

# Preliminary Study Report

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Town of Duxbury  
Local Historic District Commission

January 2016

## Summary Sheet

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**Local Historic District Study Committee:**

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**Planned date of Public Hearing:** March 10, 2016

**Date of Town Meeting:** Begins March 12, 2016

**Total Number of Properties in Proposed Districts:** 4

**Website:** [www.duxburylhd.org](http://www.duxburylhd.org)

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## INTRODUCTION

### Duxbury History

The area now known as Duxbury was inhabited by Native Americans as early as 12,000 to 9,000 B.C. By the time European settlers arrived here, the region was inhabited by the Wampanoags who called the area Mattakeesett, meaning “place of many fish.” Here the Native Americans cleared land for crops, hunted game both small and large, and fished along the many brooks.

In 1620, the English settlers known as the Pilgrims established their colony in Plymouth. Seven years after their arrival, the colonists divided land along the shore of Cape Cod Bay, allotting large farms to each household. Thus, the coastline from Plymouth to Marshfield was parceled out and many settlers began moving away from Plymouth.

Some of the most influential men in the colony received grants in what would become Duxbury. These included Captain Myles Standish, Elder William Brewster and John Alden. In all, approximately 20 families comprised the first settlers of Duxbury. Before long, they petitioned the colony to be set off as their own town and Duxbury was incorporated in 1637.

Until the late 18<sup>th</sup> century, Duxbury’s history was generally defined by modest agricultural pursuits. The town’s quiet history was interrupted in the 1770s by the American Revolution. In the years leading up to the war, the community had little tolerance for loyalists. Research has shown that nearly all able bodied men in Duxbury served the revolutionary cause at some point during the war.

The most remarkable period in Duxbury’s history, the shipbuilding era, began immediately after the Revolution. Following the Treaty of Paris, the newborn nation was granted fishing rights on the Grand Banks. Several families took advantage of the new opportunity and began to build large fishing schooners. Soon, as foreign nations began to ease trade restrictions, Duxbury mariners found that they could trade all over the world. The schooners built in the 1790s gave way to larger brigs and ships designed for international trade. The builders of fishing vessels soon became owners of merchant fleets, and Duxbury prospered.

By the 1840s, Duxbury boasted about 20 shipyards and was the largest producer of sailing vessels on the South Shore. With an average of ten vessels built every year between 1790-1830, the accomplishments of the Duxbury shipbuilding families rank among the more significant in Massachusetts maritime history.

Among these families were the Winsors and the Bradfords. The Winsors, bold entrepreneurs, were one of the first Duxbury families to begin the construction of fishing vessels immediately after the Revolution. By 1815, the family had delved into international trade and owned a large fleet primarily overseen by Nathaniel Winsor, Jr., who built a stately mansion at the corner of Washington and Harrison Streets. The Bradfords were not ship builders but ship captains. Three Bradford brothers, Gamaliel, Gershom and

Daniel, captained Boston and Duxbury vessels during the dangerous era of the Quasi-War with France and the years leading up to the War of 1812. In the Mediterranean and Atlantic, the brothers fought off attacks by French privateers and endured capture by the British Navy.

There are few physical traces of Duxbury's remarkable shipbuilding industry today. The era has nonetheless left a legacy in the many fine federal houses that now collectively serve to define the town's character. Along Washington Street, Tremont Street, and Powder Point Avenue, one can view the homes of Duxbury shipwrights, sailors, master mariners and merchants. Many of the homes are in a remarkable state of preservation.

Another key aspect of Duxbury's historic character resulting from the shipbuilding era are several public buildings in the Greek Revival style. Just as the prosperity of Duxbury merchants reached its zenith in the 1830s, a new and bold architectural style was taking hold in the United States. When a group of Duxbury merchants decided to reconstruct the First Parish Church on Tremont Street in 1840, it was designed in the Greek Revival style. The adjacent Town House, also constructed in 1840, and the town's first secondary school, Partridge Academy, constructed in 1844, were also designed in the Greek Revival style. The three buildings, side by side, formed a striking triumvirate of church, government and education. The two surviving buildings, the First Parish Church and the Town House, represent the pinnacle of Duxbury's maritime prosperity.

The shipbuilding era in Duxbury ended as quickly as it began. By the 1850s sailing vessels were made obsolete by other modes of transportation such as steamships and railroads. While other Massachusetts towns grew, Duxbury went into a long economic decline.

There was, however, a silver lining. By the 1870s, Duxbury's rural character and unspoiled bay began to attract summer visitors. Duxbury soon gained a reputation as an idyllic summer resort. With the completion of the Duxbury and Cohasset railroad line, large numbers of city-folk from Boston could pay their \$1.50 for a round trip ticket and enjoy Duxbury's refreshing environment. The Myles Standish monument, completed in 1898, was a result of this tourist influx.

