

MARBLEHEAD COMMUNITY-WIDE HISTORIC PRESERVATION SURVEY MASTER PLAN

Marblehead, Essex County, Massachusetts



**Prepared for the
Marblehead Historical Commission**

July 2014

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Acknowledgements

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Project History & Objectives

The Marblehead Historical Commission obtained grant support from the Massachusetts Historical Commission (MHC) to prepare a master plan in advance of undertaking intensive-level surveys outside of the town's 18th-century historic core. Over the years, the commission's attention has been largely focused on Marblehead's Old Town and Gingerbread Hill Historic Districts, local historic districts under the jurisdiction of the Old and Historic District Commission. In 1984 historic Old Town was listed in the

National Register of Historic Places as the Marblehead Historic District. The Marblehead Historical Commission is operated by volunteers with no staff or budgetary support from the town. It has overseen and provided funds for restoration projects on Abbot Hall, the current town hall, the Powder House, Old Burial Hill and, more recently, the Old Town House. A survey plan will allow the commission to begin expanding its role in preservation planning and managing Marblehead's historic resources. Marblehead is a town of nearly 20,000 inhabitants and as many as 8500 buildings, a significant portion of which are over fifty years of age. The town has a land area of just 4.4 square miles, creating a population density of 4500 people per square mile and 1930 housing units per square mile. These numbers will make a community-wide survey program a challenging effort.

The Marblehead Historical Commission has been laying the groundwork for developing a systematic approach to historic resource survey and planning. Commission members are well-versed in local history and are fully engaged in the preservation issues affecting the town. The commission has established a regular routine of public meetings, maintains systematic records, and has established effective partnerships with critical town departments. The Marblehead Museum is active and ambitious, and its library and website contain useful material on the town's history. Many of the critical sources for survey work have been assembled, including digital versions of most of the primary historic maps. The Commission already has a website with significant amounts of information about its efforts; adding the survey plan will help the community to better understand the historic landscape of Marblehead, as well as the developing survey and planning agenda.

Project Objectives

The purpose of the project was to conduct community-wide reconnaissance survey and to prepare a survey plan to guide the comprehensive inventory of the cultural resources of the town of Marblehead. The project provided the expertise of a professional cultural resource survey specialist (Neil Larson, Larson Fisher Associates, www.larsonfisher.com) to assist the Marblehead Historical Commission in developing a survey plan. Specific project goals include the following:

- To provide a historic overview of the town and its neighborhoods
- To identify and assess documentary materials concerning the history of Marblehead
- To provide a preliminary identification and assessment of historic and cultural resources in Marblehead, including previously undocumented or under-documented resources
- To identify selection criteria and priorities for comprehensive survey of the town
- To develop an action plan for implementing survey goals for the creation of a comprehensive inventory of cultural and historic resources in Marblehead. This plan will be organized in prioritized, phased components with cost estimates so that the Marblehead Historical Commission will be able to initiate distinct cultural resource survey projects
- To provide a model scope of work for proposed survey projects.

Copies of this report are available from Marblehead Historical Commission, Abbot Hall, 188 Washington St., Marblehead, MA 01945 and the Massachusetts Historical Commission, 220 Morrissey Blvd., Boston MA 02125.

Assessment of Existing Survey and National Register Documentation.

There are 1101 entries in the Massachusetts Cultural Resource Information System (MACRIS) for Marblehead. These include properties inventoried on 34 area forms, most of which represent sections of the Marblehead Historic District and 1035 building forms. Most of the forms were filled out by members of the Marblehead Historical Society along with volunteers from several other groups like the Junior League in 1967, most of which pertain to the Old Town Historic District that was designated a local historic district in 1968. Additional forms also were completed for individual properties, some of which were designated local landmarks. A second survey was undertaken by the Marblehead Historical Commission in 1978 by Ruth Strachan and D. Huckins, who were contractors funded by a federal CETA grant. This survey was the basis for listing the Marblehead Historic District in the National Register in 1984. In both cases, the forms contain scant architectural and historical information.

Two cemeteries also have been inventoried: Old Burial Hill and the Green Street Cemetery, as well as 32 landscapes, sites and objects, such as the sites of Forts Sewall and Derby, the Marblehead Lighthouse, historic landings, an Indian path, monuments and parks. The Old Gun House has been inventoried as a structure, although it probably should be categorized as a building. As with the area and building forms filed with MHC, with very few exceptions, forms for cemeteries, structures, sites and objects are outdated and do not meet current standards of documentation. The survey plan will need to include a strategy for bringing these records up-to-date, particularly those pertaining to 18th- and 19th-century buildings, as well as the Marblehead Historic District as a whole.

When the inventoried properties were mapped by MHC GIS, it was revealed that nearly all of them are contained within the Marblehead Historic District. Approximately 35 individual properties and one area (Seaside Park) are located outside the historic district, four of them on Marblehead Neck. Clearly, the focus of survey up to now has been on early architecture and more particularly on the historic district representing the downtown, also referred to as the “old town.” By its omission, Marblehead’s 20th-century development represents an obvious survey need.

Thirteen properties and districts in Marblehead have been listed in the National Register of Historic Places. The earliest was the Jeremiah Lee Mansion, which was listed as a National Historic Landmark in 1966, the same year the National Register was established. The most recent listing was for Seaside Park in 2011. The Marblehead Historic District was listed in the National Register in 1984 and contains hundreds of buildings. Like the inventory forms that provided the documentation for all but the most recent listing, documentation for the properties fall below current standards.

National Register listings in Marblehead with date of listing

Abbot Hall, Washington Sq., 6 September 1974

Fort Sewall, Fort Sewall Promontory, 14 April 1975

Elbridge Gerry House, 44 Washington St., 2 July 1973

Gen. John Glover House, 11 Glover Sq., 28 November 1972 (National Historic Landmark)

Harris Farm, 3 Manataug Trail, 9 March 1990

Robert “King” Hooper Mansion, 8 Hooper St., 12 May 1976

Jeremiah Lee Mansion, Washington St., 15 October 1966 (National Historic Landmark)

Marblehead Historic District, 10 January 1984

Marblehead Light, Marblehead Neck, 15 June 1987

Old Town House, Town House Sq., 13 August 1976

St. Michael's Church, 26 Pleasant St., 18 June 1973
Seaside Park, Atlantic Ave., 8 June 2011
Story Grammar School, 140 Elm St., 13 March 1986

Significant Periods and Themes in Marblehead History

In a 1985 Reconnaissance Survey Report on Marblehead, MHC established the following periods in which to associate historic properties.

Contact Period (1500-1620)
First Settlement Period (1620-1675)
Colonial Period (1675-1775)
Federal Period (1775-1830)
Early Industrial Period (1830-1870)
Late Industrial Period (1870-1915)
Early Modern Period (1915-1940)
Late Modern Period (1940-1970)

Marblehead has historic resources associated with each of these periods, with the Marblehead Historic District comprised of properties representing the First Settlement Period and into the Late Modern Period. Marblehead's history as an early settlement area with continued significance in the Colonial and Federal periods is well-documented. However, the architectural quality and historical richness of the "downtown" has deferred attention away parts of the town where residential development is more recent. Historic resources associated with 19th- and 20th-century periods, which include Marblehead's agricultural, industrial and resort eras and suburban histories, have yet to be surveyed or evaluated. The stark contrast between the Colonial period identity of the Marblehead Historic District and the more modern resort, commercial and residential development that characterizes the rest of the town has resulted in a historical dichotomy of unusual proportions.

The National Register criteria have outlined themes for the functional classification of historic properties. Some of the more relevant ones are listed below.

Agriculture
Architecture
Archeology
Commerce
Community Planning & Development
Conservation
Education
Engineering
Entertainment/Recreation
Ethnic Heritage
Exploration & Settlement
Industry
Landscape Architecture
Maritime History
Military
Religion
Transportation

Several themes are prominent in Marblehead history as they relate to the identification and classification of historic resources. As an early settlement area and Colonial-era population center, Marblehead has significance under the theme of exploration and settlement and community planning and development. Its orientation to the sea associates town history to a number of themes: commerce, industry, maritime history, transportation and, more recently, recreation. Its maritime history also has a strong military theme with the town's role in American naval operations during the Revolutionary War. With the decline of the fishing fleet in the mid-19th century, debilitated by a series of storms culminating with the Gale of 1846, which destroyed much of the what was left of it on the Grand Banks, Marblehead revitalized its economy in the shoe industry, which attracted new ethnic groups to the town. Two major fires in 1877 and 1888 effectively wiped out the shoe industry, but the industry's impact is still represented in the development of the town in the Reed's Hill and Shipyard neighborhoods.

The construction of railroads and streetcar lines in the mid-to-late 1800s linking the town to Boston and other population centers spurred the growth of Marblehead's resort economy and the construction of vacation homes, hotels, and summer cottage colonies. This theme associates Marblehead with the resort development along the entire North Shore of Massachusetts and Down East Maine at the turn of the 20th century. Transportation improvements also fostered the gradual redevelopment of the interior agricultural zone of the town. Marblehead has a long agricultural history, and the majority of the town was characterized by open space until the early 20th century. Suburbanization is a theme omitted from the National Register criteria but one that now can be recognized as a significant historical event, not just in Marblehead but along the entire New England coast.

As regards historic buildings, architecture is an overarching theme associated in just about every property. Architecture has a number of sub-classifications, as listed below.

Architecture

Domestic (single-, two- and multiple-family dwellings, including apartments; also accessory buildings)

Commercial

Public

Religious

Educational

Entertainment

Recreational

Landscape

When architecture is associated with a period, considerations of design (form and plan), construction methods, style and setting become important factors in documentation and assessment. Yet, architecture is not static and most buildings, particularly dwellings, are characterized by alterations occurring over time. This is especially the case with 18th-century buildings, which often no longer appear as they did originally. These buildings require a more detailed and careful analysis to associate them with historic periods and other themes.

Identification and Descriptions of Marblehead's Neighborhoods

Following a review of late 19th- and 20th-century subdivision plans, a preliminary neighborhood map created by the Marblehead Historical Commission has been refined with hard boundary lines and neighborhood names to be used to identify key areas in the town to be used in developing the survey master plan. (The map is attached following this page; for digital versions see Appendix I). They are organized alphabetically; the above map illustrates their boundaries and locations.

Clifton

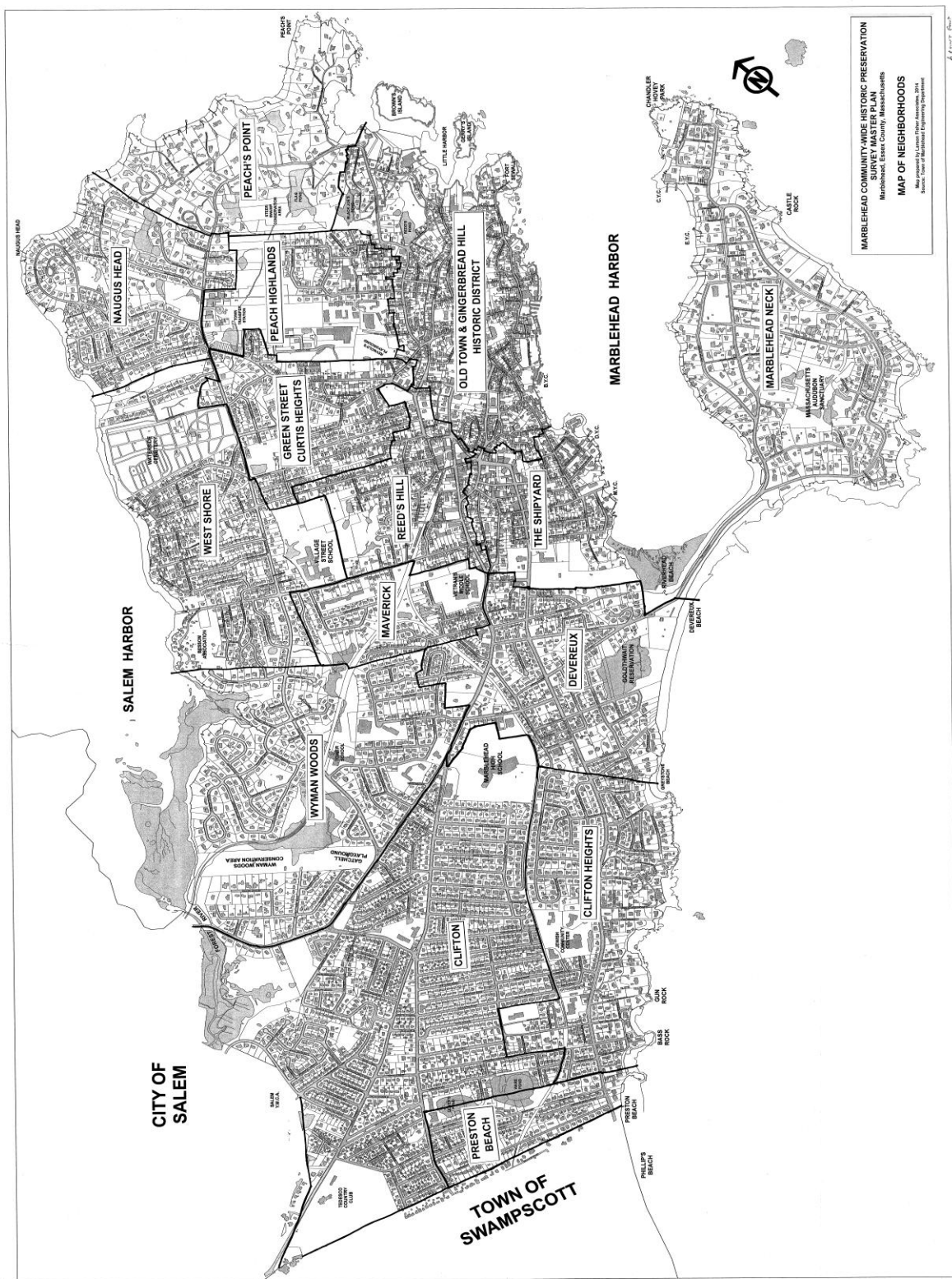
This large neighborhood at the southwesterly end of the town is bounded by the town line, Lafayette Street and the Swampscott railroad line. It is partitioned by numerous small residential subdivisions dating from 1887 to the 1950s. Those closest to the town line are the earliest, platted in the 1910s and 1920s, and reflect the expansion of suburbanization from Lynn and Boston following the establishment of trolley and rail connections. The area between Humphrey Street and the railroad was laid out in plans containing one or more streets traversing the space in the 1930s to 1940s.

