

39 & 41 Princeton Street Architectural Conservation District

Boston Landmarks Commission Study Report



39 PRINCETON STREET
STEPHEN HUSE WHIDDEN HOUSE

Boston Landmarks Commission
Environment Department
City of Boston

Report of the Boston Landmarks Commission
on the potential designation of
39 Princeton Street
as a

LANDMARK

under Chapter 772 of the Acts of 1975, as amended

Approved: Suzanne M. Downey 3/19/91
(Director, Environment Department) (Date)

Approved: Alan Khoury 2.19.91
(Chairman) (Date)

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Gratitude is expressed to the owners of the property and the Eagle Hill Civic Association for their research and contributions to this report.

1.0 LOCATION OF THE PROPERTY

1.1 Address:

39 Princeton Street, Located in Ward 1, Precinct 6,
Parcel number 5978.

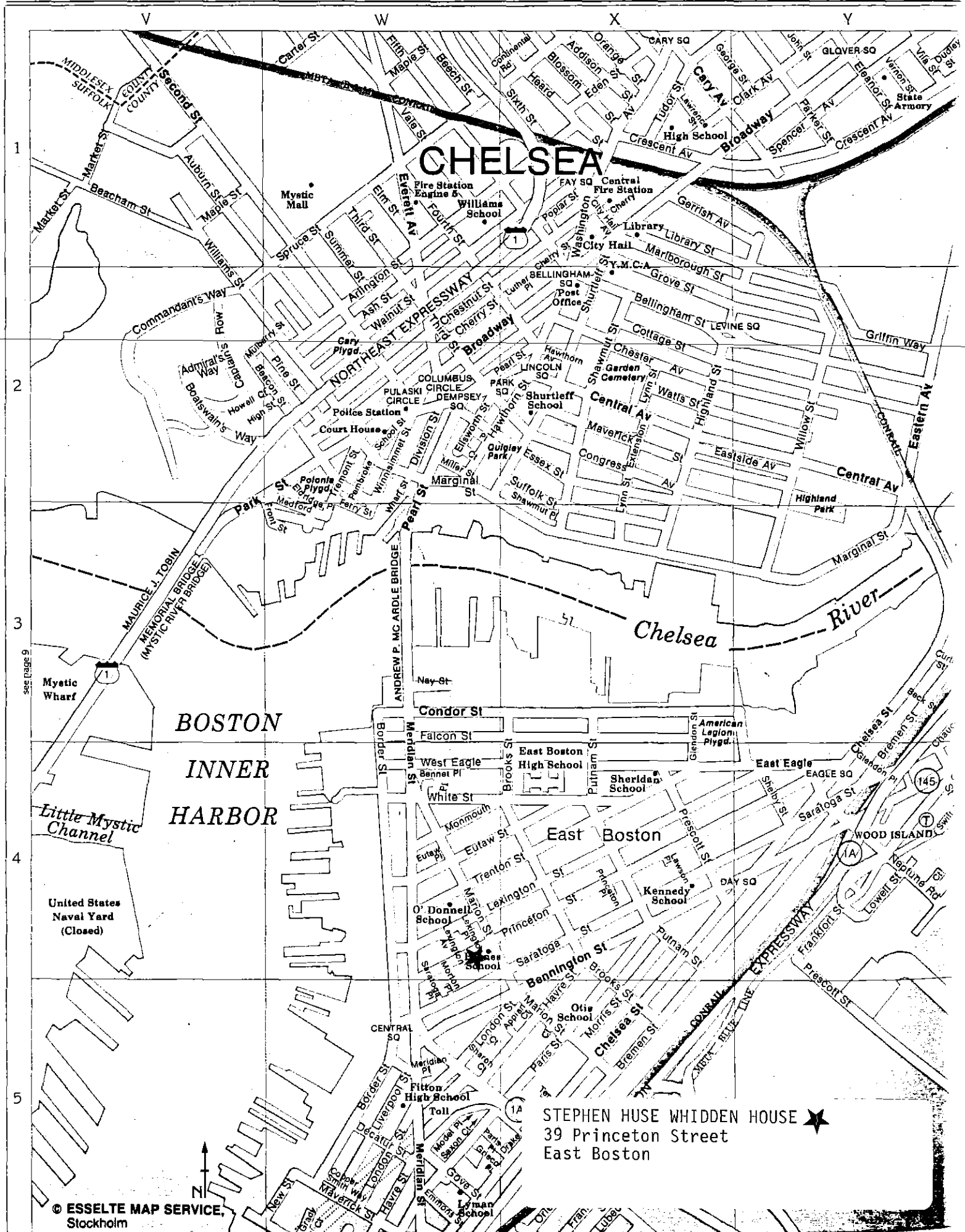
1.2 Area in which the property is located:

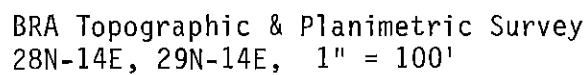
39 Princeton Street is located in the Eagle Hill neighborhood of East Boston. Eagle Hill, a glacial drumlin, constituted the original land area of East Boston which was originally known as Noddle's Island. Built up during the middle to late 19th century, the area is primarily residential with a small amount of industry oriented toward Condor Street. Modest commercial development on lower Meridian Street is oriented toward Central Square and included in the Maverick-Central-Day Squares area.

The Eagle Hill section is roughly rectangular in shape, bounded by Border Street at the edge of the Inner Harbor, Condor Street, Saratoga Street and Bennington Street, which connects Central and Day Squares. The Eagle Hill area displays a grid pattern of streets bearing the names of Revolutionary War battlefields (running east to west) and noted generals from that war (running north to south).

1.3 Map showing location:

Attached.





2.0 DESCRIPTION

2.1 Type and Use:

39 Princeton Street was built by Stephen Huse Whidden in 1864. Constructed as his primary residence at that time, it has remained a single family dwelling ever since.

2.2 Current Appearance:

The Stephen Huse Whidden House at 39 Princeton Street is located in the western portion of Eagle Hill, the focus of the earliest concentrated residential development. Most structures in this area were constructed in two major periods, the 1840s to c. 1870, and the late 1880s to c. 1900.

Speculative construction after the 1890s, in the form of 2 and 3 family houses, filled the remaining vacant lots of Eagle Hill. Many buildings in the district have undergone alterations; the application of artificial siding and alteration of roof lines are the most prevalent.

The Whidden House is a single family rowhouse attached to the Joseph Henry Stevenson House at 41 Princeton Street; it is 22 feet wide and 50 feet deep. The two dwellings stand directly on the sidewalk, facing northwest onto Princeton Street. The buildings are surrounded by frame residences on all sides, with the exception of the brick, Joseph Barnes School, which stands to the east of the rowhouses. Two small street trees in front of the buildings are the only landscape features. There are no outbuildings.

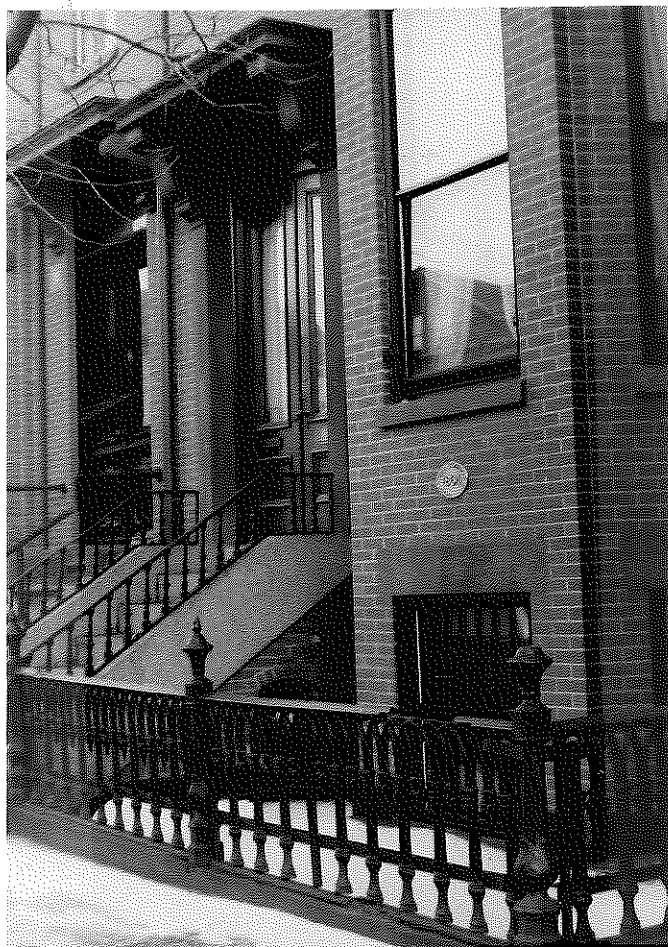
39 Princeton Street is a bay-front, four story brick townhouse in a vernacular Second Empire style. The Whidden House has a mansard roof with fish scale slate shingles. There are two projecting dormers on both the front and the rear of the building's mansard.

The Whidden House may best be described as transitional in style since it retains the simplicity of the Greek Revival style while incorporating a rectilinear bay and a mansard roof into its design. The house is constructed of Philadelphia, or pressed, brick, which gives the facade its smooth plane. The window sills and lintels are simple, flush with elevation and constructed of brownstone. The one over one windows (with the exception of those on the sides of the bay) do not appear to be original, and exterior storm windows have been installed throughout. The windows at the basement level on the front elevation have installed iron grates. The original granite stairs and foundation are also characteristically Greek Revival, and at the rear the house there is a concrete block deck.

Some detailing on the house relates more to the Italianate and Second Empire styles than the Greek Revival. The double walnut doors have recessed panels, plate glass lights, and a gently arched top. The door hood is supported by large, heavy, brownstone consoles resting on simple pilasters. The bay is three-sided, without decoration, and extends to the cornice line, ending at the base of the mansard.

The rear elevation is flat, three bays wide with brownstone sills and lintels. The mansard's gray slate is straight-cut, and the brick cornice is simple and deviates from the front facade with its brick detail motif below the mansard.

Detail of entryway of 39 Princeton Street.



Rear elevation of 39 Princeton Street.



Detail of fence in front of 39 Princeton Street.



Detail of front stoop of 39 Princeton Street.



Detail of mansard of 39 Princeton Street.



Detail of dormer 39 Princeton Street.

Facade of 39 Princeton Street.



Detail of entryway of 39 Princeton Street.

3.0 SIGNIFICANCE

The Stephen Huse Whidden House at 39 Princeton Street is a substantially intact example of a vernacular Second Empire brick row house with detailing drawn from the Greek Revival style. The house was built in 1864 and was originally owned by a noted East Boston businessman, Stephen Huse Whidden.

3.1 Historical Significance:

39 Princeton Street was built by the prominent East Boston businessman, Stephen Huse Whidden. Stephen H. Whidden was the founder and partner of A.G. & S.H. Whidden Shipwrights and Caulkers in East Boston, and he served as the Superintendent of Docks in East Boston in the 1870s, the president of the First Ward National Bank at Maverick Square in 1881, and the president of the East Boston Gas Company in the 1880s.

During the period 1840 to 1865 East Boston experienced dramatic growth fueled by its shipping and shipbuilding activities. As immigrant populations (Canadians in the 1840s and Irish in the 1850s) arrived in East Boston to work in the shipping industry, the population soared from 1,455 in 1840 to 20,572 in 1865. Wooden shipbuilding and naval related industries made Boston one of the leading ports in the country. East Boston played a key role in this growth, and shipbuilding and servicing businesses lined East Boston's waterfront.

By 1839, the NIAGARA and the AKBAR were two of the first ships built and launched in East Boston. Some of the major East Boston shipyards producing packets and clipper ships included Donald McKay's on Border Street (ca. 1844-1875) and D.D. Kelly's at Sumner Street near New Street (opened 1848). Donald McKay, a Canadian native, is recognized as one of the most important designers of the clipper ship. The STAGHOUND, his first clipper ship (launched in 1850) was followed by his best known clipper, FLYING CLOUD, which broke previous speed and time records for its trip around Cape Horn. Donald McKay's house, a designated Boston Landmark, is located at 78-80 White Street on Eagle Hill. Other shipyards and related industry included the Curtis Ship Yard, Noble Ship Yard, Sturtevant's Wharf, Woodbury's Wharf, and Dillaway's graving dock.