This pattern continued in Duxbury well into the 20<sup>th</sup> century. It was not until the construction of Route 3 that transportation to Boston became expedient and the town's population exploded with the arrival of thousands of year-round residents.

## **Historic Districts**

There are substantial differences between a Local Historic District and a National Register District. For a more detailed discussion, see <http://www.sec.state.ma.us/mhc/mhcpdf/difference.pdf>.

## **National Register Districts**

A National Register District is part of the National Register of Historic Places. The National Register of Historic Places is the list of individual buildings, sites, structures, objects and districts, deemed important in American history, culture, architecture or archeology. It is a federal designation and is administered by the Secretary of the Interior through the Massachusetts Historical Commission at the State Historic Preservation office.

A listing in the National Register:

- Recognizes that the area is important to the history of the community, state or nation;
- Allows the owners of income-producing properties certain federal tax incentives for rehabilitation; and
- Provides limited protection from adverse effects by federal or state involved projects.

If there is not state or federal involvement in a project (such as federal licenses, permits or funding) and no pertinent local or regional regulations (such as a local historic district), then listing on the National Register of Historic Places does not in any way limit an owners handling of the property.

There are over 900 National Register Districts in Massachusetts, including the Shipbuilders District in Duxbury. The Old Shipbuilder's Historic District is a 287-acre historic district, which includes both sides of Washington Street extending from Hall's Corner to Powder Point Avenue, including several side streets off of Washington and a small portion of St. George Street and Powder Point Avenue. The district was added to the National Register of Historic Places in 1986. In 1986, the district included 143 buildings deemed to contribute to the historic character of the area.

### Local Historic Districts

In general, local historic districts are far more effective at preventing inappropriate changes than a National Register District. In Duxbury, within a local historic district, the Duxbury Historic District Commission reviews proposed changes to exterior architectural features visible from a public way. For instance, if a building addition is proposed in a local historic district, the property owner must submit an application to the Historic District Commission. The Historic District Commission holds a public hearing and makes a determination on whether the new addition is appropriate. If the addition is deemed appropriate, the Historic District Commission issues a Certificate, allowing the work to proceed. Many Historic District Commissions prepare *Historic District Guidelines* that clarify how proposed projects should respect the existing historic character.

The benefits of local historic districts are many.

- Local Historic Districts can be credited with saving the character of many areas in Massachusetts.
- Local Historic Districts provide protection from demolitions and inappropriate remodeling.
- Local Historic Districts provide assurance that the historic built environment will be there for future generations to enjoy
- Local Historic Districts provide a visual sense of the past.
- Local Historic Districts create pride in the community.
- Local Historic Districts create neighborhood stabilization
- Local Historic Districts provide schoolchildren with educational opportunities.

Historic districts do not prevent all changes from occurring, nor do they prevent all demolition, new construction or development. The intent is to make changes and additions harmonious, and prevent the intrusion of incongruous elements that might detract from the aesthetic and historic values of the district. Historic district commissions are only allowed to review changes to exterior architectural features visible from a public way. The ordinance or bylaw creating the district may also exclude certain categories from

review; most frequently these are paint color, storm windows and doors, and window air conditioning units. The purpose of a local historic district is not to halt growth, but to allow for thoughtful consideration of change.

Although historic districts had been created in other parts of the United States prior to the Second World War, in Massachusetts the first local historic districts were not established until the 1950's, and then only pursuant to special legislation. In 1960, the Massachusetts Legislature enacted Chapter 40C of the General Laws, entitled the Massachusetts Historic District Act. It provided general authorization for Massachusetts cities and towns to establish local historic districts. The express purpose of Chapter 40C is to promote the educational, cultural, economic and general welfare of the public through the preservation and protection of buildings and places significant in the history of the Commonwealth, its cities and towns, or their architecture. It also provides for the maintenance and improvement of settings for such buildings and places, as well as the encouragement of designs compatible with the surrounding environment.

There are now over 200 local historic districts in Massachusetts, and these districts have proven effective at saving historic structures, neighborhoods, and villages from inappropriate alteration and demolition. By establishing local historic districts, a community recognizes the importance of its architectural heritage, and how fragile and vulnerable that heritage is.

While Duxbury is a late adopter of such a district, many other towns in the region have added local historic districts, with Hingham being a notable example. Hingham's six districts date back to 1966 with the establishment of the Lincoln Historic District as the first, and extended to the implementation and expansion of five others in intervening years, comprising hundreds of properties.