Clifton Heights

The section of Clifton along the Atlantic shoreline and southeast of the railroad line developed first with vacation homes, large and small. Three neighborhoods can be partitioned in this area: Preston Beach, Clifton Heights and Devereux. Clifton Heights developed around a train depot with large house lots on the upper side of Atlantic Avenue and smaller cottage lots subdivided on the ocean side of the street. Horace Ware, who owned a farm on the southwesterly side of the neighborhood developed lots on there. The Hathaway family did the same on the northeasterly side, and that area became known as The Casino. The heirs of Isaac G. Wyman owned the tract that later became known as Greystone with a substantial summer house. The section on the ocean side of Atlantic Avenue was subdivided into house lots in 1926; the upper section was not developed until 1959.

Devereux

The section of Clifton along the Atlantic shoreline and southeast of the railroad line developed first with vacation homes, large and small. Three neighborhoods can be partitioned in this area: Preston Beach, Clifton Heights and Devereux. The Devereux tract represents a significant portion of the Smith Farm, which William J. Goldthwait owned and developed at the turn of the 20th century. It extends from Greystone northeasterly to abut the Shipyard neighborhood. It contains Atlantic Avenue, which was built to link shoreline properties in Marblehead with those in Swampscott and beyond and Ocean Avenue, which leads to the causeway connecting to Marblehead Neck. Summer tourism here centered on the Devereux Mansion, a fashionable hotel. Goldthwait developed a plan inhabited both by local residents moving out of the town's urban core and summer tourists. Two other narrow tracts developed by Wyman and Gilbert fill the space between Ocean Avenue and the Shipyard neighborhood.



Marblehead Neighborhoods Map

Marblehead Community-wide Historic Preservation Survey Master Plan

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Green Street/Curtis Heights

This ambiguous area in the interior of the town is named for the 18th-century road leading from the town center to the ferry on the northerly side of the neighborhood and an early residential development laid out on the Courtis [sic] farm. Early development spread outward from Elm Street in the historic district and along Green Street. Later residential subdivisions were platted along West Shore Drive.

Marblehead Neck

Marblehead Neck forms the northeasterly side of Marblehead Harbor and is linked to the mainland only by a narrow isthmus carrying a causeway. The extreme northerly end, where a lighthouse is located, had developed with summer cottages in the late 19th century, while the rest of the neck remained open with campgrounds dotting the shoreline. By the turn of the 20th century the existing roads had been laid and more intensive hotel and house development progressed. None of the hotels but many of these houses remain; however, numerous more recent houses have been added, particularly along the shoreline where intensive development has occurred during the past 50 years.

Maverick

This small neighborhood has the intersection of the town's two rail lines in its center, and it was created from long, narrow wood lots laid out in the 18th century that ran the full length of the area; the area was not suited for agriculture. The fragmentation caused by the railroad resulted in small residential developments ranging in date from the 1870s on the Pleasant Street side to the 1950s on the West Shore side. A town-owned long lot, where the almshouse (town farm) was located, survives intact. A large school was built on a portion of this land. The railroad right-of-ways with their triangular intersection are extant.

Naugus Head

Naugus Head is a geographical feature defining a neighborhood at the northwesterly end of the peninsula. A 17th-century ferry to Salem docked at the end of Green Street and the Head became a popular picnic and camping area early in the 19th century. Summer cottage colonies existed at the turn of the 20th century. The Head was platted with streets and lots early in the 20th century. Garden farmer and seed grower James J. H. Gregory farmed there and built a summer home at the far end of Cloutman's Lane. The reminder of the area was developed in the late 20th century.

Old Town & Gingerbread Hill Historic Districts

Boundaries for this neighborhood reflect the area designated as historic districts, parts of which are listed as the Marblehead Historic District in the National Register of Historic Places. It represents the urban core of the 18th-century town and contains Marblehead's oldest buildings. It includes Little Harbor, the first established in the town, barrier islands and the Fort Sewell peninsula. As the districts already have been inventoried, no recommendations have been made in this survey plan except to observe that the inventory warrants updating.

Peach Highlands

This area developed from non-productive land with narrow 18th-century wood lots in a similar manner as the underlying plan of the Maverick neighborhood. Early development was focused on Pond Street along the easterly border. A residential subdivision laid out by the Peach family gradually took form in the center of the tract after WWII. The area also includes the town's landfill site and other industrial properties on its southerly side.

Peach's Point

Named for the family identified with the area in the 18th century, this late 19th-century residential development at the far northeasterly tip of the Marblehead peninsula developed as a compound of summer resort houses associated with the Crowninshield family. More recently the large house lots have been subdivided with more recent residences added to the landscape.

Preston Beach

The section of Clifton along the Atlantic shoreline and southeast of the railroad line developed first with vacation homes, large and small. Three neighborhoods can be partitioned in this area: Preston Beach, Clifton Heights and Devereux. Preston Beach has a narrow ocean frontage and extends back to Humphrey Street along the Swampscott boundary. Two individual holdings extending from Humphrey Street to the beach were subdivided into house lots in the 1920s; the rest of the tract was developed later. Some early shoreline summer houses remain.

Reed's Hill

This urban neighborhood represents a 19th-century expansion area west of the town center and northwest of the The Shipyard that developed around the railroad and shoe factories. The hill is largely residential in use with later commercial development along Pleasant Street. Reed's Hill was a logical place for urban development as its topography was not productive for agriculture.

Shipyard

An urban neighborhood comprising a 19th-century expansion area extending southwest of the town center. Earlier it was the locale for fish flakes or fish-drying beds. With the growth of the shoe industry, shoe manufacturer Joseph Bassett initiated development with a plan of house lots south of Commercial Street, which provided access to wharves and shipyards defining the town's "new" harbor. It also contains a more recent urban commercial zone along Atlantic Avenue.

West Shore

This shoreline neighborhood contains the large Waterside Cemetery on the northerly end; "The Cliffs," which gave name to the more general area, is located at the southerly end. The coastline was developed with vacation cottages by the turn of the 20th century. The Nonantum Association, a cottage colony, was

established on “The Cliffs” around 1900. A 1921 residential subdivision abutting the southerly side of the cemetery has conveyed its name, “Ocean Park,” to the larger area. Later residential subdivisions have been platted in the southern section of the area.

Wyman Woods

This residential neighborhood developed on land once part of the large Wyman family holding in the southwesterly section of the town. It is bounded by Lafayette and Pleasant streets on the south and west, Salem Harbor on the southwest and adjoining Orchard Park on the northeast. Chapel Pines, platted between Lafayette and the railroad in 1933, and Marblehead Cliffs, laid out between the railroad and Salem Harbor about the same time but not built out until after WWII comprise most of the neighborhood. The remainder in the northeast section was subdivided by others in the 1950s and 1960s.

Current Threats to Historic Resources

After conferring with town officials, it can be said that Marblehead is experiencing many of the same threats to its historic resources that are experienced throughout the region and the Commonwealth. Of greatest concern are threats of tear-downs, both in older planned residential subdivisions and to architecturally distinctive waterfront properties. Over 122 teardowns have occurred in the town since 2001. (A complete list and a map locating the properties can be found in the appendix.) Unlike many in more urban areas, the threat of demolition by neglect is less keenly felt in Marblehead; however, deferred maintenance is a somewhat of a threat in older neighborhoods. Many buildings are undergoing physical alterations as property owners wrestle with increasing energy and maintenance costs. In the absence of town-wide design review and incentives, much less rehabilitation guidelines, the historic integrity of neighborhoods begin to diminish. Lastly, as in most communities, historic preservation in Marblehead is continually threatened by the general lack of awareness of the value of historic preservation by both property owners and town officials no matter how well-intentioned.

Outside of the Old Town and Gingerbread Hill Historic Districts, which fall under the purview of the Marblehead Old and Historic Districts Commission, all neighborhoods are affected by the abovementioned threats. (Yet, there also are threats in the historic districts, as some owners make changes and plan new construction without obtaining a certificate of appropriateness from the commission.) The case is most critical in older neighborhoods with predominantly 19th-century architecture on the periphery of the historic districts where renovations and additions occur more frequently. These include The Shipyard, Reed’s Hill, Green Street-Curtis Heights, as well as Clifton Heights and Devereux, where older summer dwellings survive. The Shipyard and Reed’s Hill will be important neighborhoods to monitor, simply because they have high concentrations of 19th-century buildings that are rarer and more vulnerable to alterations and replacements.

Marblehead’s extensive shoreline has been very vulnerable to change. Neighborhoods on the ocean side, notably Preston Beach, Clifton Heights and Devereux, have been experiencing the same rebuilding along the waterfront in recent years, although these historic neighborhoods already had been transformed by suburban development earlier in the 20th century. Likewise Peach’s Point and Marblehead Neck, which while they remain the least densely-developed neighborhoods in the town, their favored ocean-side

locations bring the threats of increasing subdivision and density and teardowns and rebuilding. Very few of the modest summer cottages built at the turn of the 20th century on the Salem-side of town in Naugus Head and West Shore retain their historic integrity due to a progression of renovations to enlarge, winterize and redesign them consistent with the later suburbanization of the neighborhoods. The “land-rent” colonies in which they first developed are indistinguishable with the exception of one remaining group along Nonantum Road. Teardowns for larger more convenient houses are a growing threat, particularly on waterfront properties.

Clifton and Wyman Woods are products of the rapid suburban growth occurring in the town in the years between the world wars; Post-WWII developments filled in the remaining undeveloped portions of the neighborhoods. These substantial and stylish houses have been altered to lesser degrees, although the principal threat is that they are not generally considered historic, especially when compared to Marblehead’s venerable downtown. Teardowns in these neighborhoods have occurred on commercial streets and arteries, such as Atlantic and Ocean avenues and Pleasant Street.

Opportunities

Overall, historic preservation in Marblehead’s historic neighborhoods has been effective as compared to many surrounding urban areas, and there seems to be an established appreciation for historic houses in its older neighborhoods on which expanded preservation planning can be based. Yet, a comprehensive town-wide inventory of historic properties is fundamental to sound preservation planning. The town will need to undertake a community-wide preservation plan to develop a comprehensive set of recommendations relative to policy and advocacy. A complete overview of the available preservation actions is beyond the scope of this survey plan; however, a number of opportunities are evident.

1. Listing properties or historic districts in the National Register would raise consciousness, as well as provide the incentives of federal and state tax credits for appropriate rehabilitations of income-producing properties. The Massachusetts Preservation Projects Fund (MPPF) is a source for grants to municipal and non-profit-owned properties listed in the State Register of Historic Places.
2. The town could consider granting property tax abatements as an incentive for the approved rehabilitations of locally designated properties generally, or in critical areas.¹ Other grant funding may be available for façade improvement programs in compromised zones.
3. An education program directed towards homeowners would provide opportunities for expanding awareness and building support for voluntary adherence to design guidelines. Such guidelines, easily derived from models developed in other communities, could be posted on-line and promoted, especially when permit applications are made.
4. A continuing education program for local contractors, the building inspector and other relevant town officials (including historical commission members) would be a valuable tool in keeping this changing pool of participants aware of and up-to-date with historic preservation standards.

¹ The Massachusetts Historical Commission publication, “Preservation Through Bylaws and Ordinances,” provides a comprehensive discussion of options that communities have implemented. See: http://www.mapreservationconference.org/downloadsA1_Preservaton%20Through%20Bylaws%20and%20Ordinances.pdf.

(This would benefit all communities, and MHC could develop a program for state-wide application.)

5. The Marblehead Historical Commission, the Old & Historic Marblehead District Commission, the Marblehead Museum and neighborhood associations could sponsor regular homeowner events to stimulate community participation and expand its constituency for historic preservation. The more opportunities there are for homeowners to engage in preservation actions on a neighborhood and community level, the better. An ounce of prevention is worth more than a pound of cure.
6. A town-wide demolition delay by-law would be a useful preservation tool. It is along Marblehead's commercial corridors and coastline where the most radical changes are taking place. These actions already are monitored by town zoning and planning boards, but preservation concerns could be more focused here. Special permits with design review are required in the shoreline zones, but the demolition of historic buildings is not prohibited. A community-wide survey program would serve to identify, record and assess historic properties and districts eligible for protection under such a by-law.

The town owns and maintains many of Marblehead's significant historic buildings. A cursory review of a list of 220 properties owned by the town of Marblehead revealed nearly 30 old enough to be considered historic with construction dates ranging from the 18th-century Town House on Market Square to schools and veterans housing built in the post-WWII era. Numerous municipal buildings, such as Abbot Hall, fire stations, the public library, the police department building, a hospital (now used for town offices), defunct pumping and electric stations and incinerator, are within the town's historic realm, as are Tucker's Wharf, the boatyard on Cliff Street, scattered cemeteries and Devereux and Riverhead beaches.

A Facilities Maintenance Advisory Board was recently disbanded, but it would be useful to reinstate such a board with the Marblehead Historical Commission having representation. Municipal buildings in the historic district are exempt from district commission review, but the town could demonstrate its stake in historic preservation by following established standards in the planning and execution of maintenance and rehabilitation projects on their historic buildings and set a model for other property owners in Marblehead. The town also could undertake condition assessments of their historic buildings and develop a plan to address critical preservation needs.