Expansion of maritime and maritime-related activities was evident in the construction of other wharves, warehouses, and railway connections for the movement of freight through East Boston. In the early 1850s, the Grand Junction Railroad and Depot Company (incorporated 1847) built a railroad line parallel to the Eastern Railroad leading from the Marginal Street piers through East Boston and across Chelsea Creek to Chelsea. This branch railroad line connected East Boston with the Lowell,

Fitchburg, Worcester, and Western Railroads radiating from Boston.

It was during this period of East Boston's rapid development that Stephen Huse Whidden came to Boston. Whidden was born in Portsmouth, New Hampshire, on May 25, 1825, the son of Elizabeth Dow and Thomas Jones Whidden. Ichabod Whidden, the first member of the Whidden family to come to America, arrived in Portsmouth, New Hampshire, from Portsmouth, England, in 1662.

Stephen H. Whidden and his two brothers, Andrew George and Thomas Jones Whidden, left Portsmouth, New Hampshire, to settle in Boston. In 1843 Stephen H. Whidden entered the employment of Hoskins and Delano, of Boston, to learn the trade of shipwright and caulker. In pursuit of this trade, Stephen Whidden moved on and completed an apprenticeship with the firm of Kelly and Holmes in East Boston, where he eventually became Junior partner with D.D. Kelly, shipwright.

In 1850, at the height of East Boston's maritime boom, Stephen H. Whidden and his brother, Andrew, established a co-partnership in the firm of A.G. & S.H. Whidden Shipwrights and Caulkers. Their business was located at Sumner and New Streets in East Boston -- an area which later became known as Whidden's Dock. The firm was very successful and was noted by a contemporary local newspaper to have been the largest ship repair facility of its kind in New England. The 1852 East Boston Directory advertises the firm's work as

Caulking, Sheathing, and Coppering done in the best manner, and at the cheapest rates. Good substantial Blocks for hauling on Vessels, of any size, with perfect safety. Vessels taken on the Railways, or Dry Dock, at East Boston.

Stephen and Andrew Whidden operated this business in East Boston for thirty-one years.

Stephen H. Whidden purchased a parcel on Princeton Street in East Boston in September of 1863. The parcel was sold by James Girard, one of the principal shareholders in the East Boston Company which was established in 1833 for the purpose of developing the islands that formed East Boston. The brick row house at 39 Princeton Street was completed in 1864 and was Stephen Whidden's third home; he lived at this address until his death on June 5, 1892.

Stephen H. Whidden was a significant member of East Boston's business community during the second half of the 19th century. Along with his brothers, Stephen Whidden was an active member of the Massachusetts Charitable Mechanics Association. Whidden was the president of the First Ward National Bank in Maverick Square from 1844 to 1892, and he was the charter director of that institution from 1873 to 1892. He was also Superintendent of the East Boston Dry Dock from 1833 to 1887, and President of the East Boston Gas Company from 1886-1892. These business involvements began during East Boston's period of economic expansion and became Whidden's primary occupation following the neighborhood's decline after the Civil War.

With the advent of iron hulled ships and steamships in the early 1860s, the demand for new wooden ships decreased. This decline, combined with the destruction of wharves, ships, and commercial property during a major waterfront fire in 1870 (in the vicinity of New, Maverick, Liverpool, and Border Streets), contributed to East Boston's demise as a preeminent shipbuilding center. While repair facilities like A.G. & S.H. Whidden's business remained active through the 1870s, the decrease in the construction of wooden ships in East Boston eventually eroded the viability of these maintenance facilities. Stephen Whidden's move out of the shipping industry and into a more diverse financial career is consistent with the general economic trends in East Boston during this period.

Stephen Huse Whidden was married twice. Whidden's first wife was Lucy Safford Ellingwood from Beverly, Massachusetts. Stephen and Lucy had two daughters, Ann Louise and Elizabeth Dow Whidden. After the death of Lucy Whidden on June 2, 1879, Stephen Whidden married Francis Maria Ellingwood (sister of his first wife) on April 23, 1886. Anne Louise Whidden and her husband, Charles Choate Pond, lived in the Whidden house at 39 Princeton Street until 1889 at which time the couple moved to West Newton.

Other Whidden family members achieved notoriety in the later half of the 19th century. This group includes Stephen's brothers, Thomas Jones and Andrew George Whidden, and Stephen's grandson, Bremer Whidden Pond. Andrew George Whidden was born in Portsmouth, New Hampshire, in 1822. As previously stated, he arrived in East Boston in 1847 and two years later established a ship repair business with his brother Stephen. Upon retiring from his business in 1881, he took the position of a marine surveyor in the Boston Marine Insurance Company and in the Insurance Company of North America. Andrew Whidden also held a directorship in the East Boston Gas Company, of which his brother Stephen was president.

Andrew G. Whidden resided on Marion Street in East Boston for a number of years before moving to Fremont Avenue in Everett, where he lived until his death in 1895. A year after Andrew's death, his daughter, Miss Georgia M. Whidden, proposed to give the family's property to the city of Everett for use as a hospital. Several provisions were included in the proposal which stated that the hospital was to be known as the Whidden Memorial Hospital, and it was to be non-sectarian, open to the admission of patients without distinction as to creed, color, or race. The Whidden Memorial Hospital was fully operational by 1897. The original building remained on the site until 1931 at which time a new structure was required to house the facility.

Stephen H. Whidden's older brother, Thomas Jones Whidden, who was born in 1817 in Portsmouth, arrived in Boston in 1837 where he worked as a mason, builder, and contractor. This business was located at 39 Hawley Street in Boston. After the great Boston fire of 1872, Thomas J. Whidden and James Hill completed the masonry work for the Transcript Building on the corner of Washington and Milk Streets in Boston; approximately ten years later, Thomas Whidden completed another major building, the Suffolk County Courthouse in Pemberton Square. Thomas Jones Whidden also may have built his brother's house at 39 Princeton Street, however, research has not been able to confirm this.

Stephen H. Whidden's daughter, Anne Louise, lived at 39 Princeton Street with her parents and her husband, Charles Choate Pond. In 1884, Anne Louise Whidden Pond gave birth to Bremer Whidden Pond. Bremer W. Pond completed high school in Winchester, Massachusetts, after which he attended Dartmouth College. Following his graduation from Dartmouth in 1906, Pond studied one year in Germany before beginning graduate work at Harvard. He received a Masters degree in Landscape Architecture from Harvard in 1911. Bremer W. Pond served as Frederick Law Olmsted's secretary for three years after leaving Harvard. Pond taught landscape architecture at Harvard from 1914 until his retirement in 1950 -- his service was interrupted only by his service in World War I.

Pond was heavily involved in professional activities beyond Harvard. In 1915, Pond and Henry A. Frost founded a school, later called the Cambridge School of Architecture and Landscape Architecture, where women could receive professional training comparable to that provided for men at Harvard. The school was incorporated in 1924, after which Pond served on the Board of Trustees. Pond taught at the Cambridge School until 1942 when the Harvard Graduate School of Design was opened to women and the Cambridge School was closed.

Pond was also very active in the American Society of Landscape Architects, he was director of the Lowthorpe School of Landscape Architecture (for women), and he served as director of the Massachusetts Forest and Park Association. In his private practice Pond's noteworthy works include his plans for Colby Junior College, Southern Methodist University, the University of New Hampshire, and the Tuck Drive at Hanover, New Hampshire.

3.2 Architectural Significance:

The Stephen Huse Whidden House is a substantially intact example of a vernacular Second Empire brick row house with detailing drawn from the Greek Revival style. The house was built in 1864 for noted East Boston figure, Stephen Huse Whidden, and is a rare East Boston example of an intact single family row house dating from this period.

The transitional style of the Whidden House is evident in its contrasting treatments: the Greek Revival features of simple window sills and lintels, limited variation between floors, and granite stairs and foundation, and the Second Empire mansard roof, arched double doors, and highly decorated dormers. As stated in Built in Boston: City and Suburb,

Very slowly in the 1850s and then with a rush after 1860, after more than two hundred years on the periphery of British architectural circles, Boston suddenly surrendered to a passion for things French. ...Paris became under the third Napoleon a kind of universal architectural idol. (Tucci, p. 35)

The popularity of the Second Empire style, and the more fully developed French Academic style, coincided with the completion of the first landfilling of the Back Bay. Bainbridge Bunting's Houses of the Back Bay identifies extant high style houses prominently sited in the Back Bay; for example, 20-36 Commonwealth Avenue (1860), designed by Gridley J.F. Bryant.

While the Back Bay landfilling was commencing, economic expansion was changing the landscape of East Boston. The Eagle Hill section of East Boston, the location of Princeton Street, experienced its most early residential development during the late 1830s. The first block of Princeton Street (which includes 39 Princeton Street) encompasses a pocket of residential construction associated with this early development, primarily between 1840 and 1870. This first block of Princeton Street illustrates various house types and architectural styles, most typical of construction in other areas of Eagle Hill or in East Boston in general during the 1840-1870 period.

Completion of the Meridian Street bridge to Chelsea in 1855 and construction of a horse-drawn street railway up Meridian Street from Maverick Square in the early 1860s contributed to the rapid development of the first blocks on each of the cross streets east of Meridian (including Princeton).

Eagle Hill was envisioned by the original proprietors of the East Boston Company as a location for villas and rural residences, in contrast to the more modest houses of mechanics and artisans located west of Maverick Square. Brick row houses, and gable wood-frame houses, double-houses, and cottages in the Greek Revival and Italianate styles survive from this period.

As stated in Streetcar Suburbs: The Process of Growth in Boston (1870-1900),

For eighty years, from Bulfinch's Crescent of 1793 through the Depression of 1873, row houses and grid streets were Boston's model form of building. The South End and Back Bay are the largest areas constructed from these plans, but from 1820 on patches of similar construction dotted the whole of the old pedestrian city and its peripheral towns of Roxbury, Cambridge, Charlestown, and East and South Boston. (Warner, p. 136-137)

Eagle Hill development conformed to the grid pattern in the laying out of streets, however, brick row houses did not follow in great numbers. Instead, 39 Princeton Street, along with 41 Princeton Street, is surrounded by wood-frame houses, double-houses, and cottages, constructed both before and after these brick row houses were built. The Whidden House, which in style resembles many row houses in Boston's South End, is one of Eagle Hill's best preserved homes from the second half of the nineteenth century.

3.3 Relationship to Landmark Designation Criteria

The definition in Section 2 of Chapter 772 of the Acts of 1975, as amended, states that a property must have significance to the city and commonwealth, the region or the nation. After examination and evaluation of the Stephen Huse Whidden House at 39 Princeton Street, the staff of the Landmarks Commission has concluded that the property does not clearly meet the criteria for Landmarks designation.

The Whidden House is not listed on the National Register of Historic Places, but was recommended by the 1989 East Boston Project Completion Report for inclusion in the Eagle Hill First Blocks further study district.

The Whidden House does not meet the second criteria as the structure is not the site "at which events have occurred that have made an outstanding contribution to, and are identified with, or which best represent some important aspect of cultural, political, economic, military or social history of the city, the commonwealth, the New England region or the nation."

The Whidden House does not meet the third criterion as it is not associated significantly with "the lives of outstanding historic personages." Examples of properties the Commission has designated under this criterion include the Donald McKay House in East Boston, the William Monroe Trotter House in Dorchester, and the James Michael Curley House in Jamaica Plain.

The fourth criterion states, in part, that a structure must represent "elements of architectural or landscape design or craftsmanship which embody distinctive characteristics of a type inherently valuable for study of a period, style or method of construction or development or a notable work of an architect...whose work influenced the development of the city, the commonwealth, the New England region or the nation." 39 Princeton Street, while substantially intact, does not meet this stringent criteria due to the many examples of this building type and style present throughout the city..

4.0 ECONOMIC STATUS

4.1 Assessed Value:

The assessed value of the property at 39 Princeton Street is \$163,000.

Current Ownership:

This property is presently under single family ownership, as it has been throughout the life of the building.

5.0 PLANNING CONTEXT

5.1 Background:

Originally East Boston was comprised of five islands; they were Noddle's, Apple, Governor's, Bird and Hog. Noddle's Island was annexed to the City of Boston in 1637. An agricultural area for two hundred years and then a summer resort, East Boston boomed as a shipping and shipbuilding center during the middle decades of the 19th century. In 1833, General William Sumner paid \$80,000 for the Island and founded the East Boston Company. During the next several years, landfill began, hills were leveled, streets were laid in a grid plan, lots were sold, and wharves were built to encourage shipbuilders.

