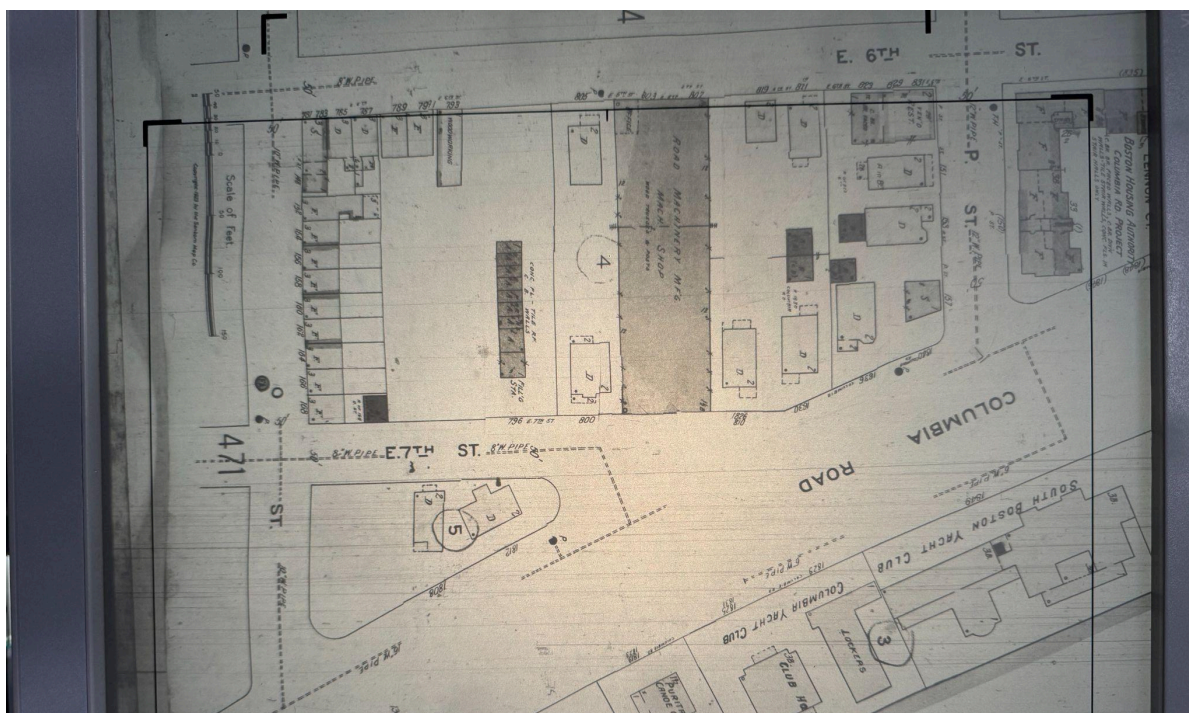




**Figure 23:** George W. Bromley and Walter Scott. Atlas of the City of Boston: South Boston, 1919.

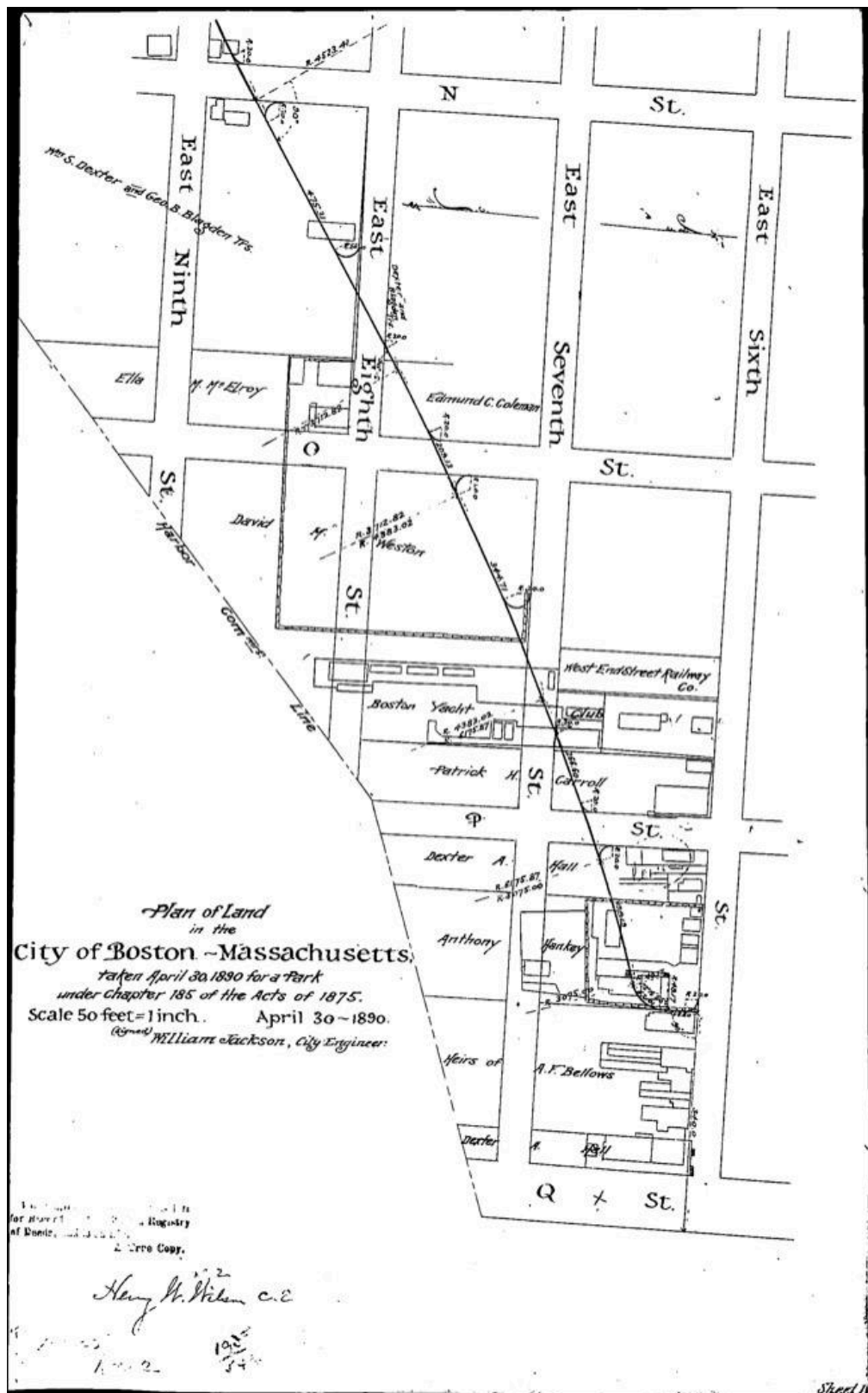


**Figure 24:** 1923 Sanborn Fire Insurance Map. Massachusetts State Library Special Collections.

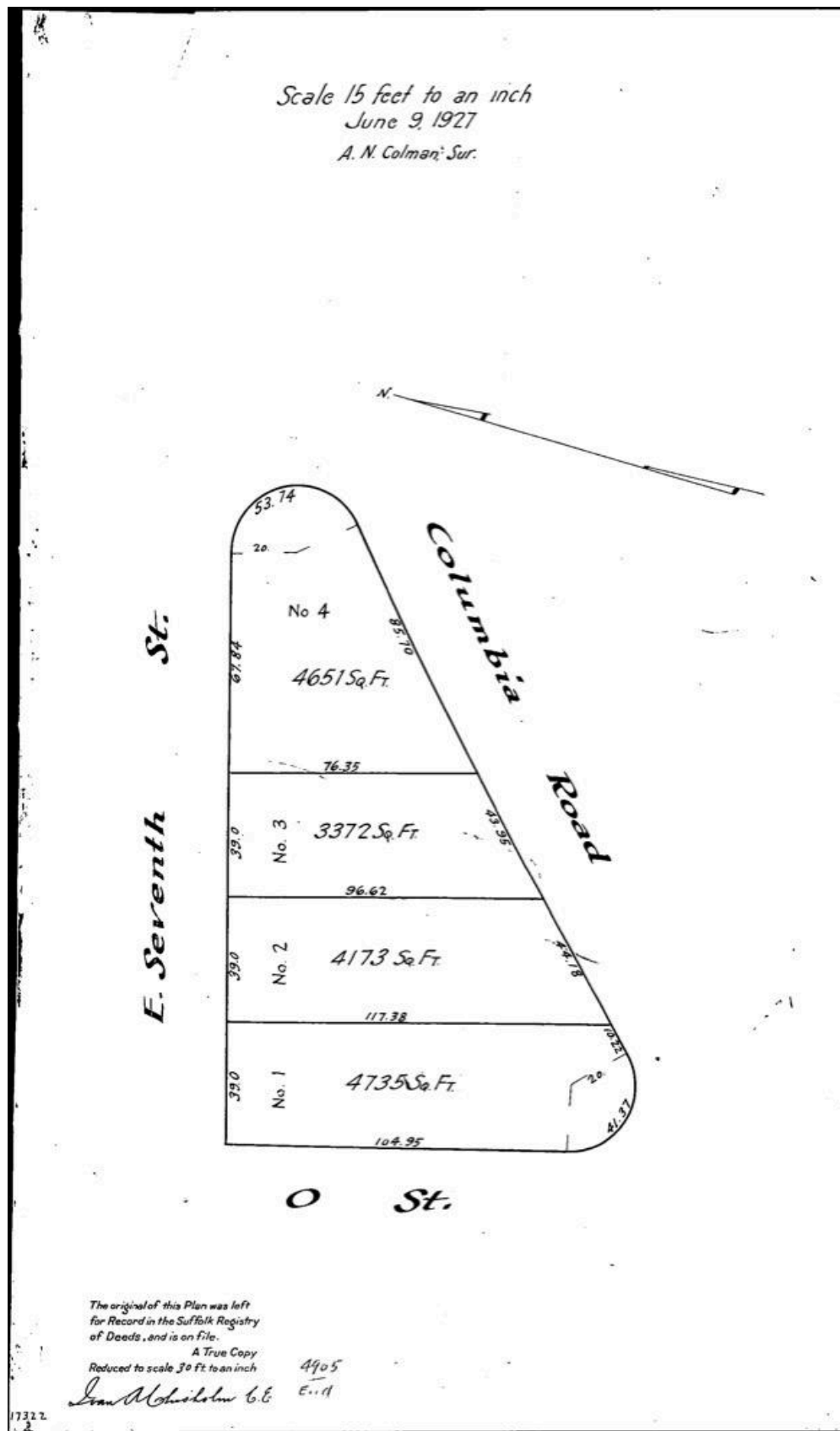


**Figure 25:** 1927 Sanborn Fire Insurance Map with 1934 corrections. Massachusetts State Library Special Collections.





**Figure 26:** William Jackson, “Plan of Land in the City of Boston, Massachusetts Taken April 30, 1890 for a Park under Chapter 185 of the Acts of 1875.” Suffolk County Registry of Deeds Book 1938 Page 546.



**Figure 27:** Subdivision of lot 1927. A. N. Coleman, Surveyor. Suffolk County Registry of Deeds Book 4905.