General Survey Methods and Priorities

The goal of a community-wide survey project is to be comprehensive in terms of geographic coverage, property types, architectural development, historic themes, social hierarchies and periods of significance. Marblehead's starting point is a good example. Presently, its survey record is focused on the oldest and rarest buildings representing Marblehead's remarkable 18th-century history, which are concentrated in a small historic district in a corner of the town. The luster of this rare jewel notwithstanding, there are two centuries of history and development that should be addressed and properties and districts with significance to be assessed in the contexts of their own time.

The Marblehead Historical Commission has recognized that there is some catching up to do, and this developing survey master plan will provide the template by which the project will get done. Overall, the goal is to identify and document historic properties and districts significant in town history and

incorporate them into the town's historic preservation program. To this end, hard boundaries have been delineated around Marblehead's residential neighborhoods so that the community-wide survey task can be compartmentalized and accomplished over time. (See map in Appendix I.) Divided up this way, work can be prioritized to address immediate needs. Following consultation with commission members and other local officials, the highest priority is to address areas where historic properties are threatened. The next more general priority is to document the oldest areas outside of the historic district, which basically represent the 19th-century growth of the town. Following this chronological selection process, neighborhoods created in the 20th century will be prioritized next, with those developed prior to the Second World War having higher priority than those coming after. Last on the list are the areas that did not emerge clearly as neighborhoods, but as disconnected historic fragments and amalgams of unsystematic and unrelated development. The list of neighborhoods below is organized in line with this priority structure.

On a community-wide basis, the selection criteria for survey are unlimited. To be comprehensive, properties of any type, period and method of construction can be seen as contributing to an area or having the potential for individual documentation. It is recommended that buildings constructed in the 19th century be selected for individual documentation by virtue of their survival and their potential to provide valuable new information regarding the history of the neighborhood and town. (This plan has used the 1912 town atlas to identify and locate extant 19th century properties.) A neighborhood predominantly developed in the 19th century may warrant documentation as an area as well to provide documentation and develop a context for the neighborhood as a whole.

Properties with buildings erected in the 20th century should be selected for individual documentation if they are singular and distinctive examples of architecture of the period or have been demonstrated to have historic significance. However, if they are one of a number of similar components of a planned residential subdivision, they should be inventoried as features within an area. The majority of Marblehead's 20th-century residential development occurred in planned subdivisions, and those should be surveyed as areas. By most preservation standards, a property needs to be at least 50 years of to be considered historic, so as of this writing, properties with construction dates in 1964 or later would not be selected unless they are determined to have exceptional significance. However, this cut-off date should be considered flexible as with every passing year, more buildings will meet the 50-year rule.

Certain property types that are of particular historical or programmatic interest to the Marblehead Historical Commission could be selected to be inventoried as part of neighborhood surveys or in specially-designed community-wide surveys. These property types include municipal buildings and/or schools, commercial buildings, religious properties and, in Marblehead's case, shoreline properties. Threatened buildings could also be selected as a survey category. Also, it may be of value to select a context to develop thematically to help in the identification and assessment of individual properties or areas. For example, a context statement for the shoe industry could contribute to the development of individual and area survey forms in Reed's Hill and The Shipyard, or research into the resort-era history of the town would provide a context for shoreline development. In addition, having overviews of certain phases of 20th-century suburban development would expedite surveys in those neighborhoods.

A survey methodology has been established in both guidelines and recent practice by Massachusetts Historical Commission,, as well as in that outlined in the scope of services it provides in contracts for

grant projects. In neighborhoods with histories and properties dating in the 19th century, it is recommended that intensive-level research be undertaken to determine accurate construction dates and identify original property owners. There are maps published as early as 1850 that associate names with buildings, but the only way to truly verify early construction dates is by deed research. (A review of records maintained by the Marblehead Historical Commission and the Marblehead Historical Museum should be made before any research is done to avoid any duplication of effort.) Web-based research tools now provide historical data largely sufficient for the task.

The methodology for documenting 20th-century residential properties is somewhat different. Their construction history is less significant individually than in association with others of its type built in a planned development. Using an area approach, research will identify the developer and/or builder and determine the sources for the eclectic mix of a fixed set of house designs. It will be important to find architects that may have been involved or associate designs with builders' pattern books or catalogs of prefabricated homes. Many of the subdivision plans have already been located in municipal archives, which provide the identities of some of the individuals involved. Newspapers are a valuable source of information as developers promoted these properties for sale. Oral accounts about this era of development are still obtainable from knowledgeable local residents.

Research into owners from this period can be effectively done using city directories and censuses, which in this period provide addresses. Both sources provide occupational information, which will identify workplaces and develop an understanding of commuting patterns. The area survey will compile data on component buildings that eventually could be aggregated for a community-wide record of suburban development. Marblehead has the potential to be a model study for suburban history on the North Shore and, even, beyond.

Preliminary Neighborhood Assessments & Priorities

There are two critical historic resource survey needs that require prompt attention to enable the protection of significant historic resources in Marblehead.

- Survey and inventory historic properties in shoreline neighborhoods. A reconnaissance survey of the town indicates that the most extreme development has been occurring along the Marblehead waterfront. This rebuilding has been going on unabated for decades at the expense of historic summer houses and cottages, leaving only a few representative examples of Marblehead's 19th- and 20th-century summer resort history. It is unlikely that an incremental neighborhood-by-neighborhood survey plan will create a comprehensive inventory of this threatened property type in a timely manner (twelve neighborhoods have shorelines). From a preservation perspective, it would seem to be practical to identify and document shoreline historic resources in a single timely project rather than in multiple, long-term stages. The shoreline touches on all but four of Marblehead's historic neighborhoods as depicted on the map on page six.

Selection should be based on age, that is, every building in the zone built 50 or more years ago should be inventoried. A more recent building determined to have an exceptional design should be inventoried as well.

- Survey and inventory historic properties in 19th-century neighborhoods adjacent to the existing Old and Historic Districts. **The Shipyard** and **Reed's Hill** neighborhoods represent the areas of Marblehead's industrial, commercial and residential expansion outside of the 18th-century town. While commercial areas on Atlantic Avenue and Pleasant Street have been recycled a number of times, much of the residential architecture is intact or, at least, reflects 19th-century design. A building-by-building intensive-level survey of these two neighborhoods should be given high priority so that documentation can be collected to support possible preservation strategies in these areas, including historic district designations and design guidelines.

Selection should be based on age, that is, every building in the zone built 50 or more years ago should be inventoried. However, although the period of significance will extend into the 20th century, the 19th-century properties should be more carefully and intensively documented.

Of next importance will be the survey of ocean-side neighborhoods. **Clifton Heights** appears to be the most vulnerable of these, as it retains a number of historic waterfront properties and an important cottage enclave at The Casino. Intensive-level survey here should focus on individual properties predating suburbanization (ca. 1920); The Casino and Greystone also could be documented as areas. The other coastal neighborhood in this part of town below the causeway, **Devereux**, has been more extensively reconfigured with 20th-century suburban development. This neighborhood can be effectively surveyed as an area, with individual houses associated with the pre-suburban period documented individually. However, in both neighborhoods, most of the distinctive earlier houses could also be inventoried in a shoreline zone survey.

Preston Beach is now an ambiguous mix of house types and architectural periods. There are a few turn-of-the-20th-century resort-era properties to be found on Seaview Avenue, but the rest of the neighborhood is defined by stages of 20th-century residential development. A distinctive local house form—a two-story Four Square house with shed-roof side wings built in the 1920s and 1930s—is concentrated in this neighborhood.

Because of its association with the Crowninshield family, **Peach's Point** is one of the better documented neighborhoods outside of the historic district. Originally dotted with a small number of large late-19th-century summer homes, most of which survive, the large parcels and open space once characterizing the settlement have been gradually subdivided and developed. Still an elite part of town, the neighborhood appears to be in stable condition, although teardowns are a threat. The early houses should be individually inventoried in this neighborhood, the rest can be covered as an area. A shoreline zone survey would pick up many of them.

Marblehead Neck is best surveyed as an area with significant 19th and 20th-century properties inventoried individually. It has a broad period of significance originating in the resort era and extending well into the 20th century as new summer houses were built along the shoreline. Like other open areas in the town, the interior of the neck has been filled in with suburban development and summer houses have been converted to year-round residences and updated with renovations. Shoreline properties have been subdivided and developed with new houses altering the setting for the historic houses and the neighborhood at-large. In this case, a shoreline zone survey would be an effective means of quickly documenting these historic properties and affording them greater protection.

The **Naugus Head** and **West Shore** neighborhoods represent the middle-class alternative to the elite summer enclaves on the ocean with their more prosaic cottage developments along Salem Harbor. A few remnants of these unplanned colonies survive and should be carefully inventoried. Residential subdivisions began to be platted in the 1920s, presumably still catering to summer residents, and in those are found modest Craftsman house types, some probably built from prefabricated kits. These properties, as well as examples of later periods of 20th-century subdivision and development, can be best inventoried as neighborhood areas. The imminent concern for shoreline properties is operative in these neighborhoods as well.

Clifton is by far the largest neighborhood in Marblehead and is comprised of a patchwork of subdivisions laid out and developed during the early 20th century. These streets contain largely-intact streetscapes of mixed house forms from the standard builders' catalogs of the period: Four Square, Two-Story Colonial, Dutch Colonial, Tudor Revival, Cape Cod, Garrison and Craftsman. According to one local historian, this neighborhood represents the suburban housing boom that occurred in Marblehead with the expansion of the General Electric plant in Lynn in the lead-up to WWII, and it clearly was inhabited by permanent residents working outside of the town in Salem, Lynn and Boston. Only a few subdivisions were platted after the war, notably a town-sponsored veterans housing project on Broughton Street. The neighborhood appears stable, which ranks it at the lower end of survey priorities.

While generally uniform in period and design, a single area form for the **Clifton** neighborhood may be too unwieldy. So, it might be more effectively (and comprehensively) surveyed with a series of area forms covering each of the subdivisions, most of which have been identified in this study. The early suburban history of Marblehead will be told in the documentation of land owners, developers, house builders and home buyers in this neighborhood. A few farmhouses were retained in the redevelopment and already have been surveyed; however, a more detailed study of the neighborhood should reveal information that will enhance the existing documentation for the town's agricultural history. In addition, other pre-suburban properties probably will be identified in an intensive survey, and they also should be inventoried individually.

Marblehead Cliffs, a major residential subdivision on Salem Harbor with a plan filed in 1957, comprises most of the **Wyman Woods** neighborhood. Other smaller ones were platted both earlier and later along Lafayette and Pleasant streets, the major thoroughfare through this section connecting Marblehead with Salem. Each has distinguishing characteristics that may justify treating each as an area in an intensive-level survey. In spite of many interesting features, such as a rare development of Modern ranch houses (Haley Village, 1955), as with Clifton, the recent history and general stability of the neighborhood relegates it to a low survey priority.

Three ambiguous and irregular landlocked areas in the center of town have been identified as neighborhoods. Each of them represents a low survey priority. The boundaries for the **Maverick** neighborhood were determined on the historic dimensions of a tract divided into what appear to be narrow wood lots in the 18th century. In the 19th-century, the tract was dismembered by the triangular junction of the two rail lines coming into the town center. One of the old lots remains; it had supported the town's almshouse, later known as the town farm, and the first public water source. Today, it still supports municipal facilities. Another lot was subdivided for Maverick Street, which at its Pleasant Street end reflects a late-19th-century period of development, including a matching trio of mansard cottages. Prince

Street contains houses built in the early 20th century. Otherwise, the rest of the neighborhood was built much later in plans fit in around the railroad. The diversity of this neighborhood, also being the location of Veterans Middle School and the Abbot Public Library, would require a number of areas be created for a survey, with certain properties inventoried individually.

The **Green Street – Curtis Heights** neighborhood contains two distinct sections. One along the arcing course of Green Street, a very old road leading to from the town house to a ferry landing on Salem Harbor, was the locale for industrial and residential development in the mid- and late-19th-century. The other, Curtis Heights, developed from a series of residential subdivision beginning in the early 20th century on the Courtis farm. The neighborhood also contains a school and public housing, as well as Marblehead's historic powder house. Each section represents a separate survey area.

The last and lowest-priority neighborhood has been named **Peach Highlands**, which like the Maverick appears to have originally been a marginal, non-arable area partitioned for wood lots in the 18th century. A 20th-century residential subdivision of that name is centered in the tract. The section closest to Pond Street was inhabited first and contains scattered small dwellings dating to the turn-of-the-20th century. The rest of the neighborhood is defined by land of poor quality, such as wetlands, an industrial park and a landfill. In the mid-20th-century, the Peach family platted a residential subdivision in a number of stages in the "highlands" in the center of the tract. This subdivision has built out slowly and unsystematically over time. The most considerable historic resources in the neighborhood are located near Pond Street, and they would be best inventoried individually.

Marblehead Town Center: Old and Historic Districts

The documentation of houses in the historic districts is due for updating to current survey standards. Doing so would provide more information for property owners and the Old and Historic Districts Commission, as well as to the Marblehead Historical Commission and historians generally. Threats of damaging alterations and redevelopment are still real even with the current protections. The more that is known about these buildings and the development history of the town center, the better preservations can assess the impact of planned actions.

The architectural and historical significance of the buildings warrants expanded documentation, as that information is as important to preserve as the buildings themselves. New historical information is easier to retrieve now and construction historians are more skilled in identifying and interpreting the evolving nature of vernacular buildings. There are many potential applications for new information and opportunities to encourage more scholarly studies and field work. While survey activity progresses in previously unexamined neighborhoods in the town, a parallel, multi-stage project could be devised to work on improving documentation in the historic district. First step would be to organize the inventory and assess current levels of documentation and create an independent action plan.