From 1840 to 1865, the shipping industry shaped East Boston. Donald McCay's shipyards produced the famous "Yankee Clippers" and the Cunard Steamship Lines brought waves of immigrants and trade. The addition of the Grand Junction Railroad gave East Boston direct connections to the manufacturing centers of New England. The population swelled from 1,455 persons in 1840 to 20,572 in 1865.

The decline of wooden shipbuilding caused the exodus of skilled craftsmen from East Boston at a time when Irish immigrants were arriving. Successive waves of immigrants, first Jews and then Italians, pushed the population of East Boston to a peak level of 60,000, which was maintained from 1916 through 1935. From 1940 to 1970, the population declined.

The physical development of East Boston occurred almost entirely between 1835 and 1915. Some of the mansions built when the area was a summer resort still exist, along with large "suburban" houses built during the heyday of the clipper ships. Tenements built to house the immigrant families are also found in abundance.

Eagle Hill

The effects of the post-Civil War decline in wooden ship building, which had been the mainstay of East Boston's economy, were seen in both residential and industrial sections of the Eagle Hill area. Like Jeffries Point, the transformation of Eagle Hill into a predominantly multi-family district began in the last quarter of the 19th century. Former villas and townhouses were converted to multi-family use. Speculative construction, primarily in the form of two and three-family houses, was evident throughout Eagle Hill but particularly on previously unoccupied lots east of Putnam Street. Joseph Eastman of East Boston designed many two and three-family houses on Lexington, Princeton, and other streets in the 1880s and 1890s. Rapid development on the back side of the hill also occurred at the time, with the construction

of numerous single and two-family houses on East and West Eagle Streets. Architects and builders active in this section included D.D. Fish, Dingwell Brothers, and Hansen & Rogers. Eagle Hill residential construction of this period included many modest residences distinguished by front porches of Eastlake detailing. Owners of most Eagle Hill houses were of British or Irish descent, although the steady growth of East Boston's immigrant population was evident in the number of Eastern European (and later Italian) names recorded in atlases at the turn of the century.

Industry in Eagle Hill's adjacent waterfront expanded in the late 19th and early 20th centuries in spite of the demise of the ship building industry. Particularly notable is development along Condor Street, where two major industries, Boston & Lockport Block Company and Condor Iron Foundry, were established about 1890. Lumberyards and other wood processing interests remained a major feature of Eagle Hill's waterfront in the 1880s and the 1890s.

Most extant institutional development in the Eagle Hill area dates from the 1890s through the early 20th century. None of the earliest public schools, built in scattered locations between the mid-1860s and early 1880s survive, although some later schools occupy early schoolhouse sites. Until the first quarter of the 20th century, most churches serving Eagle Hill residents were located within the boundaries of the Maverick, Central, and Day Squares area.

Eagle Hill's major institutional development at the turn of the century was the construction of the present Joseph Barnes School (1901) at 127 Marion Street. The Barnes School was built as the new East Boston High School, which moved from its previous location in the police station building (demolished) at the corner of Meridian and Paris Streets.

Historically, concentrated commercial development in the Eagle Hill area was confined to the southern end of Meridian Street and the western end of Saratoga Street. Mixed-use buildings with ground floor corner stores and residences above were the predominant form of commercial construction on Eagle Hill, and surviving examples of the type were built in scattered locations about the turn of the 20th century.

Other institutional developments of significance include the establishment of Trinity Neighborhood House at 406 Meridian Street (a Boston Landmark) in 1906, and Dr. James H. Strong operated the private Strong Hospital in his home, the former Governor Bates Mansion at One Monmouth Square, from approximately 1920 to 1950.

Limited new residential development in the Eagle Hill area after 1910 is characterized by infill construction. While some earlier 2 1/2-story houses with gabled roofs were remodeled to incorporate three full stories, some new houses were actually built as triple deckers, such as the three Colonial Revival dwellings with columned porches between 205 and 213 Lexington Street (1901). The pattern of converting previously single-family houses to tenements continued. A 1922 social survey of East Boston conducted by the Boston Health League noted that the Eagle Hill population was mainly "Irish, British, American, and Jewish," unlike the populations of Jeffries Point and the Maverick Square areas, which were mostly Italian by that time.

Major physical changes to East Boston since 1915 have related to transportation facilities: the subway tunnel connection in 1905, the opening of Logan airport in 1923, and completion of the Sumner Tunnel in 1934. Since its construction, the airport has been updated with access roads and expressways, and jet aircraft facilities.

5.2 Current Planning Issues:

In 1990 the Boston Landmarks Commission completed a building-by-building survey of the East Boston Neighborhood. This survey was undertaken with the assistance of a matching grant-in-aid from the Department of the Interior, National Park Service, through the Massachusetts Historical Commission, Office of the Secretary of State, Michael J. Connolly. The East Boston survey produced 137 inventory forms and detailed preservation planning documents. The Project Completion Report for this survey includes recommendations for Boston Landmark designation and National Register listing, including 2 district and 5 individual Landmark recommendations, and 7 district and 7 individual National Register recommendations. 39 and 41 Princeton Street are part of the Eagle Hill First Blocks district which was recommended for further study.

The rapid expansion of the airport, and its encroachment on residential neighborhoods, has been one of the most critical issues facing the East Boston community in recent years. In conjunction with the Boston Redevelopment Authority and the Neighborhood Services Department, the East Boston Planning and Zoning Advisory Committee, established in July 1986, is developing zoning which will be tailored specifically to East Boston, and will address concerns including the need to protect residential neighborhoods, and the need for better open space management.

An active neighborhood civic association, the Eagle Hill Civic Association, sponsors a historic plaque program and encourages historic preservation throughout this neighborhood. The efforts of this group are evident in the number of residences that have undergone rehabilitation in recent years.

5.3 Relationship to Current Zoning:

39 Princeton Street is presently zoned H-1 for residential uses; single family, two family and multi-family occupancy is allowed.

6.0 ALTERNATIVE APPROACHES

6.1 Alternatives

The Commission could recommend, instead of designation, a preservation easement for the property.

The Commission has the option of not designating the property as a Landmark.

The Commission could recommend nomination of the property to the National Register of Historic Places. The property was recommended in the 1989 East Boston Project Completion Report for inclusion in the Eagle Hill First Block further study district.

6.2 Impact of Alternatives

Landmark designation of the building under Chapter 772, as amended, would require the review of exterior physical changes in accordance with standards and criteria adopted as part of the designation.

A preservation easement is a recorded, legal agreement between a property owner and another party, usually a non-profit organization or government body which has preservation or conservation purposes among their goals. Such an agreement "runs with the land" and governs the alterations to the property by the current and future owners. It is a vehicle for preserving the architectural integrity of a property by requiring review of proposed alterations to insure that such alterations would not compromise the property's historic character. Easements are voluntary and are essentially private negotiations. Easements may be in perpetuity or for another mutually agreed upon time. The impact of such action would remove any negotiations from the public view.

Failure to designate the building's exterior as a Landmark would mean the City could not confer its highest form of recognition of architectural and cultural significance and offer no protection to the structure.

The National Register of Historic Places represents a compilation of the nation's most historically and culturally significant resources. Listing provides protection from adverse effects caused by federal, federally-licensed or federally assisted actions; this protection is undertaken by the Section 106 Review process. Similar protection from state sponsored activities is achieved by the concurrent listing of all National Register properties to the State Register of Historic Places, under the provisions of MGL Chapter 9, Sections 26-27D. and Chapter 254.

7.0 Recommendations:

The staff of the Boston Landmarks Commission recommends that the Stephen Huse Whidden House, 39 Princeton Street, East Boston, not be designated a Landmark based on the findings previously stated in section 3, the evaluation of significance and relationship to Landmarks criteria. The historical associations of 39 Princeton Street provide an interesting and enlightening glimpse into the life of late 19th century Eagle Hill and East Boston. Stephen Huse Whidden was a prominent East Boston figure during the mid-to-late 19th century, and his house remains substantially intact. However, these associations do not raise the significance of this site to one "at which events have occurred that have made an outstanding contribution to, and are identified with, or which best represent some important aspect of cultural, political, economic, military or social history of the city, the commonwealth, the New England region or the nation."

The staff does recommend that the Stephen Huse Whidden House be nominated for listing on the National Register of Historic Places. The prominence of Stephen Huse Whidden in the East Boston community during the late 19th century, and the excellent condition of his home, make the Whidden House an important historic resource which merits recognition.

8.0 GENERAL STANDARDS & CRITERIA

8.1 Introductory Statement on Standards and Criteria to be used in Evaluating Applications for Certificates

Per sections 4, 5, 6, 7, and 8 of the enabling statute (Chapter 772 of the Acts of the 1975 of the Commonwealth of Massachusetts) Standards and Criteria must be adopted for each Landmark Designation which shall be applied by the Commission in evaluating proposed changes to the property. Before a Certificate of Design Approval or Certificate of Exemption can be issued for such changes, the changes must be reviewed by the Commission with regard to their conformance to the purposes of the statute.

The Standards and Criteria established thus note those features which must be conserved and/or enhanced to maintain the viability of the Landmark Designation.

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

As intended by the statute a wide variety of buildings and features are included within the area open to Landmark Designation, and an equally wide range exists in the latitude allowed for change. Some properties of truly exceptional architectural and/or historical value will permit only the most minor modifications, while for some others the Commission encourages changes and additions with a contemporary approach, consistent with the properties' existing features and changed uses.

In general, the intent of the Standards and Criteria is to preserve existing qualities that cause designation of a property; however, in some cases they have been so structured as to encourage the removal of additions that have lessened the integrity of the property.

It is recognized that changes will be required in designated properties for a wide variety of reasons, not all of which are under the complete control of the Commission or the owners. Primary examples are:

- (a) Building code conformance and safety requirements.
- (b) Changes necessitated by the introduction of modern mechanical and electrical systems.
- (c) Changes due to proposed new uses of a property.

The response to these requirements may, in some cases, present conflicts with the Standards and Criteria for a particular property. The Commission's evaluation of an application will be based upon the degree to which such changes are in harmony with the character of the property.

In some cases, priorities have been assigned within the Standards and Criteria as an aid to property owners in identifying the most critical design features.

The Standards and Criteria have been divided into two levels: (1) those general ones that are common to almost all landmark designations (subdivided into categories for buildings and landscape features); and (2) those specific ones that apply to each particular property that is designated. In every case the Specific Standard and Criteria for a particular property shall take precedence over the General ones if there is a conflict.

8.2 GENERAL STANDARDS AND CRITERIA

A. APPROACH

1. The design approach to the property should begin with the premise that the features of historical and architectural significance described within the Study Report must be preserved. In general this will minimize the exterior alterations that will be allowed.
2. Changes to the property and its environment which have taken place in the course of time are evidence of the history of the property and the neighborhood. These changes to the property may have developed significance in their own right, and this significance should be recognized and respected. ("Later integral features" shall be the term used to convey this concept.)
3. Deteriorated material or architectural features, whenever possible, should be repaired rather than replaced or removed.
4. When replacement of architectural features is necessary it should be based on physical or documentary evidence of original or later integral features.
5. New materials should, whenever possible, match the material being replaced in physical properties, design, color texture and other visual qualities. The use of imitation replacement materials is generally discouraged.
6. New additions or alterations should not disrupt the essential form and integrity of the property and should be compatible with the size, scale, color, material and character of the property and its environment.
7. Contemporary design is encouraged for new additions; thus, they must not necessarily be imitative of an earlier style or period.
8. New additions or alterations should be done in such a way that if they were to be removed in the future, the essential form and integrity of the historic property would be unimpaired.
9. Priority shall be given to those portions of the property which are visible from public ways or which it can be reasonably inferred may be in the future.

10. Color will be considered as part of specific standards and criteria that apply to a particular property.

B. EXTERIOR WALLS

I. MASONRY

1. Retain whenever possible, original masonry and mortar.
2. Duplicate original mortar in composition, color, texture, joint size, joint profile and method of application.
3. Repair and replace deteriorated masonry with material which matches as closely as possible.
4. When necessary to clean masonry, use gentlest method possible. Do not sandblast. Doing so changes the visual quality of the material and accelerates deterioration. Test patches should always be carried out well in advance of cleaning (including exposure to all seasons if possible).
5. Avoid applying waterproofing or water repellent coating to masonry, unless required to solve a specific problem. Such coatings can accelerate deterioration.
6. In general, do not paint masonry surfaces. 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.