Communities such as Hingham have found that local historic districts offer significant benefits to the community. They preserve the architectural heritage by protecting the structures and open spaces, its churches, its commercial buildings and homes. Historic districts also preserve the fabric and character of neighborhoods. In the case of Duxbury, as with Hingham and others certain of the neighborhoods have undergone many changes and modifications, but still reflect their 17<sup>th</sup>, 18<sup>th</sup> and 19<sup>th</sup> century origins. This is a visual and tactile component of what makes a community like Duxbury remain exceptional, in particular following eras where the significance of both classic and contemporary design to the built environment within which we live has not been emphasized.

## **METHODOLOGY**

The Town of Duxbury first created its Historic Districts at the Annual Town Meeting of March 2012.

Today, the need to guide future changes in the sensitive areas of Duxbury is critical, as teardowns and new construction are continuing to occur. Remarkably, many of Duxbury's neighborhoods have remained largely intact since the early part of the 20<sup>th</sup> century – bad economic times of the mid 19<sup>th</sup> and early 20<sup>th</sup> centuries, and the difficulty of daily travel to Duxbury prior to the construction of Route 3 removed many of the pressures of modernization and demolition that other communities have experienced. Exhaustion of

undeveloped land, modernization of the highway system, the restoration of commuter rail serves and other factors conspire to increase the pressure on these signal components of the community.

The Duxbury Local Historic District Commission was appointed in 2012 by the Selectmen of the Town of Duxbury. The Selectmen made the appointments following the procedure set out under M.G.L. Chapter 40C, and includes representatives from the Duxbury Rural and Historical Society, The Duxbury Historical Commission, and other local real estate and historic-minded volunteers. As required under M.G.L. Chapter 40C, a formal public hearing will be held March 10, 2016 for the purpose of presenting the Preliminary Report to the residents of the Town of Duxbury, and discussing and concerns or proposed changes.

## **NEIGHBORHOOD INTEREST**

The Duxbury Rural and Historical Society helped establish the initial historic districts through the voluntary inclusion of two of its flagship properties: Nathaniel Winsor, Jr. House, the headquarters of the Society, and the Gershom Bradford House, operated by the Society as a museum, along with approximately ten acres of open space attendant to the Bradford House.

The spirit of volunteering properties continues to be the impetus for adding to the historic preservation of Duxbury's community character. At the present time, a series of individual private property owners have stepped forward to volunteer their properties, and although the properties are not grouped together, the areas around these properties are also historic in nature, and the commitment of individual property owners will, it is hoped, help to expand the interest and understanding of the process through which Duxbury can continue to build on its fortunate setting of historic character.

A series of public meetings (posted in the Clipper and through personal mailed invitations to entire neighborhoods of interest) were held in September October and November of 2015 for the purpose of inviting property owners to volunteer their property for a local historic district, and discussing any concerns or proposed changes. As a result of these meetings, four different property owners, in four separate neighborhoods are the subject of this report.

## **REPORT DOCUMENTATION**

The basic research for this study report derives from historic building survey forms prepared for the Duxbury Historical Commission. This study report also relies on and incorporates documentation from primary source research conducted by the staff and volunteers of the Duxbury Historical Commission and the Duxbury Rural and Historical Society over the years, deed records, town atlases, tax lists and directories.

## **PUBLIC HEARINGS AND TOWN MEETING**

As noted above, a series of formal public meetings were held September 19th, October 13th and November 10<sup>th</sup> of 2015 for the purpose of inviting property owners to volunteer their property for a local historic district, and discussing any concerns or proposed changes. At this hearing, a limited number of



comments were received, uniformly positive and encouraging, and primarily focused on the need to ensure continuing educational and outreach efforts prior to the Annual Town Meeting. The proposed local historic districts will be considered at the Spring 2016 Town Meeting, which begins on March 12, 2016.

## **HISTORICAL SIGNIFICANCE**

### **Bay Road Local Historic District**

Bay Road is a major secondary traffic artery running along Kingston Bay from Hall's Corner to almost the Kingston border. It was laid out between 1833 and 1857, but it did not receive its present name until about 1900. In 1891, it was called Shore Road, then Border Street (1894). By 1903 it was called Bay Road, but the atlas indicates that changing the name to Pilgrim Boulevard was being considered.

According to a tax abatement request in the assessors office, the house at 120 Bay Road was "originally built in 1720, torn down and rebuilt on this site in the late 1940's, using some of the old materials. "The 1944 assessors map, which features house footprints, does not show a house in this location. Caroline Hastings was the owner of the land, which included 32 acres extending from Kingston Bay to the Old Colony rail bed, encompassing the present subdivision along Blodgett Avenue and Bay View Road. The only house on the property was 36 Bay View Road, the c. 1800 Charlemagne Cushman House (extant). The property was purchased by Caroline Blodgett (who perhaps became Caroline Hastings) in 1923. It appears that the 32 acres were subdivided after 1948 at which time the house at 120 Bay Road was moved and reconstructed on the present site.