The Marblehead Historic District was listed in the National Register of Historic Places in 1984 at a local level of significance, but current assessments of significance suggest that all or part of it could qualify for National Historic Landmark status. More intensive and expert documentation of the historic buildings in the district would be a first step in obtaining this recognition.

Marblehead Neighborhood Overviews

CLIFTON

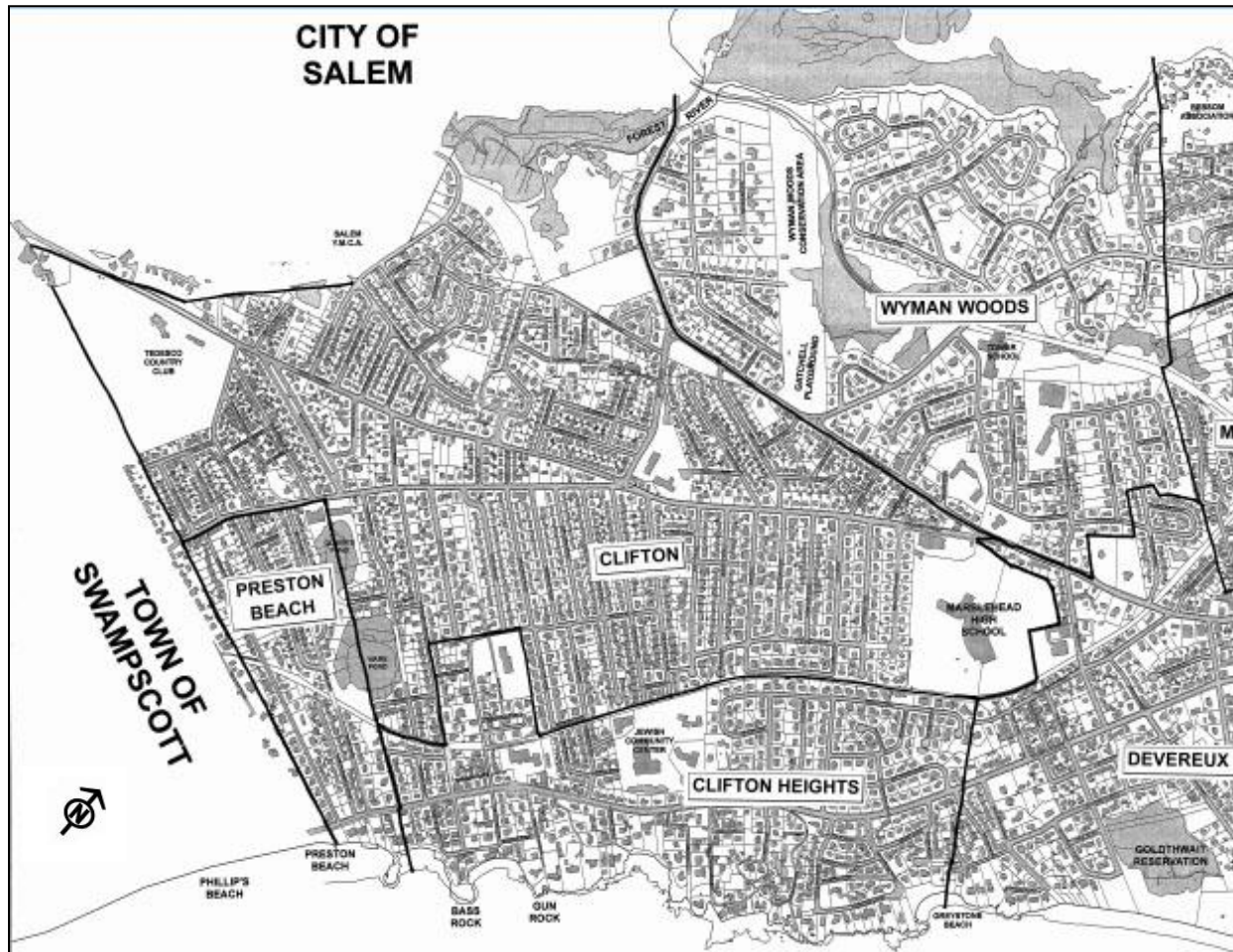


Fig.1: Detail of Neighborhood map of the Town of Marblehead.

The Clifton neighborhood occupies a large area in the southwesterly part of the town where it borders on the Town of Swampscott and City of Salem (Fig.1). The Forest River creates a portion of the Salem boundary; however, the neighborhood does not touch on Salem Harbor. The Preston Beach neighborhood takes a notch out of the southeasterly corner of Clifton with the division line running through Oliver's and Ware's ponds. The right-of-way of the Eastern Railroad represents the southeasterly edge of the neighborhood, separating it from the Clifton Heights neighborhood on the Atlantic Ocean shoreline, and Lafayette Street establishes Clifton's northerly limit against the adjoining Wyman Woods neighborhood. The topography is generally flat and, aside from the two natural ponds and a conservation area along the Forest River, featureless. The Tedesco Country Club overlaps the Swampscott border providing open space at the extreme southwesterly section of the neighborhood and the town.

Tedesco Street, entering the town from Salem, and Humphrey Street, from Swampscott, are the two principal thoroughfares around which the neighborhood is organized. Lafayette Street also is an important route, but being a neighborhood boundary, it is less significant. All three streets converge as the approach the town center and merge into Pleasant Street. The few 19th-century rural houses (and a barn or two) remaining in the neighborhood are to be found on Humphrey and Tedesco streets. A small number of cross streets existed before the turn of the 20th century; the current dense street plan was largely in place by the time of the Second World War.

HISTORICAL BACKGROUND

Until suburban development reached Marblehead in the 20th century, Clifton was open farmland with a scattering of rural residences and summer hotels and cottages. Its origins are said to extend back to 1635 when the plantation of Marblehead was set off from Salem and a 350-acre tract in the area was granted to John Humphrey, deputy governor of the Massachusetts colony. Its deed described it as extending from the “Clifte” (now in the West Shore neighborhood) to the Forest River, which is presumably the origin of Clifton’s name. Humphrey’s plantation covered Clifton Heights and Preston Beach, as well.² According to Lord and Gamage in *The Spirit of ’76 Lives Here*, by the turn of the 18th century, Humphrey had left the scene and the plantation was “sliced up by the trustees of Marblehead land” into individual farm tracts. “John Humphrey’s Clifton grant had no strong, enduring family to carry on a traditional ownership, so various owners cleared the land and farmed it.”³

The area was not remote as one of the earliest roads on the peninsula, originating as an Indian trail and connecting Marblehead with Salem, passed through it. Lafayette Street likely follows this route; a bridge across the Forest River was built as early as 1640. Humphrey and Tedesco streets also are early routes linking Marblehead with the mainland, and it was to all three that farmsteads were oriented. The settings of remaining farmhouses, as well as those depicted on 19th-century maps, reflect these narrow lots, although they gradually were consolidated and reconfigured to provide for



Fig.2: Farmhouse at 245 Humphrey St., ca. 1850.



Fig.3: Farmhouse & barn at 87 Humphrey St., ca. 1850

² Lord & Gamage, *The Spirit of ’76 Lives Here*, 319.

³ *Ibid.*, 323, 325.

more efficient land use. Surviving farm buildings are typical of modest 19th-century enterprises supplying meat, produce and dairy products to local markets, and they range in size from the substantial two-story farmhouse on John Stone's farm at 245 Humphrey Street to the story-and-a-half front-gable dwelling and barn associated with the Alley family at 87 Humphrey (Figs.2&3). Historical accounts and map evidence indicate that the area remained rural and agricultural into the 20th century with "almost no interest in further development."⁴

CLIFTON NEIGHBORHOOD IN THE LATE 19TH CENTURY

The 1872 map of this part of town with its scattered dwellings varies little from the one published in 1856 (Fig.4). The principal land owners were Horace Ware, who owned much of the land between Humphrey Street and the ocean, Robert Brookhouse, whose land extended west and south of Ware's, Joseph Hathaway, who farmed farther north and John Bartlett. These people, and their heirs, would play important roles in the residential development that now defines the neighborhood.

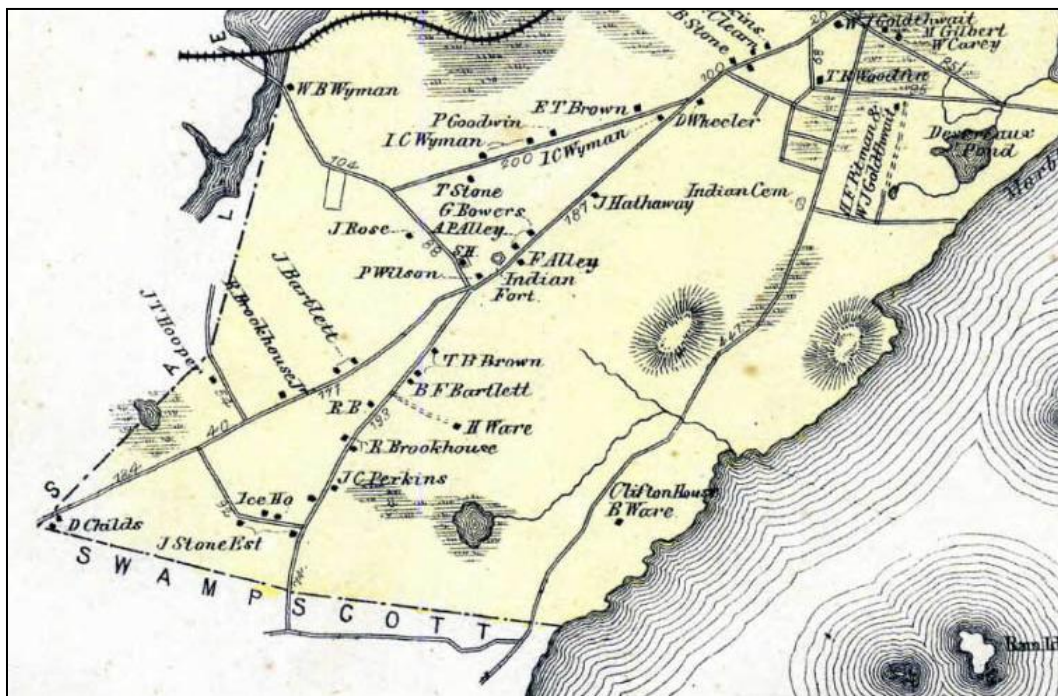


Fig.4: Detail of 1872 map of Marblehead with north at top of image.

Transportation improvements had begun to open up this area to residential development, and its proximity to Swampscott and Salem made it especially attractive. By this time, Benjamin P. Ware already had opened Clifton House on the ocean heights to summer tourists. Atlantic Avenue had recently been extended from Swampscott to Ocean Avenue, and it opened up the entire shoreline below Marblehead Neck to vacationers. A year after the above map was published a branch line of the Eastern Railroad was

⁴ Ibid. 325. "MHC Reconnaissance Survey Town Report" (1985).

opened connecting Marblehead with Lynn and the main line to Boston. This further spurred Marblehead's tourist economy, and it was the harbinger of the town's future as a suburb.

By the time the next map of Marblehead was published in 1884, new roads had appeared linking Humphrey Street with Atlantic Avenue and the ocean (Fig.5). The Clifton Station was positioned between Rockaway and Clifton avenues. (Two more roads, Seaview Avenue and Brookhouse Road (now Briar Lane), traversed the Preston Beach neighborhood.) Benjamin Ware began subdividing lots for summer cottages in this area, on both sides of Atlantic Avenue, as early as 1877 and the area became known as Clifton Village. (This area is now contained in the Clifton Heights neighborhood.)

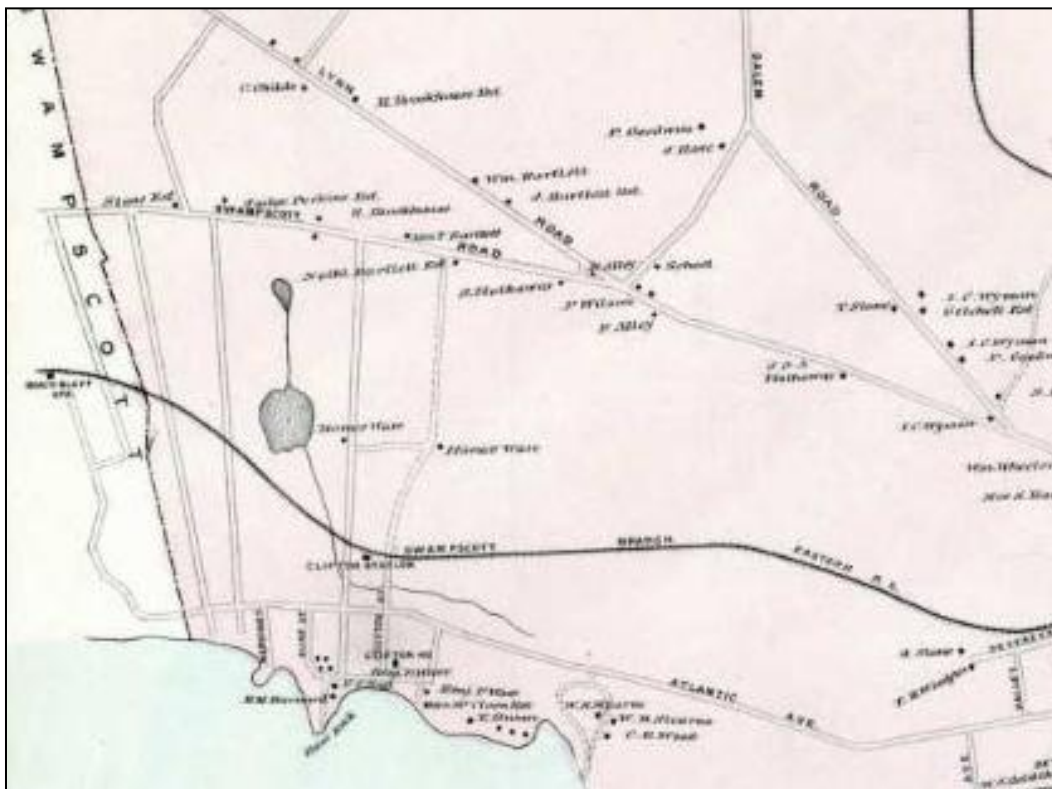


Fig.5: Detail of 1884 map of Marblehead with north at right of image.