II. NON-MASONRY

1. Retain and repair original or later integral material whenever possible.
2. Retain and repair, when necessary, deteriorated material with material that matches.

C. ROOFS

1. Preserve the integrity of the original or later integral roof shape.
2. Retain original roof covering whenever possible.
3. Whenever possible, replace deteriorated roof covering with material which matches the old in composition, size, shape, color, texture, and installation detail.
4. Preserve architectural features which give the roof its character, such as cornices, gutters, iron filligree, cupolas, dormers, brackets.

D. WINDOWS AND DOORS

1. Retain original and later integral door and window openings where they exist. Do not enlarge or reduce door and window openings for the purpose of fitting stock window sash or doors, or air conditioners.
2. Whenever possible, repair and retain original or later integral window elements such as sash, lintels, sills, architraves, glass, shutters and other decorations and hardware. When replacement of materials or elements is necessary, it should be based on physical or documentary evidence.
3. On some properties consideration will be given to changing from the original window details to other expressions such as to a minimal anonymous treatment by the use of a single light, when consideration of cost, energy conservation or appropriateness override the desire for historical accuracy. In such cases, consideration must be given to the resulting effect on the interior as well as the exterior of the building.

E. PORCHES, STEPS AND EXTERIOR ARCHITECTURAL ELEMENTS

1. Retain and repair porches and steps that are original or later integral features including such items as railings, balusters, columns, posts, brackets, roofs, ironwork, benches, fountains, statues and decorative items.

F. SIGNS, MARQUEES AND AWNINGS

1. Signs, marquees and awnings integral to the building ornamentation or architectural detailing shall be retained where necessary.
2. New signs, marquees and awnings shall not detract from the essential form of the building nor obscure its architectural features.
3. New signs, marquees, awnings shall be of a size and material compatible with the building and its current use.
4. Signs, marquees and awnings applied to the building shall be applied in such a way that they could be removed without damaging the building.
5. All signs added to the building shall be part of one system of design, or reflect a design concept appropriate to the communication intent.

6. Lettering forms or typeface will be evaluated for the specific use intended, but generally shall either be contemporary or relate to the period of the building or its later integral features.
7. Lighting of signs will be evaluated for the specific use intended, but generally illumination of a sign shall not dominate illumination of the building.
8. The foregoing notwithstanding, signs are viewed as the most appropriate vehicle for imaginative and creative expression, especially in structures being reused for purpose different from the original, and it is not the Commission's intent to stifle a creative approach to signage.

G. PENTHOUSES

1. The objective of preserving the integrity of the original or later integral roof shape shall provide the basic criteria in judging whether a penthouse can be added to a roof. Height of a building, prominence of roof form, and visibility shall govern whether a penthouse will be approved.
2. Minimizing or eliminating the visual impact of the penthouse is the general objective and the following guidelines shall be followed:
 - (a) Location shall be selected where the penthouse is not visible from the street or adjacent buildings; setbacks shall be utilized.
 - (b) Overall height or other dimensions shall be kept to a point where the penthouse is not seen from the street or adjacent buildings.
 - (c) Exterior treatment shall relate to the materials, color and texture of the building or to other materials integral to the period and character of the building, typically used for appendages.
 - (d) Openings in a penthouse shall relate to the building in proportion, type and size of opening, wherever visually apparent.

H. LANDSCAPE FEATURES

1. The general intent is to preserve the existing or later integral landscape features that enhance the landmark property.

2. It is recognized that often the environment surrounding the property has character, scale and street pattern quite different from that existing when the building was constructed. Thus, changes must frequently be made to accommodate the new condition, and the landscape treatment can be seen as a transition feature between the landmark and its new surroundings.
3. The existing landforms of the site shall not be altered unless shown to be necessary for maintenance of the landmark or site. Additional landforms shall only be considered if they will not obscure the exterior of the landmark.
4. Original layout and materials of the walks, steps, and paved areas should be maintained. Consideration will be given to alterations if it can be shown that better site circulation is necessary and that the alterations will improve this without altering the integrity of the landmark.
5. Existing healthy plant materials should be maintained as long as possible. New plant materials should be added on a schedule that will assure a continuity in the original landscape design and its later adaptations.
6. Maintenance of, removal of, and additions to plant materials should consider maintaining existing vistas of the landmark.

I. EXTERIOR LIGHTING

1. There are three aspects of lighting related to the exterior of the building:
 - (a) Lighting fixtures as appurtenances to the building or elements or architectural ornamentation.
 - (b) Quality of illumination on building exterior.
 - (c) Interior lighting as seen from the exterior.
2. Wherever integral to the building, original lighting fixtures shall be retained. Supplementary illumination may be added where appropriate to the current use of the building.
3. New lighting shall conform to any of the following approaches as appropriate to the building and to the current or projected use:

- (a) Accurate representation of the original period, based on physical or documentary evidence.
 - (b) Retention or restoration of fixtures which date from an interim installation and which are considered to be appropriate to the building and use.
 - (c) New lighting fixtures which are contemporary in design and which illuminate the exterior of the building in a way which renders it visible at night and compatible with its environment.
- 4. If a fixture is to be replaced, the new exterior lighting shall be located where intended in the original design. If supplementary lighting is added, the new location shall fulfill the functional intent of the current use without obscuring the building form or architectural detailing.
 - 5. Interior lighting shall only be reviewed when its character has a significant effect on the exterior of the building; that is, when the view of the illuminated fixtures themselves, or the quality and color of the light they produce, is clearly visible through the exterior fenestration.

J. REMOVAL OF LATER ADDITIONS AND ALTERATIONS

- 1. Each property will be separately studied to determine if later additions and alterations can, or should, be removed. It is not possible to provide one general guideline.
- 2. Factors that will be considered include:
 - (a) Compatibility with the original property's integrity in scale, materials and character.
 - (b) Historic association with the property.
 - (c) Quality in the design and execution of the addition.
 - (d) Functional usefulness.

9.0 SPECIFIC STANDARDS & CRITERIA
39/41 Princeton Street

A. GENERAL

1. The intent of these standards and criteria is to preserve the overall character and appearance of 39/41 Princeton Street
2. Any exterior alteration visible from a public way is subject to the terms of the guidelines herein stated.
3. Items under commission review include but are not limited to the following:

B. EXTERIOR WALLS

1. Existing walls shall be retained and repaired.
2. No new openings shall be allowed in masonry walls. No original existing openings shall be filled or changed in size.
3. All facade detail and ornamentation shall be preserved.
4. Brickwork shall be carefully preserved. Any necessary replacement brick shall match existing material in color, size, and texture. Repointing shall match the original mortar in color, texture, joint width and profile. Mortar shall have a high sand and lime content. Flush and smeared joints and scrub coating are not allowed. Upon completion of repointing, all excess mortar and residual film shall be removed.
5. Cleaning of masonry is discouraged and should be performed only when necessary to halt deterioration. The most gentle cleaning method possible shall be used. All proposed treatments shall be field tested and reviewed by the commission before application. Wire brushing, sandblasting, and other abrasive techniques are not allowed.
6. Coating or painting of brick is not allowed. Waterproofing and material consolidants are strongly discouraged. Samples of any proposed treatment shall be reviewed by the commission before application.
7. Repair and maintenance of existing brownstone is encouraged. Brownstone may require special treatments involving replacement materials and coatings. Treatment will be considered on a case-by-case basis, based on condition of existing material. Any replacement material must approximate brownstone in appearance and texture and color. Use of true brownstone where full replacement is necessary is encouraged.

39/41 Princeton Street - Specific Standards and Criteria
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C. ENTRANCES AND STOOPS

1. Original steps including stringer, riser, treads and any decorative element, shall be retained and repaired. If replacement becomes necessary due to extreme deterioration, the replacement must replicate the original in massing, color and texture. Removal of existing paint on the stoop at 41 Princeton Street is encouraged to determine if original material exists.
2. Original cast iron railings (39 Princeton) shall be retained. Replacement railings should replicate the original. Simplified adaptations may be allowed if designed of a size and massiveness consistent with the original.
3. Entryways (including decorative hoods, surrounds, mouldings, and ceramic tile) shall be retained, or replicated.
4. Original entry doors shall be retained and repaired. Replacement doors, if required, shall match the original in material and in design, including proportion, number of leaves (ie double doors), placement within door frame, and general arrangement of panels. Single doors are not allowed.
5. Transoms shall be retained or replicated.
6. Exterior grills on main entryways are not allowed.

D. WINDOWS, WINDOW OPENINGS, AND TRIM

1. The original window design and arrangement of window openings shall be retained. Changing window openings to accommodate larger or smaller sash and frame is not allowed. No new openings are allowed.
2. Retention of original window sash at 41 Princeton Street is encouraged. Given the known history of the building and its architectural style, two-over-two double hung sash are the most likely original window configuration at 39 Princeton Street, and a return to the original configuration is encouraged.

New window sash shall match the original two-over-two double hung configuration. Replacement sash must exactly match the original (41 Princeton) in appearance and material (including through-glass muntins). Simulated muntins (including snap-in, surface-applied, or between glass muntins) are not allowed. No metal panning of the wood frame is allowed, and no changes shall occur to the dimensions of brick openings, jambs or sashes.

3. The removal of window sash and the installation of permanently fixed panels to accommodate air conditioners is not allowed (see Air conditioners).

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4. Windows sills and lintels shall be retained and repaired. Decorative lintel details shall be retained or replicated.

E. ROOFS

1. The original roof configuration and cornice line shall be retained.
2. Dormers on mansard roofs shall be retained and repaired or restored. Expansion of existing dormers or adding new dormers is not allowed.
3. No additional roof openings or projections (such as dormers, skylights, greenhouses, penthouses, roof decks or fences, solar panels and devices, mechanical or electrical equipment) visible from a public view shall be permitted. Necessary repair or replacement chimney or other roof elements shall match the original elements in materials and details of execution and installation.
4. Original cast iron cresting (41 Princeton Street) shall be retained or replicated.
5. Cornice elements shall be retained or replicated.
6. Repair and restoration of existing slate roofs is encouraged. Replacement shall match the original in design, color, coursing and texture. Asphalt shingles are not appropriate. Synthetic slate may be considered.
7. Replacement flashing, gutters, and downspouts should be copper or metal with a baked enamel finish in a dark color.

F. ADDITIONS

1. No additions to the height of the building shall be permitted.
2. No additions or projections to the building's front or side elevations shall be permitted.
3. Any additions proposed to the rear of the building will be reviewed.

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G. FRONT YARDS

1. Excavation of front yards below existing grade will not be approved except for small areaways to accommodate existing windows, ventilation or for drainage purposes.
2. Original front yard fences shall be maintained and repaired or replicated.
3. Covering of front yards with concrete, asphalt, or similar materials will not be approved. Planting is encouraged.

H. SIGNAGE

1. Signage must be reviewed. No projecting signs may be attached to the house. Plaques should be mounted through the mortar joints, and not directly on the brick.

I. FIRE EXCAPES

1. Fire escapes will not be allowed on primary elevations. Iron fire escapes on the rear elevations will be reviewed on a case-by-case basis.

J. DEMOLITION

1. Demolition of entire structures is prohibited except when in the opinion of the Commission warranted for extraordinary circumstances. Partial demolition of later additions will be reviewed on a case-by-case basis.

K. EXEMPTIONS FROM REVIEW

These items are not subject to review and approval of the Commission; the following guidelines are recommended. The Commission staff can provide additional information if requested.

1. Exterior shutters or blinds may be considered appropriate where documentation of original installation exists. Shutters or blinds shall be wood constructed and match the height and one half the width of the window opening. All blinds shall be properly secured with shutter hardware, including pintles and propellor shutter dogs.
2. Exterior combination storm windows shall have narrow perimeter framing (which does not obscure the glazing of the primary window). The meeting rail of the primary window must align with that of the storm sash. The painted finish on the storm window frame must match the color of the window trim as closely as possible.