The current owner reported that the house was moved from Stetson Place, where after standing derelict for years it was slated for demolition by the owner. Local builder Henry Hurd, dismantled and restored it as his family home. The Hurds, Henry (63) and Margaret (57 a teacher), were still in residence in 1967. The current owner purchased the house from the Hurds.

The 2 ½ story, side gabled house at 120 Bay Road is a reconstruction this is similar to other Duxbury houses of the mid to late 18<sup>th</sup> century, except for its off-center chimney and its saltbox roofline. Aside from those features, the house is similar to houses at 152 Marshall Street, 59 Marshall Street and 1372 Tremont Street. All of those are 2 ½ story side-gabled house forms, which are relatively rare in Duxbury, where Capes and later two-story, hip-roofed Federals dominate.

Facing east on a corner lot, the rectangular house is five bays wide by three deep, with the last bay being only one story under the extended rear slope of the roof. The foundation was not visible due to plantings but assessors' records indicate it is concrete. Clapboards cover the façade, while wood shingles are used on the side elevations. One off center chimney arises thru the ridge of the roof. The main entrance centered on the façade, contains a 6 panel, Federal style door with glazing in the 2 upper panels. Wide pilasters and a full entablature frame the entrance. Windows contain 12/12 sash at the first story and 12/6 at the second. All have projecting frames with molded lintels, which are set into the eaves at the second story. Other character defining features include narrow corner boards rising to a close cornice with no returns at the gable end. The current owner reported that the house had been derelict for years when it was

dismantled and moved from Stetson Place. Elden Wadsworth, recently deceased, a local house restorer and paper-hanger, who knew the original house as a boy, told her that the reconstruction was faithful, including the saltbox roof line. Known changes include the removal of the fireplace and removal of the chimney.

### **Bay View Road Local Historic District**

According to the Duxbury Rural and Historical Society records, 91 Bay View Road and all the houses on Bay View Road, Blodgett Avenue, Oakwood Road and Bay Ridge Lane were built upon lands that were once a summer encampment of the Wampanoag Indians from the Bridgewater area. The encampment provided access to cooler summer air and plenty of fresh water at Morton's Hole. The trail from Bridgewater was marked intermittently by native white pine trees with three trunks. The Wampanoag tied two branches in a vertical position to form the second and third trunks. One of these trees is on this property and estimated to be over 200 years old.

The house at 91 Bay View Road sits upon a hilltop, facing westward, near the northern extent of the encampment area. This area was developed in the 1940's and 1950's with similar Cape style houses at 58, 66, 76, 86 and 94 Bay View Road, as well as on the other streets referenced above. It was built on 32 acres of land owned by Caroline Blodgett subdivided in 1948. The house was built by Emerson Tewksbury and his company Duxbury Homes Inc. This company built approximately 50 homes between 1948 and 1965. The home was sold to Herman and Jessica Gammons in 1950. Philip and Jamie Tuck purchased the house from Dorothy Barry in 1986 for \$159,000. The house was originally built as a 1 ½ story cape. A second story dormer was added in 1990. The house features natural white cedar shingles, with 12/12 true divided lites. There is a one story original kitchen ell that connects to a garage.

### **Powder Point Local Historic District**

Comprising a suburban residence at Powder Point since 1952, the Peterson Barn and the attached Weston Ship Shed reflect more than two centuries of development in this area of Duxbury. The former out buildings retain their significant associations with the Weston and Peterson Families, and late 18<sup>th</sup> century settlement at Powder Point.

The Peterson Farm once encompassed 16 acres at Powder Point. Reuben Peterson (1749-1845), a descendant of John Peterson and the second of 6 Reuben Petersons in consecutive generations of the family, left the estate of his ancestors in West Duxbury and settled at Powder Point in the last quarter of the 18<sup>th</sup> century. His wife, the former Abigail Soule ( 1757-1842)., already was connected to Powder Point, where members of the Soule family had inherited or reassembled by purchase a " considerable part" of the original 1638 grant made to George Soule. Reuben and Abigail Peterson had 10 children born at Powder Point from 1777 to 1799.