A trolley line running along Humphrey Street from the town center to Lynn was opened in 1884 bringing public transportation into the core of the neighborhood. Three years later, George H. Smith, James T. Phelps and John H. Langmaid filed a subdivision plan for 48 house lots at the westerly end of Rockaway and Clifton avenues on land they evidently acquired from Benjamin Ware, who was busy developing the ocean side (Fig.8 and Lot 10 in Fig.10).⁵ George H. Smith's identity is not clear, although he may be the George A. Smith who advertised his farm in the Devereux Neighborhood for sale in 1870.⁶ James T. Phelps owned an insurance agency in Boston and had a summer home in Clifton and John H. Langmaid lived in Salem and was proprietor of an eponymous building supply company. The four Shingle Style

⁵ Twenty-eight subdivision plans dating from 1887 to 1956 have been identified in the neighborhood and are listed and referenced to plans filed in the Essex County South Registry of Deeds in an appendix.

⁶ Lord & Gamage, *The Spirit of '76 Lives Here*, 326.

houses that can be associated with this turn-of-the-century period, three with gambrel roofs and one with a gable roof, appear to have been designed as much in the summer cottage mode than as prototypical suburban dwellings (Fig.6). The few identified suggest that development progressed slowly at this stage.



Fig.6: Aerial view of Rockland Ave. (bottom) and Clifton Ave. (top) east of Humphrey St. showing three gambrel-roof and one gable-roof houses built on the 1884 plan of lots. (Addresses are 30 & 34 Rockland Ave. and 39 & 40 Clifton Ave., left to right.)

CLIFTON AT THE TURN OF THE 20TH CENTURY

The second subdivision plan was filed by Lynn real estate agent Frank W. Coughlin in 1906 under the name Tedesco Lawn (Lot 27 in Fig.11). It occupied the inside of the curve of West Street between Tedesco and Humphrey streets, on land likely a portion of the Brookhouse farm, and it backed up to the Tedesco Country Club, which was established on the old Childs Farm in 1902.⁷ The plan contained 144 lots on three new roads: Ruby, Sapphire and Emerald avenues, as well as West Street.



Fig.7: House at 31 Ruby Ave.

⁷ The existing clubhouse was built in 2011 following the demolition of one designed by A.N. Boudinot and constructed in 1933.

The small, densely-packed house lots, all with 25 ft. frontages and most 80 ft. deep, evidently were conceived for small middle-class homes and their proximity to the trolley line suggests that they were intended to attract new buyers from adjoining Salem and Lynn. Only three buildings are depicted on the plan on the 1912 map of the neighborhood (Fig.8), and by 1914 Coughlin had conveyed the parcel to James E. Burdett, a Lynn clothing merchant who also identified himself as a real estate agent. Like the earlier Clifton Avenue plan, the plan developed slowly; one of the three houses extant in 1912 is located at 31 Ruby Avenue (Fig.7).

The plates covering Clifton in the 1912 Marblehead atlas depict the two early subdivisions and document the neighborhood on the verge of the intensive residential development that now characterizes the area (Figs.8-10). The linear farm lots between Tedesco and the railroad set the pattern and dimensions of residential subdivision plans coming soon after. Farm lots on the Salem side of Tedesco were more irregular, but subdivision plans largely conformed to those lot configurations as well. Thus, land divisions dating back to the 18th-century have been preserved in the current map of the town (Fig.11).

CLIFTON IN THE WWI ERA AND AFTER

The next subdivisions to appear were concentrated on the Humphrey Street trolley line close to the Swampscott border. In 1914 the estate of William J. Goldthwait filed a plan with about 60 house lots between West Street and the town boundary adding new streets Endicott and Winthrop avenues and Conant Road (Lot 28 in Fig.11). Goldthwait was a major developer in Marblehead, having subdivided

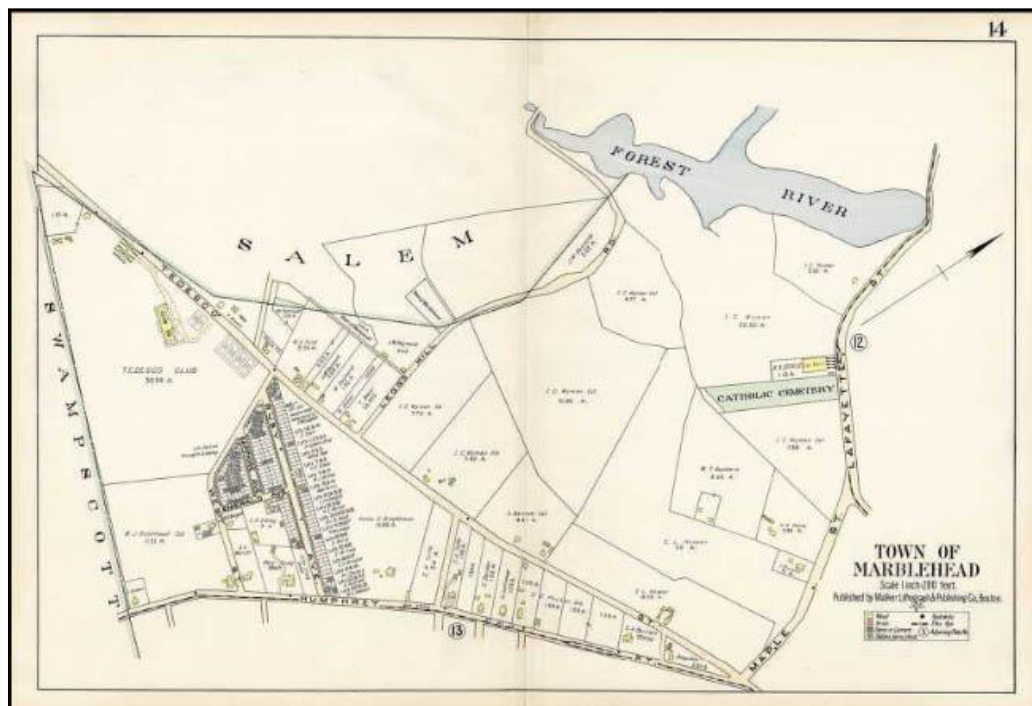


Fig.8: Plate 14 from 1912 Marblehead atlas showing portion of Clifton neighborhood on the Salem side of Humphrey Street. The 1906 Tedesco Lawn subdivision is platted at left.

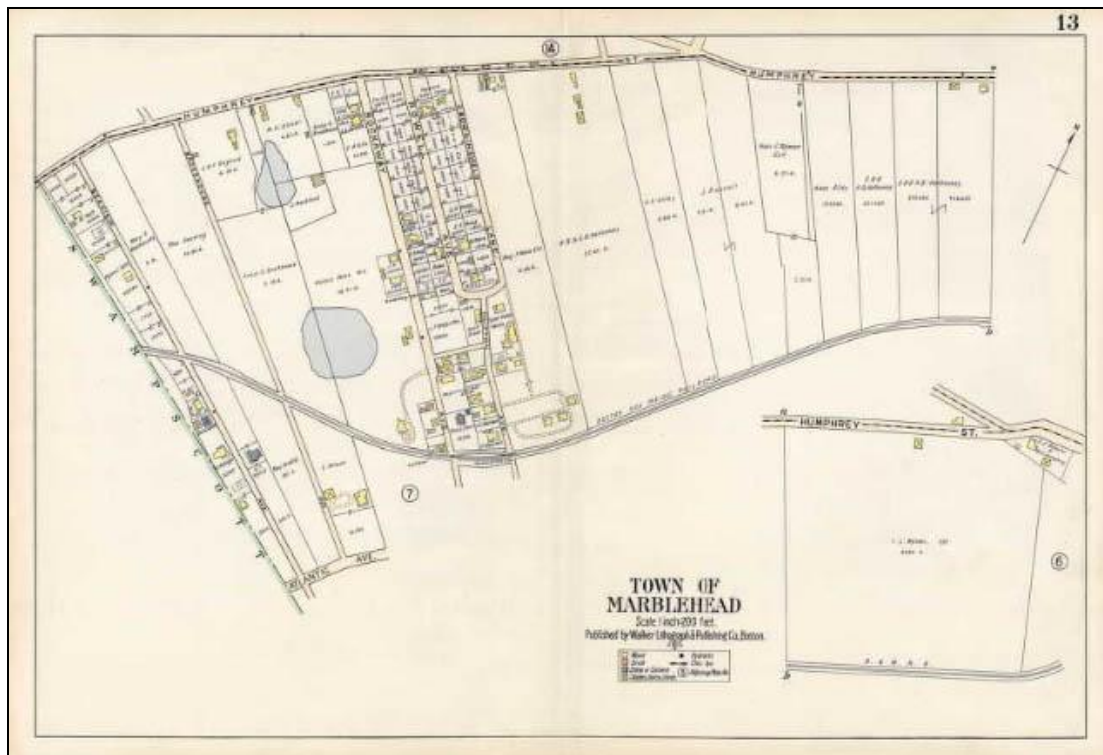


Fig.9: Plate 13 from 1912 Marblehead atlas showing portion of Clifton neighborhood on the ocean side of Humphrey Street. The subdivision filed by George H. Smith, James T. Phelps and John H. Langmaid in 1887 is represented in the center.

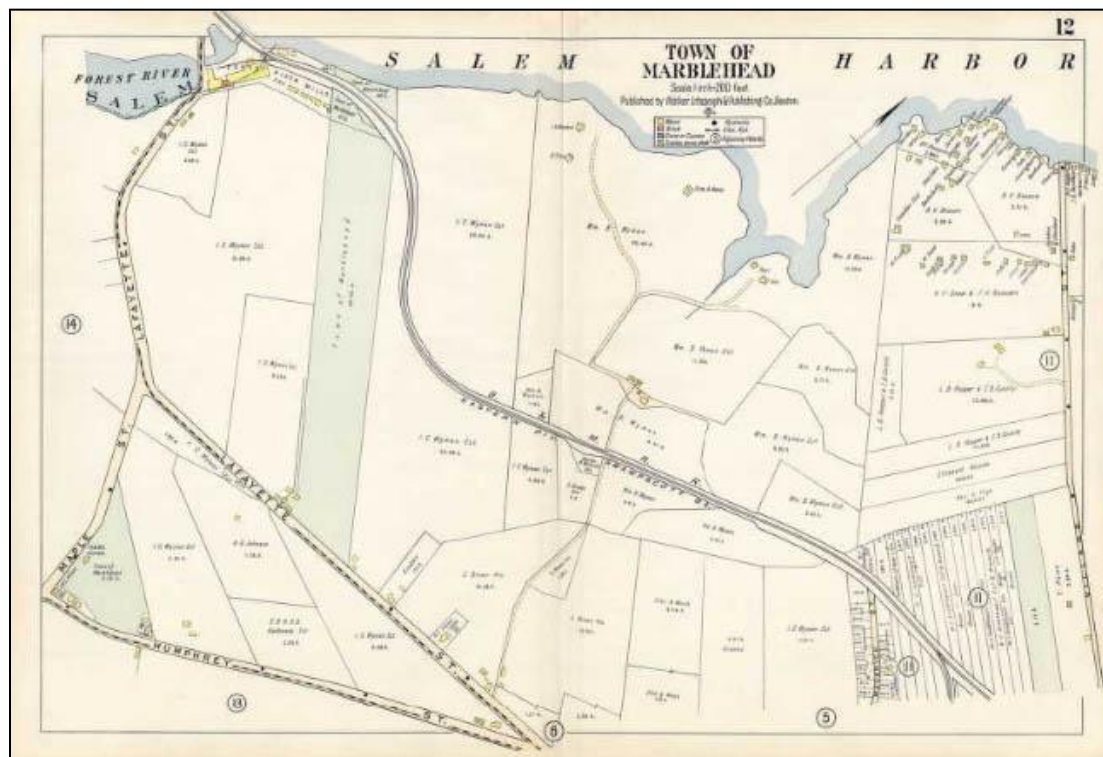


Fig.10: Plate 12 of the 1912 Marblehead atlas showing the northerly portion of Clifton depicted in the triangle between Lafayette, Humphrey and Maple streets in the lower left corner of the map.