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3. Window grates must be mounted within the masonry reveal of the window. The design should be consistent with that of the building. Re-use of period grilles and designs is encouraged.
4. Intercom/buzzer devices, and security systems may be allowed and should be concealed from view and colored to blend of camouflage with their surroundings. Interior solutions are encouraged.
5. Portable seasonal window air conditioners are exempt from review.
6. Paint colors. Painting of wood trim or metal is not under review. It is encouraged that trim and window sash be painted in dark, muted tones. Paint seriation studies to identify original color schemes is encouraged.
7. Exterior lighting. It is encouraged but not required that vestibules and doorways be illuminated. Lighting on the facade was not a part of 19th century rowhouse design. Exterior lighting should be generally concealed (e.g., recessed over doors) and should not imitate earlier 18th century styles (i.e., colonial lanterns). Simple contemporary fixtures are a suitable alternative.
8. Door Hardware. Existing original door hardware should be retained wherever possible. New replacement hardware should replicate the original or be of a simple contemporary design.

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41 PRINCETON STREET
JOSEPH HENRY STEVENSON HOUSE

**Boston Landmarks Commission
Environment Department
City of Boston**

Report of the Boston Landmarks Commission
on the potential designation of
41 Princeton Street
as a
LANDMARK
under Chapter 772 of the Acts of 1975, as amended

Approved: Lorraine M. Downey 3/19/91
(Director, Environment Department) (Date)

Approved: Alan Chuang 2.19.91
(Chairman) (Date)

CITY OF BOSTON
MAYOR RAYMOND FLYNN

ENVIRONMENT DEPARTMENT
Lorraine M. Downey, Director

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- 8.0 General Standards and Criteria
- 9.0 Specific Standards and Criteria
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Gratitude is expressed to the owners of the property and the Eagle Hill Civic Association for their research and contributions to this report.

1.0 LOCATION OF THE PROPERTY

1.1 Address:

41 Princeton Street, Located in Ward 1, Precinct 6,
Parcel number 5979.

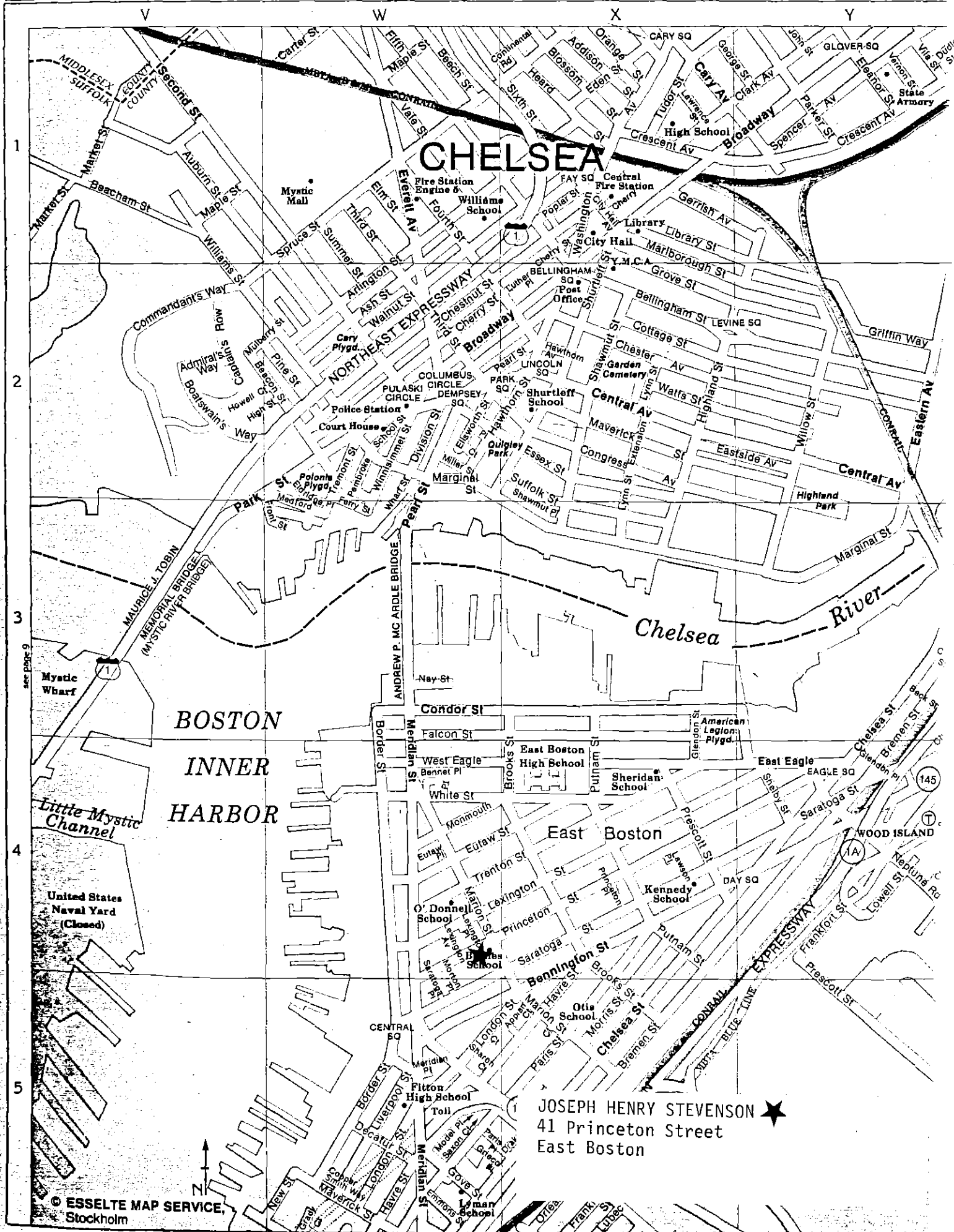
1.2 Area in which the property is located:

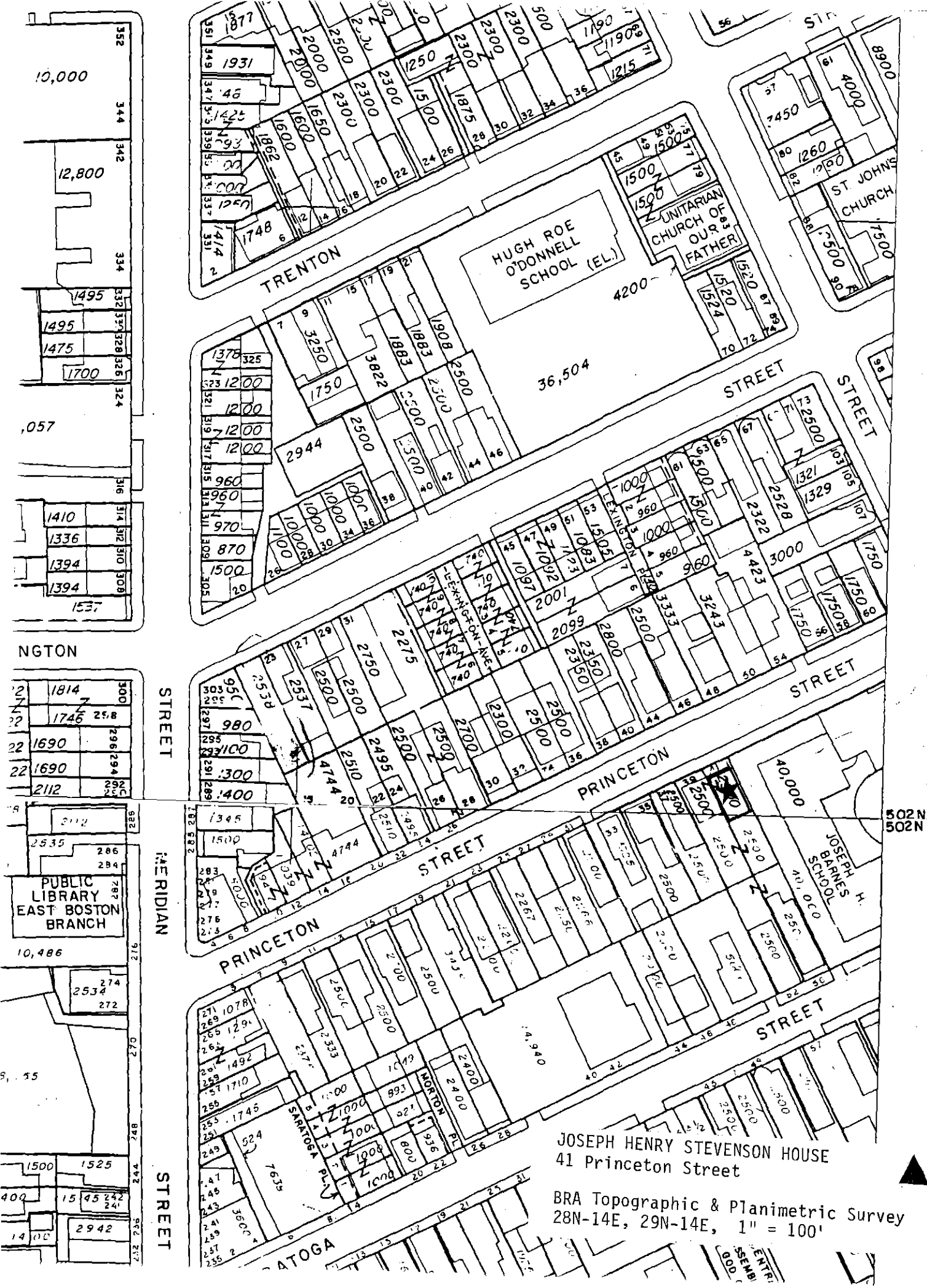
41 Princeton Street is located in the Eagle Hill neighborhood of East Boston. Eagle Hill, a glacial drumlin, constituted the original land area of East Boston which was originally known as Noddle's Island. Built up during the middle to late 19th century, the area is primarily residential with a small amount of industry oriented toward Condor Street. Modest commercial development on lower Meridian Street is oriented toward Central Square and included in the Maverick-Central-Day Squares area.

The Eagle Hill section is roughly rectangular in shape, bounded by Border Street at the edge of the Inner Harbor, Condor Street, Saratoga Street and Bennington Street, which connects Central and Day Squares. The Eagle Hill area displays a grid pattern of streets bearing the names of Revolutionary War battlefields (running east to west) and noted generals from that war (running north to south).

1.3 Map showing location:

Attached.







Front elevation of 41 Princeton Street, East Boston.

Detail of rear window, 41 Princeton St.



Rear elevation of 41 Princeton Street.



Detail of mansard of 41 Princeton Street.



Detail of entryway of 41 Princeton Street, East Boston.

2.0 DESCRIPTION OF THE PROPERTY

2.1 Type and use of the property:

41 Princeton Street was constructed c.1875 for use as a single family, attached row house. The property continues to be used as a single family residence.

2.2 Description:

The Joseph Henry Stevenson House at 41 Princeton Street is located in the western portion of Eagle Hill, the focus of the earliest concentrated residential development. Most structures in this area were constructed in two major periods, the 1840s to c. 1870, and the late 1880s to c. 1900.

Speculative construction after the 1890s, in the form of 2 and 3 family houses, filled the remaining vacant lots of Eagle Hill. Many buildings in the district have undergone alterations; the application of artificial siding and alteration of roof lines are the most prevalent.

The Stevenson House is a single family rowhouse attached on the northwest side to the Stephen Huse Whidden House at 39 Princeton Street, a brick townhouse of a different design built 11 years earlier. The two dwellings stand directly on the sidewalk, facing northwest onto Princeton Street. The buildings are surrounded by frame residences on all sides, with the exception of the brick, Joseph Barnes School, which stands to the east of the rowhouses. Two small street trees in front of the buildings are the only landscape features. There are no outbuildings.

41 Princeton Street is rectangular in plan with a polygonal bay at the northeast corner. The structure is two bays wide, two and a half stories tall with a raised basement. The building is topped by a straight mansard roof covered with grey, slate fish-scale shingles. Highly decorative iron cresting ornaments the roof. Four dormers protrude from the mansard roof; three of which are on the dormer. The gabled dormers are articulated with decorative engaged wood colonettes and carved capitals in a Gothic-style design of acanthus leaves and a four petaled flower. Below the stone cornice one brick course is laid in a decorative sawtooth pattern.