The Ship Shed, or sail loft (ca. 1770) was one of several outbuildings occupying Weston Wharf, now known as Bumpas Park, part of the Powder Point Estate of the Weston Family, Duxbury premier ship builders. The building was used for cutting, sewing and storing sails for the family's fleet, which started with small sloops and schooners in the 3<sup>rd</sup> quarter of the 18<sup>th</sup> century and expanded to merchant

vessels. The firm's greatest successes occurred in the 1820's and 1830's under the direction of Ezra Weston II (1772- 1842), whose Federal style residence, now 120 King Caesar Road (1809, DUX28, NRIND 1978), was built overlooking the wharf. Weston presided over "the largest mercantile enterprise on the south shore of Massachusetts in its day operating a fleet of merchant vessels, a ten acre shipyard across the Blue Fish River basin from his residence, a farm and a ropewalk".

The barn was built circa 1799 as an out building for the house immediately west of this property, inventoried as the Thomas Peterson House, 223 Powder Point Avenue (4<sup>th</sup> Qtr. 18<sup>th</sup>, DUX.665). The farm remained in the Peterson Family as Powder Point began to attract seasonal visitors in the 3<sup>rd</sup> quarter of the 19<sup>th</sup> century. Reuben Peterson (1828 -1901) and his wife, the former Julia Beale (1828-1915) appeared to have been the first generation in the family to occupy the farm as a summer residence rather than a year-round residence, a practice continued in subsequent generations. Their son Dr. Reuben Peterson, moved the barn back 100' from the road and brought the ship shed up from Weston Wharf. Both buildings were on Peterson property by 1895 and joined as a single building by 1910.

Subdivision of the Peterson Farm in 1948 left the Peterson House and the barn-ship shed on separate parcels. The barn shed was remodeled in 1952 as a year round residence for the Kendall Family. The barn-ship shed property was re-acquired by Peterson descendants in 2000.

### **Millbrook Local Historic District**

Visually, the house at 1250 Tremont Street is similar to those built in the mid 18<sup>th</sup> -early 19<sup>th</sup> century. Deeds research and a physical analysis of the interior are needed to narrow the date range and establish early ownership. In 1833, the house stood in the location of present-day 1250 Tremont Street was owned by W. Woodward. This was probably William Woodward, as there were only two W. Woodwards listed in the 1830 Census, both named William (neither listed in 1790). By 1857, the house was one of six buildings ( from 1250 -1296 Tremont Street) owned by N. Ford and Sons, who operated Ford's Store in one of the buildings. The 1879 map shows all six buildings still owned by Nathaniel Ford and Sons, with the house at 1250 Tremont listed as the residence of Nathaniel's oldest son George W. Ford (b.1822).

The garage at 1250 Tremont Street is believed to be the former one-room school called "Ungraded School No. 7 Hillside". In 1873, District 7 got a new school building, which is now the American Legion headquarters on the southwest corner of Tremont and West Streets. The 1873 annual Report for the Town of Duxbury records that N. Ford and Sons purchased the old school building for \$115.50.

Facing east, the house at 1250 Tremont Street stands on the west side of the street just north of the northern leg of Bow Street intersection. It is a fine example of an early Cape that dates at least to the Federal period if not earlier. Five bays wide by two deep, the house rises 1 ½ stories, from a granite foundation to a side-gabled roof covered with sheet-metal. A one story ell extends about 25 feet to the west from the center of the main block. A narrow 22 foot long sun room addition projects from south elevation of the ell. One chimney is centered on the ridge of the main block and another rises through the north slope of the ell's roof. The main entrance, centered on the façade, contains a wood-paneled door flanked by pilasters and topped by 5- lite transom. Windows contain 12/12 replacement sash and

simple casings with molded splayed lintels that are tucked into the eaves. Exterior alterations to the house include a sunroom, which was probably added in the mid-20<sup>th</sup> century.

## **JUSTIFICATION OF THE PROPOSED BOUNDARIES**

The Local Historic District Commission focuses on intersections, nodes, around town and we invite property owners to consider “volunteering” their home as a new district or ask if they would volunteer their property to enlarge an existing district. The proposed districts were delineated by the existing property lines of these individually volunteered properties. Each of these properties has both significant visibility from the public ways they abut, and also provide significant visual impact to the proposed district as a whole. In each of the districts, there is synergy in the properties selected, and a broader historic community setting where – as others step forward – the boundaries could expand. At the present time, only the properties where volunteers have stepped forward can be included.

The Commission has every intention of continuing its outreach, especially in the neighborhoods herein, as we have sparked some interest at the private homeowner level. As more volunteers step forward, the intent is to expand the boundaries of each district as appropriate opportunities avail themselves.

- In the Bay Road Local Historic District, we are proposing a building circa 1799 that was deconstructed and then rebuilt in 1948 at this new location. It is surrounded by a 1948, 32 house subdivision.
- With the Bay View Road Local Historic District, the core of the district is properties that were constructed in the same era (1948-1963), represent a similar economic standing of their builders, and have enjoyed a similar lack of adornment or disturbance in the intervening years.
- The Powder Point Local Historic District is one of Duxbury’s most recognizable and treasured landmarks. Its barn structure and adjoining shed remind us of the Duxbury’s shipbuilding era.
- The Millbrook Local Historic District offers a jewel of an early house, the circa 1800 Cape with many original details serving Tremont Street and the Ford family store owners for 100 years.