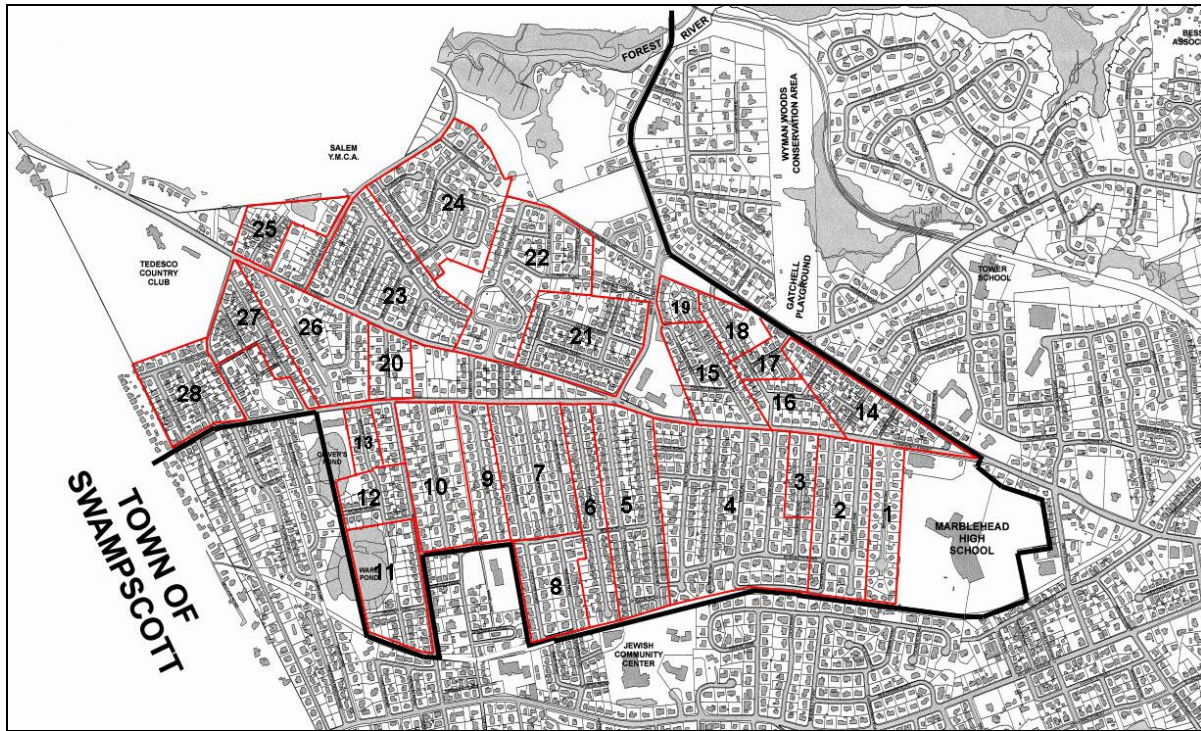


Fig.11: Map of Clifton neighborhood with known subdivision plans outlined. Numbers within the red lines link the plans to documentation in an appendix.

the Smith Farm, comprising most of the Devereux neighborhood, in the 1890s. His wife, Mary Smith Pitman, may have had a role to play in him obtaining the property. Prior to this, Goldthwait was a provisions merchant, a business he inherited from his father. Unlike the previous developments, the Goldthwait tract was built out fairly fast with single family homes in a variety of “modern” 20th-century styles that would appear repeatedly in subsequent subdivisions. Streetscapes contain a mix of Two-story Colonials, Dutch Colonials, Four-squares and Craftsman Cottages and Bungalows, all of which were derived from published house plans followed by local builders (Fig.12). These types were



Fig.12: Endicott St., north side east of Conant St.

introduced to the earlier subdivisions and now characterize those streets. The tiny lots in Tedesco Lawn were combined in groups of two or more to create larger parcels.

In 1919, after a hiatus corresponding with the duration of the First World War, the Brookhouse family platted the part of their farm on northerly side of Tedesco Lawn transforming it into Brookhouse Park (Lot 26 in Fig.11).⁸ It was conceived to be more pretentious with a wide boulevard divided by grassy islands (Brookhouse Drive) and larger lots and houses. The plan was filed by Robert Brookhouse, who lived in Salem, and Margaret B. Day, probably another heir, and it preserved the Brookhouse farmhouse, then being used by the family as a summer house, on a landlocked lot above Humphrey Street (201 Humphrey). Following this one, at least a dozen plans were filed in the 1920s with a total of nearly 500 lots. Five more, with over 300 lots were added in the 1930s. They had encompassed the Salem side of Humphrey and Tedesco streets, stretching to a point at the intersection of Humphrey, Lafayette and Pleasant, and had, by the end of the 30s had made significant inroads into the ocean side. All of them contained a similar mix of “between-the-wars” types and styles of houses, some more uniform in the period than others.

This surge in planned residential development marked the point where Marblehead became a suburb for adjoining cities and Boston, which could be easily reached by trolley and rail. By one account, white collar workers from the General electric plant in Lynn were a principal factor in the growth.

The following images are provided to provide a sampling of the standard early 20th-century house types predominating the subdivisions developed in the 1920s and 1930s.



Fig.13A: Cape Cod, 17 Ruby Ave.



Fig.13B: Cape Cod, 10 Leicester Rd.



Fig.13C: Two-story Colonial, 18 Auburndale Rd.



Fig.13D: Two-story Colonial, 32 Clifton Ave.

⁸ The Goldthwait development may not have been undertaken until after the war, but more intensive research is needed to determine more precise construction dates.



Fig.13E: Dutch Colonial Revival, 12 Auburndale Rd.



Fig.13F: Dutch Colonial Revival, 29 Cedar St.



Fig.13G: Tudor Revival, 23 Cedar St.



Fig.13H: Tudor Revival, 22 Auburndale Rd.



Fig.13I: Four-Square, 15 Oak St.



Fig.13J: Four-Square, 10 Glendale Rd.



Fig.13K: Craftsman Cottage, 3 Doane St.



Fig.13L: Craftsman Cottage, 7 Winthrop St.



Fig.13M: Garrison Colonial, 23 Pickwick Rd



Fig.13N: Garrison Colonial, 45 Pickwick Rd

A few subdivisions emerge as particularly intact to the period in which they originated.

- Goldthwait Estate Subdivision, 1914 (Winthrop, Endicott, Conant), #28 on subdivision map
- Brookhouse Park, 1919 (Brookhouse, Elmwood), #26 on map
- Maple & Martin Parks, 1922-1923 (Birch, Cedar, Cypress, Cherry, Oak, Martin), #15-18
- Tedesco Park, 1927 (Lindbergh, Homestead, Columbia, Alden), #21
- Russell's Gardens, 1929 (Auburndale & Glendale west of Brook), #5
- Alva Thompson Subdivision, 1929 (Thompson, west end), #3
- Colonial Village, 1930 (Pickwick west of Brook), #6
- Angus MacDonald, Inc. Subdivision, 1933 (Trinity, Miles Standish, Westminster, Canterbury, Londonderry), #23
- Hathaway Acres, 1937 (Shetland, Hereford, Leicester), #7

Within this group, the Angus MacDonald, Inc. Subdivision (Trinity, Miles Standish, Westminster, Canterbury & Londonderry roads) contains a unique set of house designs, apparently the work of an as yet unidentified architect (Figs.14A-D). And a distinctive house type is seen in two or three instances in the neighborhood: a Four-Square with shed-roof wings continuing the slope of the hipped roof on the sides of the house (Fig.15). More of these were built in the Preston Beach Neighborhood.



Fig.14A: 24 Londonderry Rd.



Fig.14B: 9 Trinity Rd.



Fig.14C: 12 Westminster Rd.



Fig.14D: 14 Westminster Rd.



Fig.15: Modified Four-Square house at 11 Auburndale Rd.

CLIFTON AFTER WWII

The last remaining part of the neighborhood to be developed was the Hathaway farm, which had been functioning as a large regional commercial enterprise known as Sorosis Farms until it was bankrupted in the Great Depression. Ralph Sevinor, a Chelsea house builder, purchased the farm and gradually subdivided and developed the parcel with single family homes. Born in 1888 in Russia, he immigrated to the U.S. in 1905. He and his wife, Ida, also a Russian immigrant (1907), were married in 1908, and they settled in Chelsea, where they raised their family. Although he never lived in Marblehead, his son and partner, Leo Sevinor, established his home there. Leo's obituary claimed that the Sevinors built almost 500 houses on ten streets in Clifton, many of them named for family members, from the 1940s to the late 1960s.⁹ The memorial went on to state the following:

⁹ *Chelsea Record*, 23 March 2012. <http://www.chelsearecord.com/2012/03/23/leo-sevinor-dead-at-95/>.

What is today called the neighborhood of Clifton is, in reality, a Sevinor legacy to the great out-migration from the Chelsea's of this world after the war, to the perceived better life in Marblehead during a time in our national history when suburbs like Marblehead grew as part of the Great Generation's desire to get married and to start their families and to cap off this aspect of the American Dream with a single-family home.

The Sevinors were Jewish and, in that sense, represent (and facilitated) the growing presence of the Jewish community in Marblehead and, particularly, the Clifton neighborhood. In 1940 Ralph Sevinor was one of 21 building contractors listed in the Marblehead directory; his business address was 96 Humphrey Street, a house appropriately on the corner of Ralph Road.

A plan of lots on Countryside Land and Leo Road was filed in 1942. The subdivision was immediately adjacent to the part of Sorosis Farms conveyed to the Town of Marblehead, where the present high school is located. It does not appear that many houses were built on this plan until after 1954 (none apparently during the war) when the plan was refilled. The large ranches and split-levels that predominate on these streets are of designs and a scale that reflect the late 1950s or 1960s (Figs.16&17).



Fig.16: View on south side of Countryside Ln. looking east



Fig.17: House at 4 Leo Rd.

The houses built on Sevinor Road in a large subdivision platted in 1947 are more typical of the affordable housing erected for veterans immediately following the war (Figs.18&19). Their designs are not unlike the houses constructed before the Depression—Capes, Two-story Colonials and Garrison Colonials—except that they are smaller in scale with fewer decorative embellishments and less expensive materials. These were designs promulgated and approved by the Federal Housing Administration, which provided mortgages to millions of home-buyers, mostly veterans, in this period.



Fig.18: Streetscape on Sevinor Rd.



Fig.19: Streetscape on Sevinor Rd.

Post-WWII Era houses can be found in-filling vacant lots in pre-war neighborhoods, and they are generally of this smaller, affordable type, which can put them at odds visually with their older, more architecturally articulated neighbors. At least one idiosyncratic design was employed with a few houses

inserted into the pre-existing plan on Legg's Hill and Canterbury roads. Essentially a Cape, the house was embellished with a gambrel-roof pavilion on the front (Fig.20).



Fig.20: House at 19 Legg's Hill Rd.

Like other towns and cities in Massachusetts, as well as around the nation, Marblehead sponsored the construction of subsidized housing projects for veterans because even with the significant financial benefits offered, not all of them could afford to purchase a home. In 1953 the town took a portion of their Sorosis Farm holding bordering on the Sevinor property, on which it laid out Broughton Road and built 30 small two-story duplex housing units cleverly arranged by circular plazas placed intermittently along the street (Fig.21). The property still is managed by the Marblehead Housing Authority, which owns and operates other similar facilities in the town, although it no longer caters solely to war veterans.



Fig.21: View on Broughton Rd. looking west.

Although plans were laid out to extend from Humphrey Street to the railroad right-of-way, most streets in the Sevinor tract concentrated their initial construction phases at the Humphrey Street end and then gradually filling in towards the railroad as time and demand progressed. Clearly, the railroad corridor was considered a negative in terms of desirability. A cross street, Elizabeth Road (named for Ralph Sevinor's daughter), serves as a rough demarcation line between early and late phases of construction. This also was the case with the pre-war subdivisions between Humphrey and the railroad, with Brook Road separating the construction zones. Newer and larger houses, mostly ranches and split levels built in the 1960s and 1970s, predominate in these sections of the street plan east of Humphrey Street (Fig.22).



Fig.22: House at 54 Leicester Rd.



Fig.23: House at 17 Fieldbrook Rd

One of the last historic subdivisions to be introduced in the neighborhood was in 1956 along Stratford Road, which was cut from Londonderry Road and branched out towards open land along the Forest River. This was the last area in the neighborhood left undeveloped, with Stratford Road platted in 1956, and

plans for Angenica Terrace and Field Brook Road filed in 1961 (Fig.23). More recently, the subdivision was expanded along Yorkshire Road and Riverside Drive. A group of new homes has just been completed on Clipper Way a new street on the river side of Old Salem Road opposite Tedesco Manor. It filled a void that had existed at the intersection of Old Salem Road and Lafayette Street and abuts the Star of the Sea Cemetery. The rest of the open space appears to be a town conservation area along the Forest River.

With most of the neighborhood platted and built-out by 1960, there is little evidence of new construction occurring in the last 50 years. What has been built has occurred on lots left vacant in earlier stages. With the exception of 19th-century properties, few house lots have been subdivided, nor are they able to be. Since 2001, only seven tear-downs have been recorded by the town in Clifton. One of those was to replace a small shopping plaza on Humphrey Street with two bulky three-story condominium buildings overlooking Oliver's Pond, which are the only buildings of that scale and height in the community. A historic one-story commercial building at 179 Humphrey Street is the only property of that type (Fig.24). Two public elementary schools also are located in the neighborhood. The Eveleth School on Brook Street was built in 1960; the Glover School on Humphrey Street is a new school recently completed.



Fig.24: Commercial building at 179 Humphrey St.

RECOMMENDATIONS FOR SURVEY: Clifton Neighborhood

- Research and write an overview of the history of the neighborhood and its development

The Clifton neighborhood has significance in its underlying farm history, which provided the pattern for later residential development, with a number of the farm families playing a role in the transformation of the agricultural area into a suburb. Development occurred with the opening of railroad and trolley connections to Lynn and Boston that associates Clifton with the earliest phases of Marblehead's suburban history as distinguishable from the tourism history that relates to neighboring Clifton Heights. Clifton also was the place where the town's earliest Post-WWII development took place, initiated by Ralph and Leo Sevinor of the Sorosis Farm.

- Survey significant pre-WWII subdivisions on separate area forms (#s indicate location on subdivision map of neighborhood (Fig.10)).
 - Tedesco Lawn, 1914, #27 (52 buildings)
 - Goldthwait Estate Subdivision, 1914, #28 (58 buildings)
 - Brookhouse Park, 1919, #26 (44 buildings)
 - Maple & Martin Parks, 1922-1923, #15-18 (110 buildings)
 - Tedesco Park, 1927, #21 (80 buildings)
 - Russell's Gardens, 1929, #5 (94 buildings)
 - Alva Thompson Subdivision, #3 (19 buildings)
 - Colonial Village, 1930, #6 (52 buildings)
 - Angus MacDonald, Inc. Subdivision, 1933, #23 (100 buildings)
 - Hathaway Acres, 1937, #7 (72 buildings)

These ten areas represent subdivisions generally built out during the pre-war period and representing intact planned developments with distinctive and examples of early suburban architecture.