The facade is two bays wide; one bay is flat, the other is polygonal. The window sash is two over two and covered by exterior metal storm windows. The window lintels on the first two floors are sandstone with an incised scroll design on either side of a central floral motif. The building material, including the foundation is red brick; the brick in the front elevation was laid with very narrow mortar joints. A sandstone beltcourse delineates the basement from the first floor.

The entrance retains its original walnut doors. The incised scroll pattern found in the window lintels is repeated in the brackets for the wooden canopy over the front entrance. The canopy, recently restored, has been painted a sandstone color based on evidence that it was originally sand-painted to imitate the sandstone used elsewhere in the building. Ceramic tiles with a geometric design are set in the brick on either side of the entry. The front steps are sandstone and have a simple iron hand rail.

The polygonal bay extends from the basement through the mansard roof. The bay has quarter round corners and a flat front, unlike the typical straight angle bay or bow front. Each of the three sides of the bay have double
~~hung two-over-two windows.~~

The rear facade has a three-story angled polygonal bay which ends at the cornice. The straight mansard roof has two simple rectangular dormers. The rear window lintels are brick arches.

3.0 SIGNIFICANCE OF THE PROPERTY

The Joseph Henry Stevenson House at 41 Princeton Street in East Boston is an intact brick rowhouse with High Victorian Gothic features. The house was built for the prominent East Boston mason and builder Joseph Henry Stevenson, who contributed much to East Boston's commercial and residential development.

3.1 Historical Significance:

The brick townhouse at 41 Princeton Street was built by its original owner Joseph Henry Stevenson (1838-1927), a prominent East Boston mason and builder. Stevenson was born in Wolfboro, New Hampshire, he travelled to Portsmouth in 1857 where he trained as a mason. In 1860, ~~Stevenson came to Boston where he constructed buildings~~ throughout the city, many in the East Boston neighborhood. Research indicates that Stevenson constructed many types of buildings including residential, commercial, religious, civic and industrial structures.

Stevenson was one of several builders of the Mechanic's Building on Huntington Avenue, now demolished. He was also builder of the East Boston Masonic Hall at 344-352 Meridian Street, designed by architect, Joseph Robbins and completed in 1892.

Stevenson built many of the brick buildings that helped to shape the face of East Boston in the last quarter of the 19th century. Stevenson built the Charles R. McClean house at 408 Meridian Street in 1878, the finest residence in East Boston. The large Ruskinian inspired brick building which "in every detail is so perfect" was built for the Honorable Charles R. McLean, a prominent businessman and politician. The structure, on the corner of Meridian and White Street is now known as the Meridian House. Stevenson designed, built and owned the Stevenson Block at 228-238 Meridian Street, and the row of Queen Anne style tenement apartments at 334-342 Meridian Street that feature sharply pointed towers rising from copper bays. Completed in 1892, these apartments featured the most modern amenities available at the time they were completed.

Stevenson was contracted by Charles McLean to build the grain elevator at the Hoosac Tunnel Dock and elevator company in Charlestown, in 1881. Stevenson also built many fine and distinctive public and religious buildings including the c. 1891 Universalist Church/White Street Baptist Church at 70-74 White Street, the former firehouse at 60 Paris Street and a large brick commercial building at 230 Meridian Street, Central Square which housed the East Boston Post Office.

In addition to being a prolific builder, Stevenson was a prominent citizen who actively participated in many civic, business and religious institutions. In 1864, Stevenson was a charter member of the Third National Bank Board of Directors. He was elected State Representative in 1886 and 1887 and served on the ward and city committee in 1878 and 1883. Stevenson was also a trustee and treasurer of the All Souls Universalist Church in East Boston.

3.2 Architectural significance:

41 Princeton Street is significant as an intact, well-preserved single family brick row house in the East Boston neighborhood. 41 Princeton Street is a simple design that takes elements from the High Victorian Gothic style, including sandstone lintels with incised floral motifs, heavily decorated gabled dormers, and iron cresting at the roofline. The most distinctive feature of this house is the highly unusual configuration of the brick bay. The bay at 41 Princeton Street possesses quarter round corners and a flat front, unlike the typical straight angle bay or bow front seen throughout Boston's Back Bay and South End neighborhoods. Initial research indicates that it is the only bay of this design in the city of Boston.

The High Victorian Gothic style, also called the Ruskinian Gothic after the English designer and author John Ruskin, became popular in Boston after the construction of Harvard's Memorial Hall which was completed in 1878.

Of the many late 19th century architectural styles, this is among the most "Victorian," with its variety, complexity of design, and picturesque effect. It is identified by its use of materials of contrasting color, texture, and pattern in designs freely adapted from European Gothic precedents. Ceramic tile, terra cotta, brick, slate and various colors of stone are used -- often integrated into a single design -- to form pointed arch windows, colonettes, spires and spirelets, trefoils and quatrefoils, and other Gothic motifs. (South End Study Report, BLC)

This style it is found in a handful of Boston's South End churches and apartment buildings and was adapted in diluted form for use in some of this neighborhood's later row houses. Examples include the 1872 Union Methodist Church on Columbus Avenue, constructed of Roxbury puddingstone, the Albemarle Apartments, also on Columbus Avenue, and a Shawmut Avenue apartment block.

In Boston's Back Bay neighborhood High Victorian Gothic is more prevalent. The first home in the Back Bay completed in this style is 109 Newbury Street, designed by the prominent architect Charles A. Cummings as his own residence. This house makes extensive use of varied materials, including salmon colored pressed brick, cream colored Nova Scotia sandstone, black brick, and slate in three colors. (Bunting, p.200) Other High Victorian Gothic houses of note in the Back Bay are 121 and 165 Commonwealth Avenue. 121 Commonwealth Avenue was built in 1872 by Cummings and Sears, and 165 Commonwealth Avenue was completed in 1879 by an unknown architect (may also be Cummings and Sears).

Bainbridge Bunting identifies 191 Marlborough Street as the finest "Ruskin-inspired house in the district." Built in 1881 for Edmund Dwight, 191 Marlborough "is not just a paper design which fails to take plausible form in three dimensions as is the case in the early Gothic edifices of this district." (Bunting, p.203)

While the Back Bay landfilling was commencing, economic expansion was changing the landscape of East Boston. The Eagle Hill section of East Boston, the location of Princeton Street, experienced its most early residential development during the late 1830s. The first block of Princeton Street (which includes 39 Princeton Street) encompasses a pocket of residential construction associated with this early development, primarily between 1840 and 1870. ~~This first block of Princeton Street~~ illustrates various house types and architectural styles, most typical of construction in other areas of Eagle Hill or in East Boston in general during the 1840-1870 period.

Completion of the Meridian Street bridge to Chelsea in 1855 and construction of a horse-drawn street railway up Meridian Street from Maverick Square in the early 1860s contributed to the rapid development of the first blocks on each of the cross streets east of Meridian (including Princeton). Eagle Hill was envisioned by the original proprietors of the East Boston Company as a location for villas and rural residences, in contrast to the more modest houses of mechanics and artisans located west of Maverick Square. Brick row houses, and gable wood-frame houses, double-houses, and cottages in the Greek Revival and Italianate styles survive from this period.

As stated in Streetcar Suburbs: The Process of Growth in Boston (1870-1900),

For eighty years, from Bulfinch's Crescent of 1793 through the Depression of 1873, row houses and grid streets were Boston's model form of building. The South End and Back Bay are the largest areas constructed from these plans, but from 1820 on patches of similar construction dotted the whole of the old pedestrian city and its peripheral towns of Roxbury, Cambridge, Charlestown, and East and South Boston. (Warner, p. 136-137)

Eagle Hill development conformed to the grid pattern in the laying out of streets, however, brick row houses did not follow in great numbers. Instead, 41 Princeton Street, along with its predecessor 39 Princeton Street, is surrounded by wood-frame houses, double-houses, and cottages, which were constructed both before and after these brick row houses were built.

East Boston once boasted numerous brick and frame churches in the High Victorian Gothic style, located primarily in the institutional and commercial corridor between Maverick and Central Squares. The only survivor is the Presbyterian Church (1870) at Meridian and London Street. Though altered by the removal of its steeple, this church retains its three-story square tower, brick buttresses and corbelled cornices, a pitched stone entry surround on paired columns, and a rose window contained within a pointed arch surround springing from engaged columns. Joseph Henry Stevenson built a hip roofed brick house in this style at 408 Meridian Street in 1878, which features a gabled entry porch on square posts with decorative wood trusses, flanked by a polygonal bay to the left and a square bay to the right. Decorative panel brick bands ornament the facade and side elevations. The asymmetrical brick mansard at 120 Orient Avenue, built in 1880, is noteworthy for its cornice detail and the pointed arch windows on the third story of its offset square tower. A wood-frame cottage example of the style at 15 Seaview Avenue (ca. 1880) is distinguished by its 2 1/2-story mansard tower on the east elevation and decorative window surrounds.

Detached wood-frame double-houses with mansard roofs with High Victorian Gothic detailing are scattered throughout Eagle Hill and Jeffries Point. Generally 2 1/2-stories, these houses incorporate two-tier corner bays flanking the entries, which are paired at the center of the facade. Entry porches spanning the bays are frequently altered. Typical of the type is 3-5 Seaver Street (ca. 1880). Another example at 211-213 Webster Street (ca. 1880) retains a bracketed cornice, decorative trusses in the gabled dormers, and hip-on-mansard roofs over the corner bays.

3.3 Relationship to the criteria for Landmark designation:

The definition in Section 2 of Chapter 772 of the Acts of 1975, as amended states that a property must have significance to the city and commonwealth, the region or the nation. After examination and evaluation of the Joseph Henry Stevenson House at 41 Princeton Street, the staff of the Landmarks Commission has concluded that the property does not clearly meet the criteria for Landmarks designation.

The Joseph Henry Stevenson House is not listed on the National Register of Historic Places; however, it was recommended by the 1989 East Boston Project Completion Report for inclusion in the Eagle Hill First Blocks further study district.

The Stevenson House does not meet the second criteria as the structure is not the site "at which events have occurred that have made an outstanding contribution to, and are identified with, or which best represent some important aspect of cultural, political, economic, military or social history of the city, the commonwealth, the New England region or the nation."

The Stevenson House does not meet the third criterion as it is not associated significantly with "the lives of outstanding historic personages." Examples of properties the Commission has designated under this criterion include the Donald McKay House in East Boston, the William Monroe Trotter House in Dorchester, and the James Michael Curley House in Jamaica Plain.

The fourth criterion states, in part, that a structure must represent "elements of architectural or landscape design or craftsmanship which embody distinctive characteristics of a type inherently valuable for study of a period, style or method of construction or development or a notable work of an architect...whose work influenced the development of the city, the commonwealth, the New England region or the nation." While 41 Princeton Street does exhibit some architectural elements of note, a number of more fully developed examples of the High Victorian Gothic style worthy of study exist throughout the city.

4.0 ECONOMIC STATUS

4.1 Assessed Value:

The assessed value of the property at 41 Princeton Street is \$182,700.

Current Ownership:

This property is presently under single family ownership, as it has been throughout the life of the building.

5.0 PLANNING CONTEXT

5.1 Background:

Originally East Boston was comprised of five islands; they were Noddle's, Apple, Governor's, Bird and Hog. Noddle's Island was annexed to the City of Boston in 1637. An agricultural area for two hundred years and then a summer resort, East Boston boomed as a shipping and shipbuilding center during the middle decades of the 19th century. In 1833, General William Sumner paid \$80,000 for the Island and founded the East Boston Company. During the next several years, landfill began, hills were leveled, streets were laid in a grid plan, lots were sold, and wharves were built to encourage shipbuilders.

From 1840 to 1865, the shipping industry shaped East Boston. Donald McCay's shipyards produced the famous "Yankee Clippers" and the Cunard Steamship Lines brought waves of immigrants and trade. The addition of the Grand Junction Railroad gave East Boston direct connections to the manufacturing centers of New England. The population swelled from 1,455 persons in 1840 to 20,572 in 1865.

The decline of wooden shipbuilding caused the exodus of skilled craftsmen from East Boston at a time when Irish immigrants were arriving. Successive waves of immigrants, first Jews and then Italians, pushed the population of East Boston to a peak level of 60,000, which was maintained from 1916 through 1935. From 1940 to 1970, the population declined.