Other areas were considered for districts, with varying degrees of review. Areas of Washington Street, Cove Street, Surplus Street, High Street and others will continue to be considered.

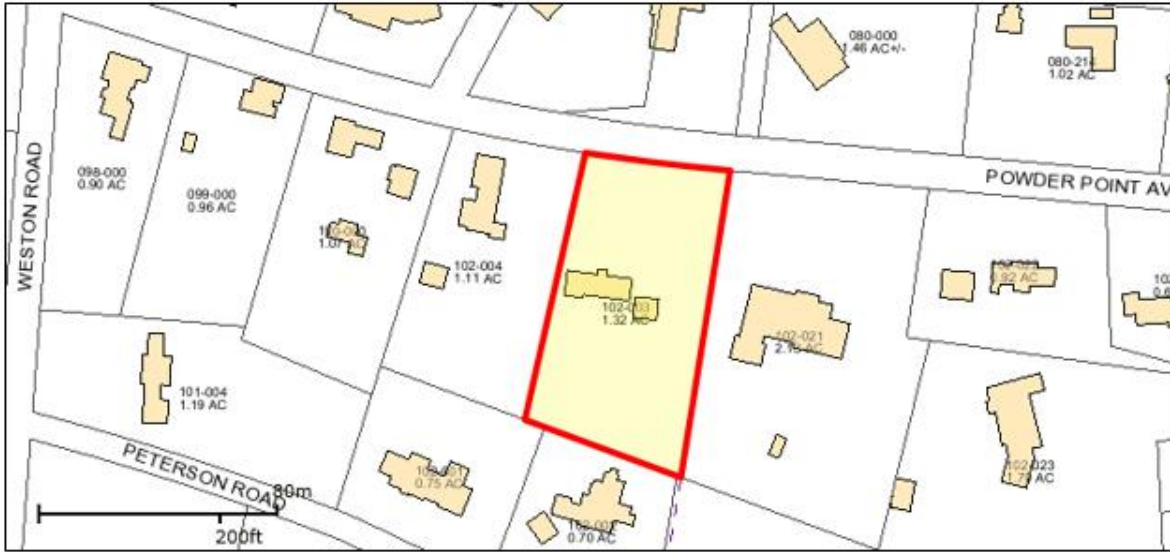
It is the expectation of the Local Historic District Commission that in years to come the benefits in operation, both to the Town as a whole and the properties within the local historic districts, will drive other neighborhoods to seek designation as local historic districts, and enjoy the protections so afforded.