- Survey significant post-WWII subdivisions on separate area forms (#s indicate location on subdivision map of neighborhood (Fig.10)).
 - Broughton Road Veterans Housing, 1953, #1 (31 buildings)
 - Sevinor subdivisions, 1942-1947, #2&4, (183 buildings)

These areas are important examples of post-WWII planning and affordable housing in the town.

- Survey individual properties on building forms (35 properties)
 - Clifton Avenue: 8, 39, 40
 - Hillcrest Road: 21
 - Humphrey Street: 50, 79, 87, 107, 109, 111, 131, 147, 166, 171, 175, 179, 187, 201, 206, 227, 245
 - Lafayette Street: 47, 73
 - Rockaway Avenue: 3, 5, 30, 34, 39, 43
 - Ruby Street: 33
 - Tedesco Street: 129, 143, 154
 - West Street: 1, 20

Properties have been selected based on their depiction in 1912 maps of the neighborhood and other considerations; more properties may emerge in the preparation of the historical overview and/or area forms

Marblehead Neighborhood Overviews

CLIFTON HEIGHTS

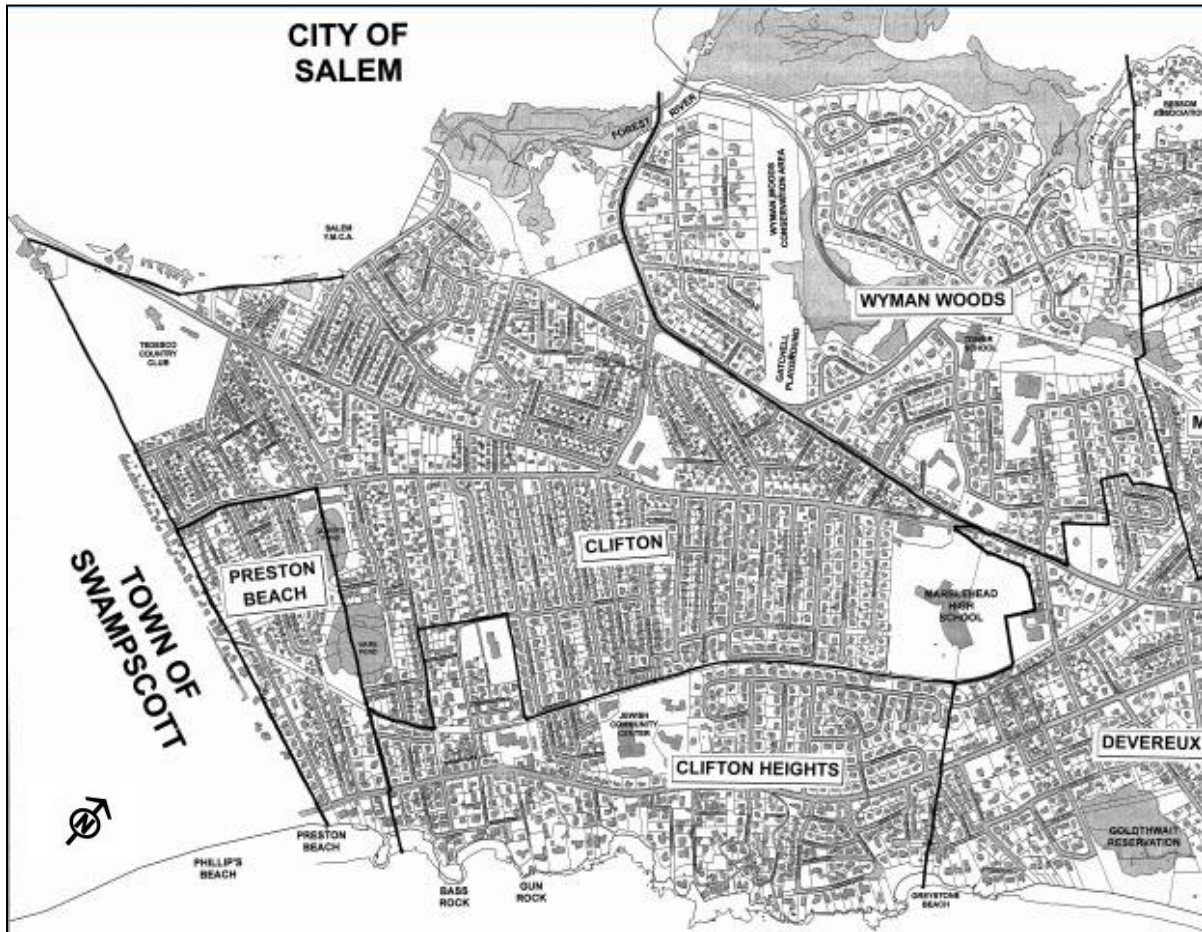


Fig.1: Detail of Neighborhood map of the Town of Marblehead.

The Clifton Heights neighborhood occupies a large area on the easterly side of the town where it borders on the Atlantic Ocean (Fig.1). It is separated from the suburban Clifton neighborhood by the right-of-way of the Boston and Maine Railroad, but the early development of each is linked by shared land ownership. The Preston Beach neighborhood takes a small notch out of the ocean front at the southerly end of the town and shares the summer resort history with Clifton Heights; the Devereux neighborhood forms the northerly boundary. The topography is generally flat, although the coastline is irregular and rocky with escarpments that give meaning to the neighborhood being the “heights.” The neighborhood is fully built out with no significant amount of open space; the oceanfront has been privatized.

Atlantic Avenue, entering the town from Swampscott, is the principal thoroughfare around which the neighborhood is organized, and with few exceptions expressed the limit of oceanfront development. The ocean side of Atlantic Avenue was divided into a patchwork of small colonies of summer cottages with an

informal network of lanes linking them internally and to Atlantic Avenue. The railroad ran more inland, with resort development reaching up and embracing areas, like Clifton Village, where depots were located. In the 20th century, as suburban development spread through the lower half of the peninsula, new roads and houses were introduced to the west side of Atlantic Avenue.

HISTORICAL BACKGROUND

Until resort development reached Marblehead in the mid-19th century, Clifton Heights was open farmland and associated in that use with the adjoining neighborhoods of Clifton and Preston Beach. Its origins are said to extend back to 1635 when the plantation of Marblehead was set off from Salem and a 350-acre tract in the area was granted to John Humphrey, deputy governor of the Massachusetts colony. Its deed described it as extending from the “Clifte” (now in the West Shore neighborhood) to the Forest River, which is presumably the origin of Clifton’s name.¹⁰ According to Lord and Gamage in *The Spirit of '76 Lives Here*, by the turn of the 18th century, Humphrey had left the scene and the plantation was “sliced up by the trustees of Marblehead land” into individual farm tracts. “John Humphrey’s Clifton grant had no strong, enduring family to carry on a traditional ownership, so various owners cleared the land and farmed it.”¹¹



Fig.2: Detail from 1856 Map of Essex County.

¹⁰ Lord & Gamage, *The Spirit of '76 Lives Here*, 319.

¹¹ *Ibid.*, 323, 325.

Clifton Heights was a more remote area being somewhat distant from the early roads linking Marblehead with Salem, passed through it. Lafayette Street, likely followed an Indian trail; a bridge across the Forest River was built as early as 1640. Humphrey and Tedesco streets also are early routes linking Marblehead with the mainland, and it was to all three that farmsteads were oriented. The settings of remaining farmhouses, as well as those depicted on 19th-century maps, reflect these narrow lots, although they gradually were consolidated and reconfigured to provide for more efficient land use. The area continued in agricultural use for the next two centuries, although by the mid-19th century, summer resort development began to determine the land use along the ocean.

CLIFTON HEIGHTS NEIGHBORHOOD IN THE LATE 19TH CENTURY

In 1856 there were no roads, much less a railroad, running through the Clifton Heights neighborhood (Fig.2). However, by this time, the Ware family had opened the Clifton House to summer tourists, located at the end of a long lane leading through their farm from Humphrey Street, later to be known as Clifton Avenue. A second road is dotted-in through the Hathaway farm into the Casino area, although no buildings are depicted. A third leads from Humphrey Street, around a hill and towards the ocean at what was Peabody Camp (now Casino). By 1872 these roads had been replaced by the extension of Atlantic Avenue from Swampscott (Fig.3). Initially, the road ran only as far as Ocean Avenue, as its ultimate destination, as a tourist route, was Marblehead Neck. A year after the below map was published a branch line of the Eastern Railroad was opened connecting Marblehead with Lynn and the main line to Boston. This further spurred Marblehead's tourist economy, and it was the harbinger of the town's future as a suburb.

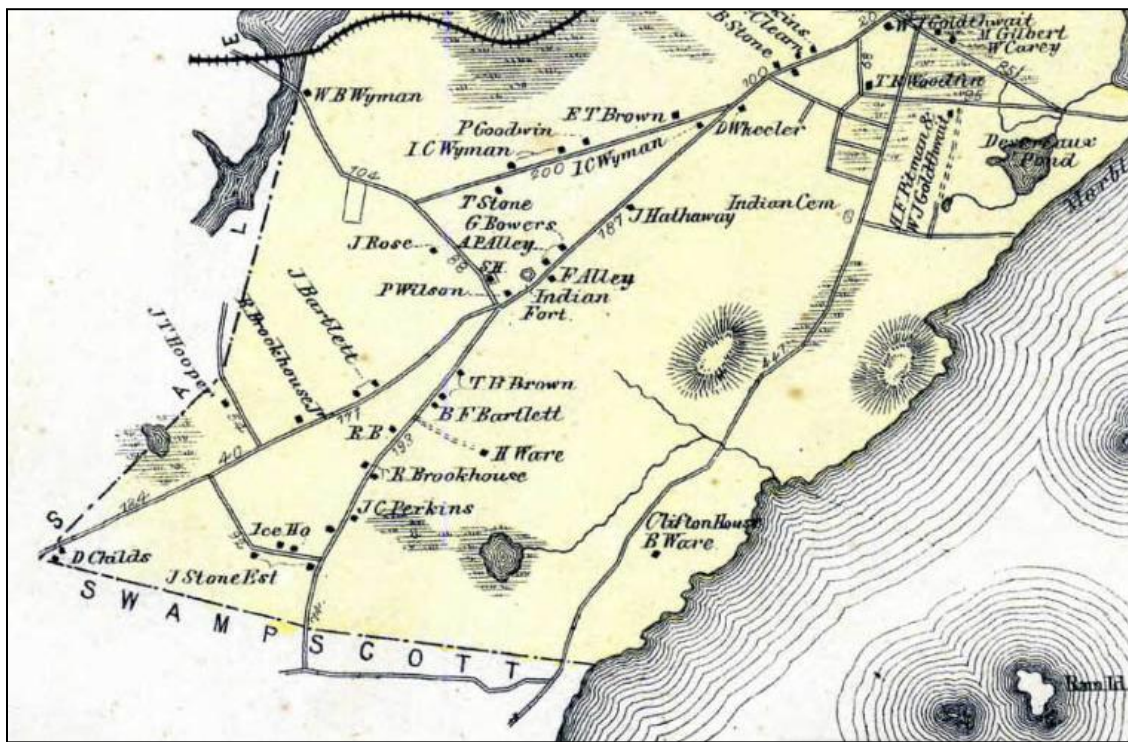


Fig.3: Detail of 1872 map of Marblehead with north at top of image.

By the time the next map of Marblehead was published in 1884, new roads had appeared linking Humphrey Street with Atlantic Avenue and the ocean (Fig.4). The Clifton Station was positioned between Rockaway and Clifton avenues. (Two more roads, Seaview Avenue and Brookhouse Road (now Briar Lane), traversed the Preston Beach neighborhood.) Benjamin Ware began subdividing lots for summer cottages in this area, on both sides of Atlantic Avenue, as early as 1877 and the area became known as Clifton Village. In 1880 local historian Samuel Roads, Jr. observed the following.

During the [Post Civil War] period..., the town has gradually developed into a popular summer resort. Nearly every available spot along the shore has been purchased and built upon by summer residents, and every year brings a larger number of pleasure-seekers to our shore than its predecessor... [E]very year new houses are erected in the sections known as Devereux and Clifton. The boarding-houses at these sections are always well-filled during the summer, and the future prominence of Marblehead as a watering-place seems to be assured.¹²

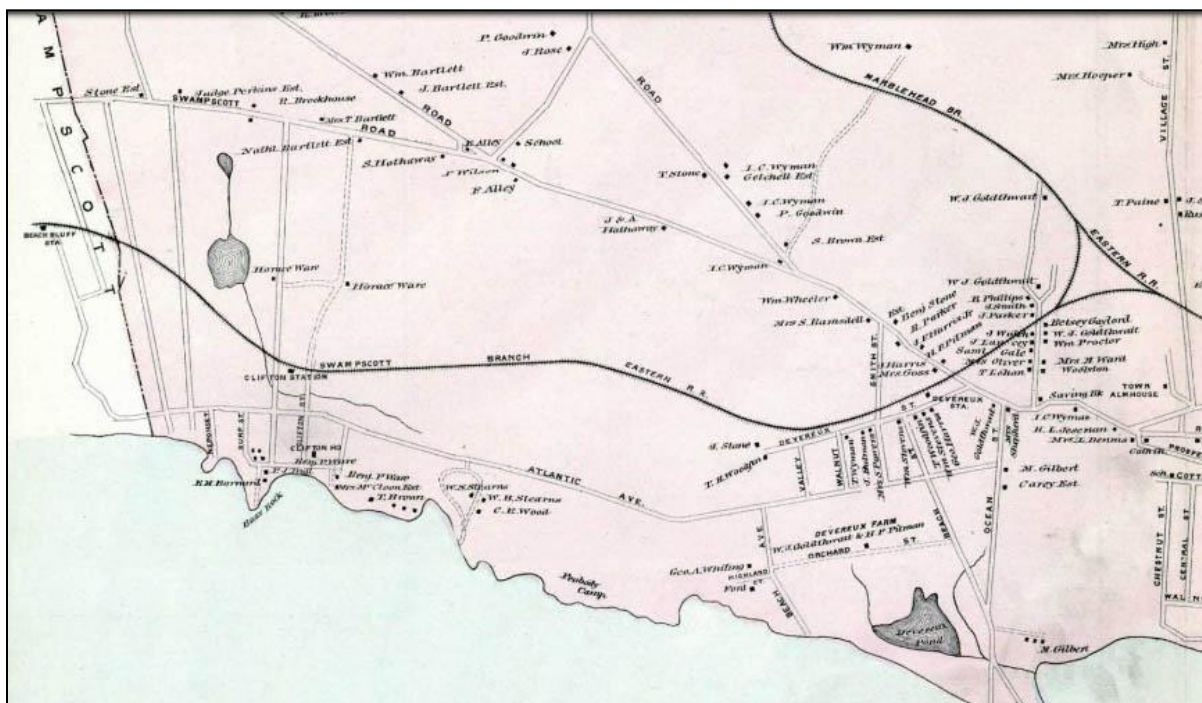


Fig.4: Detail of 1884 map of Marblehead with north at right of image.