The physical development of East Boston occurred almost entirely between 1835 and 1915. Some of the mansions built when the area was a summer resort still exist, along with large "suburban" houses built during the heyday of the clipper ships. Tenements built to house the immigrant families are also found in abundance.

Eagle Hill

The effects of the post-Civil War decline in wooden ship building, which had been the mainstay of East Boston's economy, were seen in both residential and industrial sections of the Eagle Hill area. Like Jeffries Point, the transformation of Eagle Hill into a predominantly multi-family district began in the last quarter of the 19th century. Former villas and townhouses were converted to multi-family use. Speculative construction, primarily in the form of two and three-family houses, was evident throughout Eagle Hill but particularly on previously unoccupied lots east of Putnam Street. Joseph Eastman of East Boston designed many two and three-family houses on Lexington, Princeton, and other streets in the 1880s and 1890s. Rapid development on the back side of the hill also occurred at the time, with the construction

of numerous single and two-family houses on East and West Eagle Streets. Architects and builders active in this section included D.D. Fish, Dingwell Brothers, and Hansen & Rogers. Eagle Hill residential construction of this period included many modest residences distinguished by front porches of Eastlake detailing. Owners of most Eagle Hill houses were of British or Irish descent, although the steady growth of East Boston's immigrant population was evident in the number of Eastern European (and later Italian) names recorded in atlases at the turn of the century.

Industry in Eagle Hill's adjacent waterfront expanded in the late 19th and early 20th centuries in spite of the demise of the ship building industry. Particularly notable is development along Condor Street, where two major industries, Boston & Lockport Block Company and Condor Iron Foundry, were established about 1890. Lumberyards and other wood processing interests remained a major feature of Eagle Hill's waterfront in the 1880s and the 1890s.

Most extant institutional development in the Eagle Hill area dates from the 1890s through the early 20th century. None of the earliest public schools, built in scattered locations between the mid-1860s and early 1880s survive, although some later schools occupy early schoolhouse sites. Until the first quarter of the 20th century, most churches serving Eagle Hill residents were located within the boundaries of the Maverick, Central, and Day Squares area.

Eagle Hill's major institutional development at the turn of the century was the construction of the present Joseph Barnes School (1901) at 127 Marion Street. The Barnes School was built as the new East Boston High School, which moved from its previous location in the police station building (demolished) at the corner of Meridian and Paris Streets.

Historically, concentrated commercial development in the Eagle Hill area was confined to the southern end of Meridian Street and the western end of Saratoga Street. Mixed-use buildings with ground floor corner stores and residences above were the predominant form of commercial construction on Eagle Hill, and surviving examples of the type were built in scattered locations about the turn of the 20th century.

Other institutional developments of significance include the establishment of Trinity Neighborhood House at 406 Meridian Street (a Boston Landmark) in 1906, and Dr. James H. Strong operated the private Strong Hospital in his home, the former Governor Bates Mansion at One Monmouth Square, from approximately 1920 to 1950.

5.2 Current Planning Issues:

In 1990 the Boston Landmarks Commission completed a building-by-building survey of the East Boston Neighborhood. This survey was undertaken with the assistance of a matching grant-in-aid from the Department of the Interior, National Park Service, through the Massachusetts Historical Commission, Office of the Secretary of State, Michael J. Connolly. The East Boston survey produced 137 inventory forms and detailed preservation planning documents. The Project Completion Report for this survey includes recommendations for Boston Landmark designation and National Register listing, including 2 district and 5 individual Landmark recommendations, and 7 district and 7 individual National Register recommendations. 39 and 41 Princeton Street are part of the Eagle Hill First Blocks district which was recommended for further study.

The rapid expansion of the airport, and its encroachment on residential neighborhoods, has been one of the most critical issues facing the East Boston community in recent years. In conjunction with the Boston Redevelopment Authority and the Neighborhood Services Department, the East Boston Planning and Zoning Advisory Committee, established in July 1986, is developing zoning which will be tailored specifically to East Boston, and will address concerns including the need to protect residential neighborhoods, and the need for better open space management.

An active neighborhood civic association, the Eagle Hill Civic Association, sponsors a historic plaque program and encourages historic preservation throughout this neighborhood. The efforts of this group are evident in the number of residences that have undergone rehabilitation in recent years.

5.3 Relationship to Current Zoning:

41 Princeton Street is presently zoned H-1 for residential uses; single family, two family and multi-family occupancy is allowed.

Limited new residential development in the Eagle Hill area after 1910 is characterized by infill construction. While some earlier 2 1/2-story houses with gabled roofs were remodeled to incorporate three full stories, some new houses were actually built as triple deckers, such as the three Colonial Revival dwellings with columned porches between 205 and 213 Lexington Street (1901). The pattern of converting previously single-family houses to tenements continued. A 1922 social survey of East Boston conducted by the Boston Health League noted that the Eagle Hill population was mainly "Irish, British, American, and Jewish," unlike the populations of Jeffries Point and the Maverick Square areas, which were mostly Italian by that time.

Major physical changes to East Boston since 1915 have related to transportation facilities: the subway tunnel connection in 1905, the opening of Logan airport in 1923, and completion of the Sumner Tunnel in 1934. Since its construction, the airport has been updated with access roads and expressways, and jet aircraft facilities.

6.0 ALTERNATIVE APPROACHES

6.1 Alternatives

The Commission could recommend, instead of designation, a preservation easement for the property.

The Commission has the option of not designating the property as a Landmark.

The Commission could recommend nomination of the property to the National Register of Historic Places. The property was recommended in the 1989 East Boston Project Completion Report for inclusion in the Eagle Hill First Block further study district.

6.2 Impact of Alternatives

Landmark designation of the building under Chapter 772, as amended, would require the review of exterior physical changes in accordance with standards and criteria adopted as part of the designation.

A preservation easement is a recorded, legal agreement between a property owner and another party, usually a non-profit organization or government body which has preservation or conservation purposes among their goals. Such an agreement "runs with the land" and governs the alterations to the property by the current and future owners. It is a vehicle for preserving the architectural integrity of a property by requiring review of proposed alterations to insure that such alterations would not compromise the property's historic character. Easements are voluntary and are essentially private negotiations. Easements may be in perpetuity or for another mutually agreed upon time. The impact of such action would remove any negotiations from the public view.

Failure to designate the building's exterior as a Landmark would mean the City could not confer its highest form of recognition of architectural and cultural significance and offer no protection to the structure.

The National Register of Historic Places represents a compilation of the nation's most historically and culturally significant resources. Listing provides protection from adverse effects caused by federal, federally-licensed or federally assisted actions and is undertaken by the Section 106 Review process. Similar protection from state sponsored activities is achieved by the concurrent listing of all National Register properties to the State Register of Historic Places, under the provisions of MGL Chapter 9, Sections 26-27D. and Chapter 254.

7.0 Recommendations:

The staff of the Boston Landmarks Commission recommends that the Joseph Henry Stevenson House, 41 Princeton Street, East Boston, not be designated a Landmark based on the findings previously stated in section 3, the evaluation of significance and relationship to Landmarks criteria. The Stevenson House is one of Eagle Hill's and East Boston's finest rowhouses from the late 19th century. The building's fine detail and state of preservation make it an important historic resource. However, the criterion for landmark designation on the basis of a building's architectural merit is very stringent, limiting designation to properties

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

Properties that the Commission has designated under this criteria include the Hayden Building in the Theater District, the Charlestown Savings Bank in Charlestown, the Proctor Building in downtown Boston, and the Berkeley Building in the Back Bay.

The staff does recommend that the Joseph Henry Stevenson House be nominated for listing on the National Register of Historic Places. As stated previously, the Stevenson House merits recognition as one of East Boston's finest rowhouses; this architectural significance, combined with the house's association with its original owner, who played a prominent role in the development of East Boston, make this building an important part this neighborhood's historic fabric.

8.0 GENERAL STANDARDS & CRITERIA

8.1 Introductory Statement on Standards and Criteria to be used in Evaluating Applications for Certificates

Per sections 4, 5, 6, 7, and 8 of the enabling statute (Chapter 772 of the Acts of the 1975 of the Commonwealth of Massachusetts) Standards and Criteria must be adopted for each Landmark Designation which shall be applied by the Commission in evaluating proposed changes to the property. Before a Certificate of Design Approval or Certificate of Exemption can be issued for such changes, the changes must be reviewed by the Commission with regard to their conformance to the purposes of the statute.

The Standards and Criteria established thus note those features which must be conserved and/or enhanced to maintain the viability of the Landmark Designation.

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

As intended by the statute a wide variety of buildings and features are included within the area open to Landmark Designation, and an equally wide range exists in the latitude allowed for change. Some properties of truly exceptional architectural and/or historical value will permit only the most minor modifications, while for some others the Commission encourages changes and additions with a contemporary approach, consistent with the properties' existing features and changed uses.

In general, the intent of the Standards and Criteria is to preserve existing qualities that cause designation of a property; however, in some cases they have been so structured as to encourage the removal of additions that have lessened the integrity of the property.

It is recognized that changes will be required in designated properties for a wide variety of reasons, not all of which are under the complete control of the Commission or the owners. Primary examples are:

- (a) Building code conformance and safety requirements.
- (b) Changes necessitated by the introduction of modern mechanical and electrical systems.
- (c) Changes due to proposed new uses of a property.

The response to these requirements may, in some cases, present conflicts with the Standards and Criteria for a particular property. The Commission's evaluation of an application will be based upon the degree to which such changes are in harmony with the character of the property.

In some cases, priorities have been assigned within the ~~Standards and Criteria as an aid to property owners in~~ identifying the most critical design features.

The Standards and Criteria have been divided into two levels: (1) those general ones that are common to almost all landmark designations (subdivided into categories for buildings and landscape features); and (2) those specific ones that apply to each particular property that is designated. In every case the Specific Standard and Criteria for a particular property shall take precedence over the General ones if there is a conflict.

8.2 GENERAL STANDARDS AND CRITERIA

A. APPROACH

1. The design approach to the property should begin with the premise that the features of historical and architectural significance described within the Study Report must be preserved. In general this will minimize the exterior alterations that will be allowed.
2. Changes to the property and its environment which have taken place in the course of time are evidence of the history of the property and the neighborhood. These changes to the property may have developed significance in their own right, and this significance should be recognized and respected. ("Later integral features" shall be the term used to convey this concept.)
3. Deteriorated material or architectural features, whenever possible, should be repaired rather than replaced or removed.
4. When replacement of architectural features is necessary it should be based on physical or documentary evidence of original or later integral features.
5. New materials should, whenever possible, match the material being replaced in physical properties, design, color texture and other visual qualities. The use of imitation replacement materials is generally discouraged.
6. New additions or alterations should not disrupt the essential form and integrity of the property and should be compatible with the size, scale, color, material and character of the property and its environment.
7. Contemporary design is encouraged for new additions; thus, they must not necessarily be imitative of an earlier style or period.
8. New additions or alterations should be done in such a way that if they were to be removed in the future, the essential form and integrity of the historic property would be unimpaired.
9. Priority shall be given to those portions of the property which are visible from public ways or which it can be reasonably inferred may be in the future.

10. Color will be considered as part of specific standards and criteria that apply to a particular property.

B. EXTERIOR WALLS

I. MASONRY

1. Retain whenever possible, original masonry and mortar.
 2. Duplicate original mortar in composition, color, texture, joint size, joint profile and method of application.
 3. Repair and replace deteriorated masonry with material which matches as closely as possible.
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4. When necessary to clean masonry, use gentlest method possible. Do not sandblast. Doing so changes the visual quality of the material and accelerates deterioration. Test patches should always be carried out well in advance of cleaning (including exposure to all seasons if possible).
 5. Avoid applying waterproofing or water repellent coating to masonry, unless required to solve a specific problem. Such coatings can accelerate deterioration.
 6. In general, do not paint masonry surfaces. 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.

II. NON-MASONRY

1. Retain and repair original or later integral material whenever possible.
2. Retain and repair, when necessary, deteriorated material with material that matches.

C. ROOFS

1. Preserve the integrity of the original or later integral roof shape.
2. Retain original roof covering whenever possible.
3. Whenever possible, replace deteriorated roof covering with material which matches the old in composition, size, shape, color, texture, and installation detail.
4. Preserve architectural features which give the roof its character, such as cornices, gutters, iron filligree, cupolas, dormers, brackets.