# MAPS

## 1. Proposed Powder Point Local Historic District

Duxbury, MA

January 7, 2016

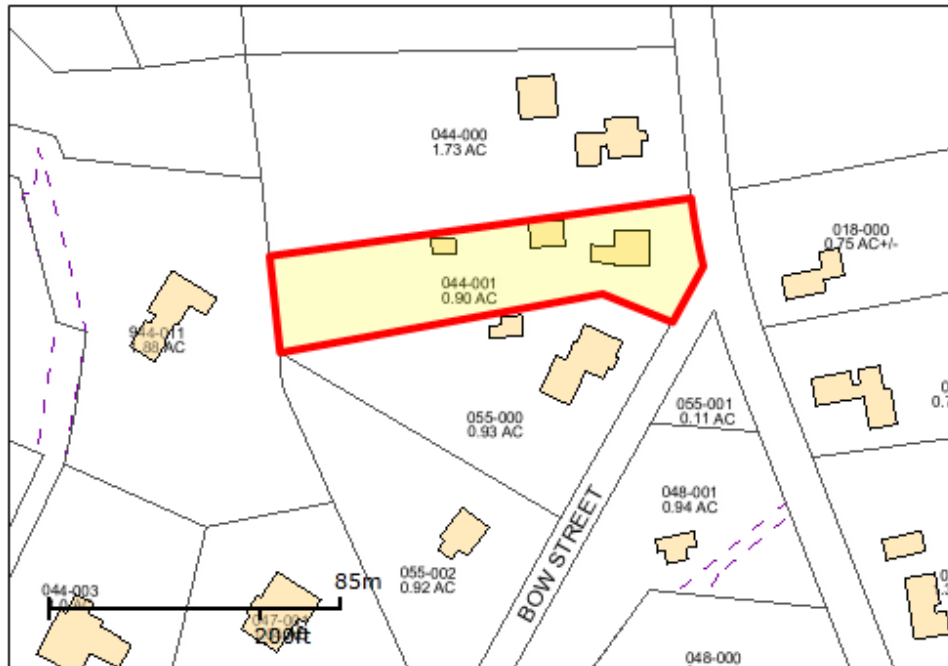





<p><b>Property Information</b> 233 Powder Point Ave</p> 	 <p><b>MAP FOR REFERENCE ONLY</b> <b>NOT A LEGAL DOCUMENT</b></p> <p>The Town of Duxbury makes no claims, no representations, and no warranties, expressed or implied, concerning the validity (expressed or implied), the reliability, or the accuracy of the GIS data and GIS data products furnished by the Town, including the implied validity of any uses of such data. The use of this data, in any such manner, shall not <u>supercede</u> any federal, state or local laws or regulations.</p>	 <p><b>LOCUS</b></p> <p>Source: <a href="http://4.bp.blogspot.com/-VOep83r6l-M/UbnYyGzVLyI/AAAAAAAAAH4/krGXNQTCzvc/s1600/Duxbury%252C+MA+5-27-13+completed2.jpg">http://4.bp.blogspot.com/-VOep83r6l-M/UbnYyGzVLyI/AAAAAAAAAH4/krGXNQTCzvc/s1600/Duxbury%252C+MA+5-27-13+completed2.jpg</a></p>
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## 2. Proposed Millbrook Local Historic District

Duxbury, MA

January 7, 2016

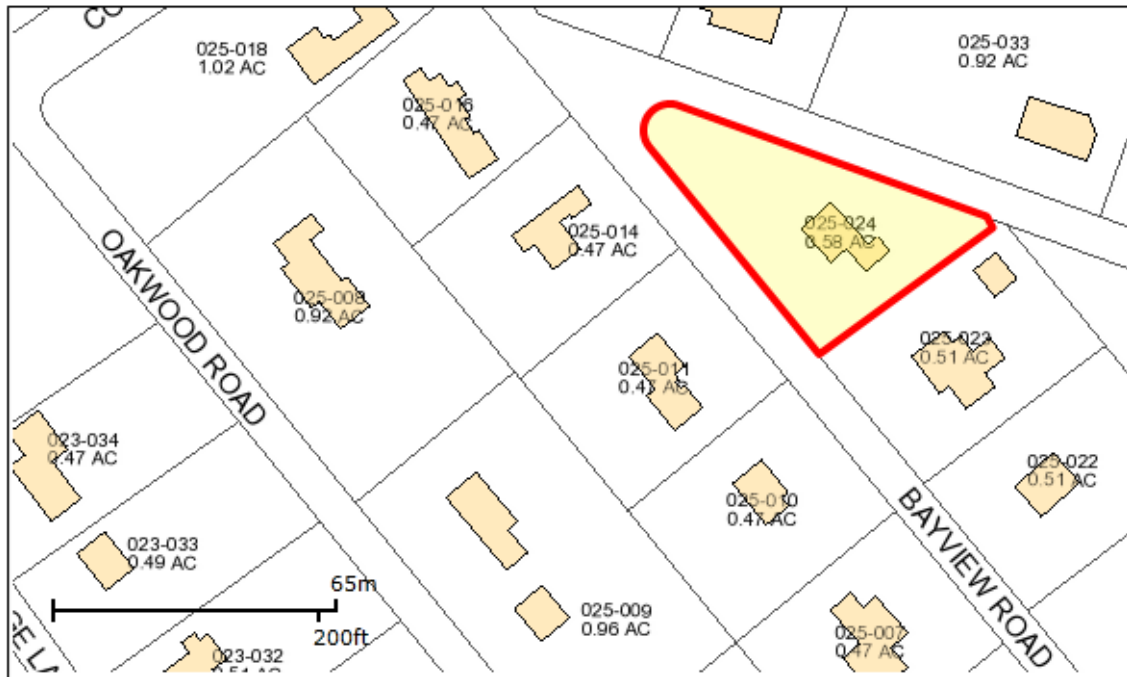





<p><b>Property Information</b></p> <p>1250 Tremont Street</p> 	 <p><b>MAP FOR REFERENCE ONLY</b></p> <p><b>NOT A LEGAL DOCUMENT</b></p> <p>The Town of Duxbury makes no claims, no representations, and no warranties, expressed or implied, concerning the validity (expressed or implied), the reliability, or the accuracy of the GIS data and GIS data products furnished by the Town, including the implied validity of any uses of such data. The use of this data, in any such manner, shall not <u>supercede</u> any federal, state or local laws or regulations.</p>	 <p><b>LOCUS</b></p> <p>Source: <a href="http://4.bp.blogspot.com/-VOep83r6l-M/UbnYyGzvLyI/AAAAAAAAAH4/krGXNQTcZvc/s1600/Duxbury%252C+MA+5-27-13+completed2.jpg">http://4.bp.blogspot.com/-VOep83r6l-M/UbnYyGzvLyI/AAAAAAAAAH4/krGXNQTcZvc/s1600/Duxbury%252C+MA+5-27-13+completed2.jpg</a></p>
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### 3. Proposed Bay View Road Local Historic District