D. WINDOWS AND DOORS

1. Retain original and later integral door and window openings where they exist. Do not enlarge or reduce door and window openings for the purpose of fitting stock window sash or doors, or air conditioners.
2. Whenever possible, repair and retain original or later integral window elements such as sash, lintels, sills, architraves, glass, shutters and other decorations and hardware. When replacement of materials or elements is necessary, it should be based on physical or documentary evidence.
3. On some properties consideration will be given to changing from the original window details to other expressions such as to a minimal anonymous treatment by the use of a single light, when consideration of cost, energy conservation or appropriateness override the desire for historical accuracy. In such cases, consideration must be given to the resulting effect on the interior as well as the exterior of the building.

E. PORCHES, STEPS AND EXTERIOR ARCHITECTURAL ELEMENTS

1. Retain and repair porches and steps that are original or later integral features including such items as railings, balusters, columns, posts, brackets, roofs, ironwork, benches, fountains, statues and decorative items.

F. SIGNS, MARQUEES AND AWNINGS

1. Signs, marquees and awnings integral to the building ornamentation or architectural detailing shall be retained where necessary.
2. New signs, marquees and awnings shall not detract from the essential form of the building nor obscure its architectural features.
3. New signs, marquees, awnings shall be of a size and material compatible with the building and its current use.
4. Signs, marquees and awnings applied to the building shall be applied in such a way that they could be removed without damaging the building.
5. All signs added to the building shall be part of one system of design, or reflect a design concept appropriate to the communication intent.

6. Lettering forms or typeface will be evaluated for the specific use intended, but generally shall either be contemporary or relate to the period of the building or its later integral features.
 7. Lighting of signs will be evaluated for the specific use intended, but generally illumination of a sign shall not dominate illumination of the building.
 8. The foregoing notwithstanding, signs are viewed as the most appropriate vehicle for imaginative and creative expression, especially in structures being reused for purpose different from the original, and it is not the Commission's intent to stifle a creative approach to signage.
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G. PENTHOUSES

1. The objective of preserving the integrity of the original or later integral roof shape shall provide the basic criteria in judging whether a penthouse can be added to a roof. Height of a building, prominence of roof form, and visibility shall govern whether a penthouse will be approved.
2. Minimizing or eliminating the visual impact of the penthouse is the general objective and the following guidelines shall be followed:
 - (a) Location shall be selected where the penthouse is not visible from the street or adjacent buildings; setbacks shall be utilized.
 - (b) Overall height or other dimensions shall be kept to a point where the penthouse is not seen from the street or adjacent buildings.
 - (c) Exterior treatment shall relate to the materials, color and texture of the building or to other materials integral to the period and character of the building, typically used for appendages.
 - (d) Openings in a penthouse shall relate to the building in proportion, type and size of opening, wherever visually apparent.

H. LANDSCAPE FEATURES

1. The general intent is to preserve the existing or later integral landscape features that enhance the landmark property.

2. It is recognized that often the environment surrounding the property has character, scale and street pattern quite different from that existing when the building was constructed. Thus, changes must frequently be made to accommodate the new condition, and the landscape treatment can be seen as a transition feature between the landmark and its new surroundings.
 3. The existing landforms of the site shall not be altered unless shown to be necessary for maintenance of the landmark or site. Additional landforms shall only be considered if they will not obscure the exterior of the landmark.
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4. Original layout and materials of the walks, steps, and paved areas should be maintained. Consideration will be given to alterations if it can be shown that better site circulation is necessary and that the alterations will improve this without altering the integrity of the landmark.
 5. Existing healthy plant materials should be maintained as long as possible. New plant materials should be added on a schedule that will assure a continuity in the original landscape design and its later adaptations.
 6. Maintenance of, removal of, and additions to plant materials should consider maintaining existing vistas of the landmark.

I. EXTERIOR LIGHTING

1. There are three aspects of lighting related to the exterior of the building:
 - (a) Lighting fixtures as appurtenances to the building or elements or architectural ornamentation.
 - (b) Quality of illumination on building exterior.
 - (c) Interior lighting as seen from the exterior.
2. Wherever integral to the building, original lighting fixtures shall be retained. Supplementary illumination may be added where appropriate to the current use of the building.
3. New lighting shall conform to any of the following approaches as appropriate to the building and to the current or projected use:

- (a) Accurate representation of the original period, based on physical or documentary evidence.
 - (b) Retention or restoration of fixtures which date from an interim installation and which are considered to be appropriate to the building and use.
 - (c) New lighting fixtures which are contemporary in design and which illuminate the exterior of the building in a way which renders it visible at night and compatible with its environment.
4. If a fixture is to be replaced, the new exterior ~~lighting shall be located where intended in the original design.~~ If supplementary lighting is added, the new location shall fulfill the functional intent of the current use without obscuring the building form or architectural detailing.
5. Interior lighting shall only be reviewed when its character has a significant effect on the exterior of the building; that is, when the view of the illuminated fixtures themselves, or the quality and color of the light they produce, is clearly visible through the exterior fenestration.

J. REMOVAL OF LATER ADDITIONS AND ALTERATIONS

1. Each property will be separately studied to determine if later additions and alterations can, or should, be removed. It is not possible to provide one general guideline.
2. Factors that will be considered include:
- (a) Compatibility with the original property's integrity in scale, materials and character.
 - (b) Historic association with the property.
 - (c) Quality in the design and execution of the addition.
 - (d) Functional usefulness.

9.0 SPECIFIC STANDARDS & CRITERIA
39/41 Princeton Street

A. GENERAL

1. The intent of these standards and criteria is to preserve the overall character and appearance of 39/41 Princeton Street
2. Any exterior alteration visible from a public way is subject to the terms of the guidelines herein stated.
3. Items under commission review include but are not limited to the following:

B. EXTERIOR WALLS

1. Existing walls shall be retained and repaired.
2. No new openings shall be allowed in masonry walls. No original existing openings shall be filled or changed in size.
3. All facade detail and ornamentation shall be preserved.
4. Brickwork shall be carefully preserved. Any necessary replacement brick shall match existing material in color, size, and texture. Repointing shall match the original mortar in color, texture, joint width and profile. Mortar shall have a high sand and lime content. Flush and smeared joints and scrub coating are not allowed. Upon completion of repointing, all excess mortar and residual film shall be removed.
5. Cleaning of masonry is discouraged and should be performed only when necessary to halt deterioration. The most gentle cleaning method possible shall be used. All proposed treatments shall be field tested and reviewed by the commission before application. Wire brushing, sandblasting, and other abrasive techniques are not allowed.
6. Coating or painting of brick is not allowed. Waterproofing and material consolidants are strongly discouraged. Samples of any proposed treatment shall be reviewed by the commission before application.
7. Repair and maintenance of existing brownstone is encouraged. Brownstone may require special treatments involving replacement materials and coatings. Treatment will be considered on a case-by-case basis, based on condition of existing material. Any replacement material must approximate brownstone in appearance and texture and color. Use of true brownstone where full replacement is necessary is encouraged.

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C. ENTRANCES AND STOOPS

1. Original steps including stringer, riser, treads and any decorative element, shall be retained and repaired. If replacement becomes necessary due to extreme deterioration, the replacement must replicate the original in massing, color and texture. Removal of existing paint on the stoop at 41 Princeton Street is encouraged to determine if original material exists.
2. Original cast iron railings (39 Princeton) shall be retained. Replacement railings should replicate the original. Simplified adaptations may be allowed if designed of a size and massiveness consistent with the original.
3. Entryways (including decorative hoods, surrounds, mouldings, and ceramic tile) shall be retained, or replicated.
4. Original entry doors shall be retained and repaired. Replacement doors, if required, shall match the original in material and in design, including proportion, number of leaves (ie double doors), placement within door frame, and general arrangement of panels. Single doors are not allowed.
5. Transoms shall be retained or replicated.
6. Exterior grills on main entryways are not allowed.

D. WINDOWS, WINDOW OPENINGS, AND TRIM

1. The original window design and arrangement of window openings shall be retained. Changing window openings to accommodate larger or smaller sash and frame is not allowed. No new openings are allowed.
2. Retention of original window sash at 41 Princeton Street is encouraged. Given the known history of the building and its architectural style, two-over-two double hung sash are the most likely original window configuration at 39 Princeton Street, and a return to the original configuration is encouraged.

New window sash shall match the original two-over-two double hung configuration. Replacement sash must exactly match the original (41 Princeton) in appearance and material (including through-glass muntins). Simulated muntins (including snap-in, surface-applied, or between glass muntins) are not allowed. No metal panning of the wood frame is allowed, and no changes shall occur to the dimensions of brick openings, jambs or sashes.

3. The removal of window sash and the installation of permanently fixed panels to accommodate air conditioners is not allowed (see Air conditioners).

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4. Windows sills and lintels shall be retained and repaired. Decorative lintel details shall be retained or replicated.

E. ROOFS

1. The original roof configuration and cornice line shall be retained.
2. Dormers on mansard roofs shall be retained and repaired or restored. Expansion of existing dormers or adding new dormers is not allowed.
3. No additional roof openings or projections (such as dormers, skylights, greenhouses, penthouses, roof decks or fences, solar panels and devices, mechanical or electrical equipment) visible from a public view shall be permitted. Necessary repair or replacement chimney or other roof elements shall match the original elements in materials and details of execution and installation.
4. Original cast iron cresting (41 Princeton Street) shall be retained or replicated.
5. Cornice elements shall be retained or replicated.
6. Repair and restoration of existing slate roofs is encouraged. Replacement shall match the original in design, color, coursing and texture. Asphalt shingles are not appropriate. Synthetic slate may be considered.
7. Replacement flashing, gutters, and downspouts should be copper or metal with a baked enamel finish in a dark color.

F. ADDITIONS

1. No additions to the height of the building shall be permitted.
2. No additions or projections to the building's front or side elevations shall be permitted.
3. Any additions proposed to the rear of the building will be reviewed.

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G. FRONT YARDS

1. Excavation of front yards below existing grade will not be approved except for small areaways to accommodate existing windows, ventilation or for drainage purposes.
2. Original front yard fences shall be maintained and repaired or replicated.
3. Covering of front yards with concrete, asphalt, or similar materials will not be approved. Planting is encouraged.

H. SIGNAGE

1. Signage must be reviewed. No projecting signs may be attached to the house. Plaques should be mounted through the mortar joints, and not directly on the brick.

I. FIRE EXCAPES

1. Fire escapes will not be allowed on primary elevations. Iron fire escapes on the rear elevations will be reviewed on a case-by-case basis.

J. DEMOLITION

1. Demolition of entire structures is prohibited except when in the opinion of the Commission warranted for extraordinary circumstances. Partial demolition of later additions will be reviewed on a case-by-case basis.

K. EXEMPTIONS FROM REVIEW

These items are not subject to review and approval of the Commission; the following guidelines are recommended. The Commission staff can provide additional information if requested.

1. Exterior shutters or blinds may be considered appropriate where documentation of original installation exists. Shutters or blinds shall be wood constructed and match the height and one half the width of the window opening. All blinds shall be properly secured with shutter hardware, including pintles and propellor shutter dogs.
2. Exterior combination storm windows shall have narrow perimeter framing (which does not obscure the glazing of the primary window). The meeting rail of the primary window must align with that of the storm sash. The painted finish on the storm window frame must match the color of the window trim as closely as possible.

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3. Window grates must be mounted within the masonry reveal of the window. The design should be consistent with that of the building. Re-use of period grilles and designs is encouraged.
4. Intercom/buzzer devices, and security systems may be allowed and should be concealed from view and colored to blend of camouflage with their surroundings. Interior solutions are encouraged.
5. Portable seasonal window air conditioners are exempt from review.
6. Paint colors. Painting of wood trim or metal is not under review. It is encouraged that trim and window sash be painted in dark, muted tones. Paint seriation studies to identify original color schemes is encouraged.
7. Exterior lighting. It is encouraged but not required that vestibules and doorways be illuminated. Lighting on the facade was not a part of 19th century rowhouse design. Exterior lighting should be generally concealed (e.g., recessed over doors) and should not imitate earlier 18th century styles (i.e., colonial lanterns). Simple contemporary fixtures are a suitable alternative.
8. Door Hardware. Existing original door hardware should be retained wherever possible. New replacement hardware should replicate the original or be of a simple contemporary design.

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