Duxbury, MA

January 7, 2016






<p><b>Property Information</b></p> <p>91 Bay View Road</p> 	 <p><b>MAP FOR REFERENCE ONLY</b> <b>NOT A LEGAL DOCUMENT</b></p> <p>The Town of Duxbury makes no claims, no representations, and no warranties, expressed or implied, concerning the validity (expressed or implied), the reliability, or the accuracy of the GIS data and GIS data products furnished by the Town, including the implied validity of any uses of such data. The use of this data, in any such manner, shall not <u>supercede</u> any federal, state or local laws or regulations.</p>	 <p>LOCUS</p> <p>Source: <a href="http://4.bp.blogspot.com/-VOep83r6l-M/UbnYyGzvLyI/AAAAAAAAAH4/krGXNQTcZvc/s1600/Duxbury%252C+MA+5-27-13+completed2.jpg">http://4.bp.blogspot.com/-VOep83r6l-M/UbnYyGzvLyI/AAAAAAAAAH4/krGXNQTcZvc/s1600/Duxbury%252C+MA+5-27-13+completed2.jpg</a></p>
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## 4. Proposed Bay Road Local Historic District

Duxbury, MA

January 7, 2016



<p><b>Property Information</b></p> <p>120 Bay Road</p> 	 <p><b>MAP FOR REFERENCE ONLY</b> <b>NOT A LEGAL DOCUMENT</b></p> <p>The Town of Duxbury makes no claims, no representations, and no warranties, expressed or implied, concerning the validity (expressed or implied), the reliability, or the accuracy of the GIS data and GIS data products furnished by the Town, including the implied validity of any uses of such data. The use of this data, in any such manner, shall not <del>supercede</del> any federal, state or local laws or regulations.</p>	 <p><b>LOCUS</b></p> <p>Source: <a href="http://4.bp.blogspot.com/-VOep83r6l-M/UbnYyGzVly/AAAAAAAAAh4/krGXNQTc2vc/s1600/Duxbury%252C+MA+5-27-13+completed2.jpg">http://4.bp.blogspot.com/-VOep83r6l-M/UbnYyGzVly/AAAAAAAAAh4/krGXNQTc2vc/s1600/Duxbury%252C+MA+5-27-13+completed2.jpg</a></p>
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## PROPERTY STREET ADDRESS INDEX

### Proposed Local Historic Districts

<b>Proposed Powder Point Local Historic District</b>							
<b>Assessor's Parcel Number</b>	<b>Owner</b>	<b>Property Address</b>	<b>Map Reference</b>	<b>Inventory Form #</b>	<b>Date of Construction</b>	<b>Architectural Style</b>	<b>National Register Property</b>
134-102-003	Owner VOSE ROBERT C III Co-Owner PETTIT JUDITH A	233 Powder Point Ave	1	n/a	1770	Barn; post-war traditional	no
<b>Proposed Millbrook Local Historic District</b>							
<b>Assessor's Parcel Number</b>	<b>Owner</b>	<b>Property Address</b>	<b>Map Reference</b>	<b>Inventory Form #</b>	<b>Date of Construction</b>	<b>Architectural Style</b>	<b>National Register Property</b>
090-044-001	WALKER PENELOPE B	1250 Tremont Street	2	296-297	1825	Colonial/Cape	no
<b>Proposed Bay View Road Local Historic District</b>							
<b>Assessor's Parcel Number</b>	<b>Owner</b>	<b>Property Address</b>	<b>Map Reference</b>	<b>Inventory Form #</b>	<b>Date of Construction</b>	<b>Architectural Style</b>	<b>National Register Property</b>
110-025-024	Owner TUCK PHILIP C Co-Owner TUCK JAMIE H	91 Bay View Road	3	n/a	1950	Cape	no
<b>Proposed Bay Road Local Historic District</b>							
<b>Assessor's Parcel Number</b>	<b>Owner</b>	<b>Property Address</b>	<b>Map Reference</b>	<b>Inventory Form #</b>	<b>Date of Construction</b>	<b>Architectural Style</b>	<b>National Register Property</b>
111-025-036	WILSON SARA E	120 Bay Road	4	494	1720	Side-gabled	no