Another account is found in Lord & Gamage's *The Spirit of '76 Lives Here*.

Clifton Village grew rapidly as a summer resort for the railroad now brought travelers from Boston in just over forty minutes. Mr. Swazey and his barges, *Atlantic* and *Anna May* (hacks with rows of benches, drawn by a team of horses) met all trains and carted the vacationers off to the Clifton House, or Hotels Crowninshield or Beach Bluff or Bellevue. Road's 1887 guidebook called Ware's Clifton House one of the finest hotels in Essex

¹² *The History and Traditions of Marblehead*, 331-332.

County, and listed the official address as Beach Bluff, Massachusetts. The Clifton hotels were well known for their table. There was a wide choice of resort activities: fishing, swimming, boating and golf and tennis which climaxed with interhotel tennis matches. A few minutes away was the Clifton Golf Club (south of Community Road) with 125 members who claimed to enjoy the “sporty: rocky 9-hole course along Atlantic Avenue and east of the Hathaway and Alley Farms...

The final stop for Swazey’s barges was Clifton Heights Square (Ticehurst and Casino Lane area) which was surrounded by summer cottages built on three main tracts of land. Very little of the land was sold for cottages; “ground rent” was charged by the year at an annual cost of \$50 to \$250. The Clifton Heights Association ran a casino with a full program for the enjoyment of summer residents. There were “Casino Hops,” stage productions called *The Casino Gaieties*, tennis, croquet and preaching services.¹³

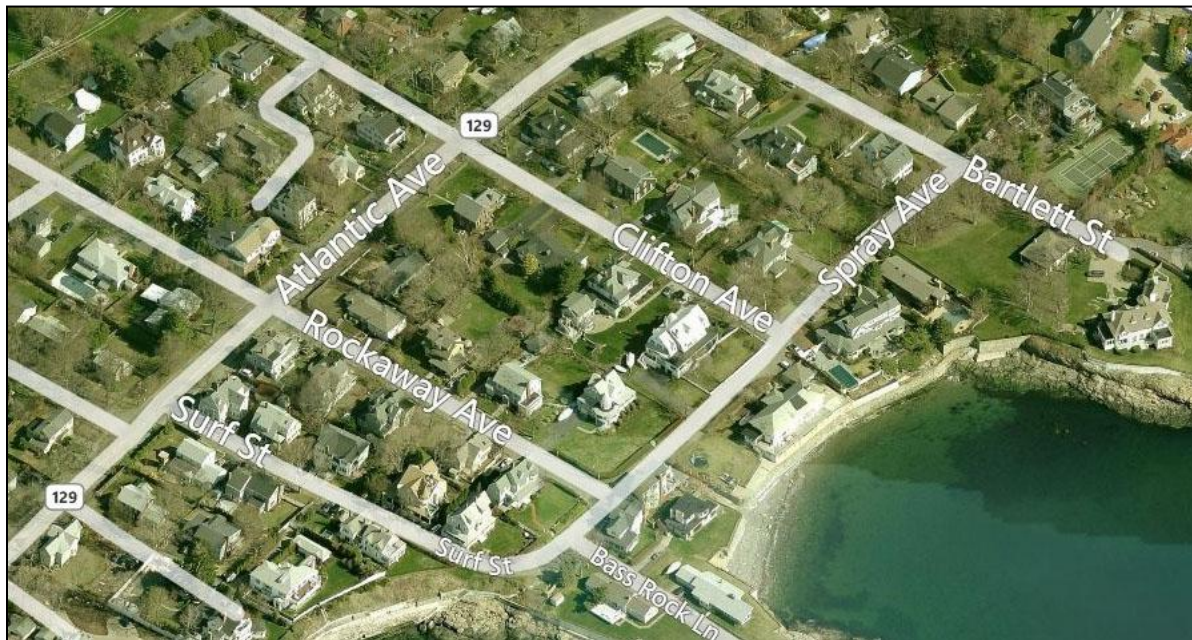


Fig.5: Aerial view of Clifton Heights from south.

The earliest plan so-far located was one containing 31 lots at Pig Rock on the ocean side of Atlantic Avenue between Rockaway Avenue and Pig Rock Lane. This probably was an addition to the street plan extended north of Rockaway and included Clifton and Spray avenues and Bartlett Street; the Clifton House was located between Clifton and Bartlett on Spray Avenue (Figs.4&5). This was the breadth of the Ware holding; the lots on the south side of Pig Rock Lane backed up on Brookhouse land in Preston Beach while those on the north side of Bartlett Street backed up on bordered on Hathaway land. Development extended west across Atlantic Avenue and beyond the railroad (the Clifton Station was located between Rockaway and Clifton avenues) to Brook Road where the Crowninshield Hotel was sited. The hotel no longer exists, but a few substantial summer cottages

¹³ 327-328.

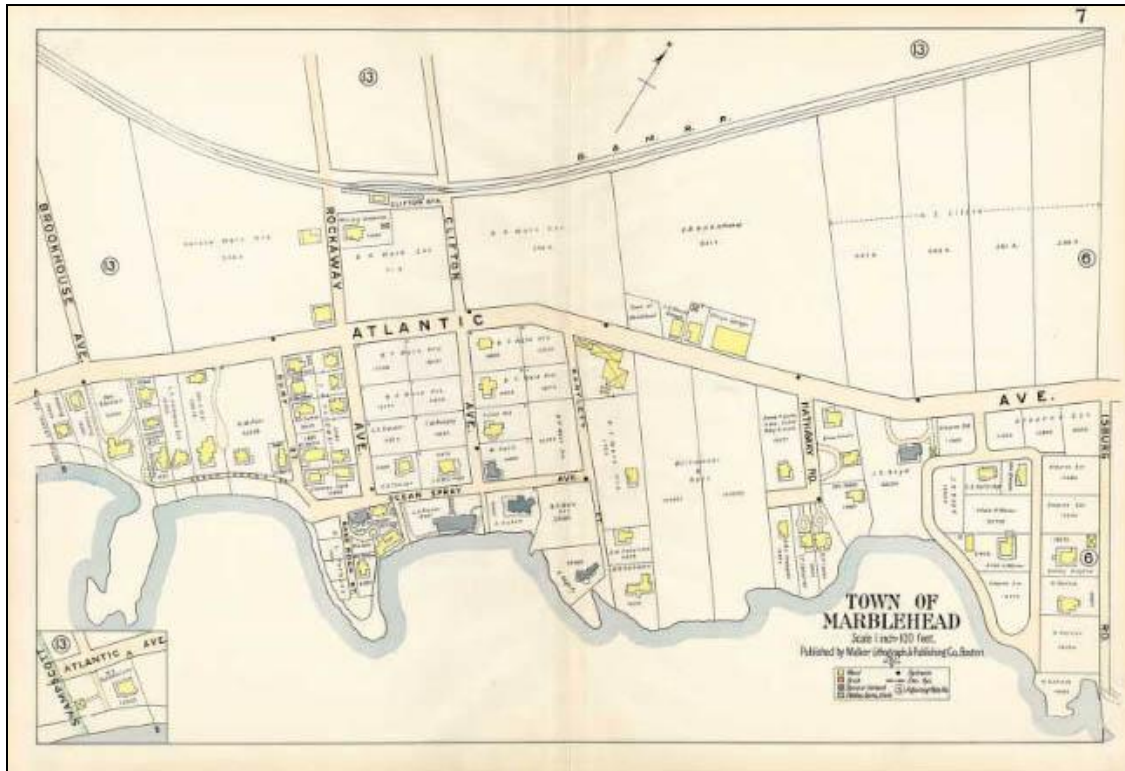


Fig.6: 1912 Marblehead Atlas, Plate 7 showing development along ocean shoreline.

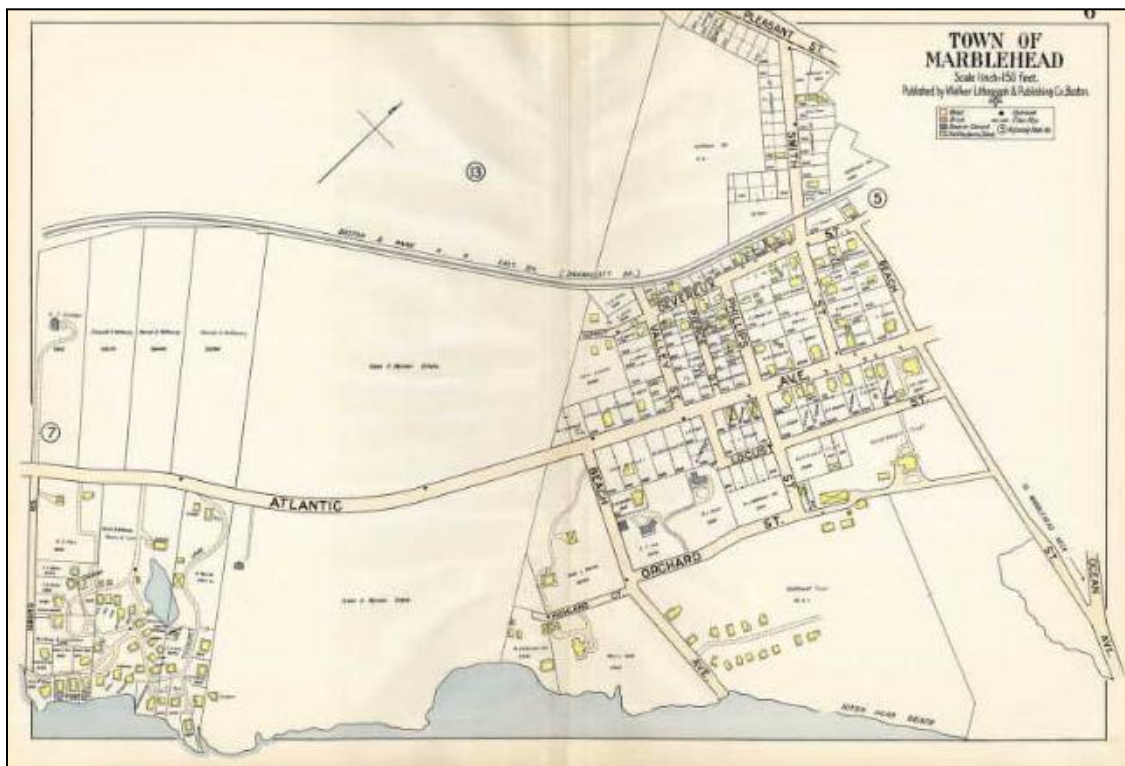


Fig.7: Plate 6, 1912 Marblehead Atlas showing the extent of development in the Casino colony and the vacancy of the Wyman tract, later to be built out as Greystone. The Devereux neighborhood is depicted to the right of the Wyman parcel.

distinguish Clifton Avenue in this section. By 1900 the hotel and the remaining undeveloped lots were conveyed to Mary H. Rose, Benjamin P. Ware's daughter.

The Hathaway farm stretched from its boundary with Clifton Village on the south up to and including Ticehurst Lane where the lands of Isaac G. Wyman began. The 1884 map shows a grouping of houses in the area of present-day Hathaway Road as well as a looping road and buildings representing the beginning stages of the subdivision along Crown Way. Peabody Camp, evidently a campground as no buildings are depicted, was indicated farther up the shore; this would soon become the location of the Casino colony. The Wyman lands at the northern end of the neighborhood were vacant at this point, the Greystone community would come later. No development is indicated between Atlantic Avenue and the railroad.

The summer houses built during this period were generally wood frame in construction with gable roofs and dormers; cross-wings, bay windows, widow's walks and towers; and ornate piazzas on multiple sides assembled in an informal and picturesque Queen Anne manner (Fig.8). Later in the century and into the early 20th, the Shingle Style was popular, with houses distinguished by gambrel roofs and the requisite outdoor "rooms" often tucked under.



Fig.8: Aerial view of houses along Spray, Rockaway & Surf in Clifton Village from the south. Bing Maps.

CLIFTON HEIGHTS NEIGHBORHOOD AFTER THE TURN OF THE 20TH CENTURY

By the time the next map of the neighborhood was published in 1912, ocean front properties in the Clifton Heights neighborhood had been created and largely built out with summer homes (Fig.6). The most dramatic change had occurred in the Casino colony where more than three dozen cottages had been built (Fig.7). In that same year, the estate of Elizabeth B. Hathaway filed a plan of the Casino parcel with rented lots demarcated with dotted lines.¹⁴ Only one building had been built on the otherwise vacant

¹⁴ Essex County South Registry of Deeds, Plan 4522:1. This and other plan references can be found in the appendix.

Wyman tract at the north end of the neighborhood, perhaps built as a summer home for Isaac C. Wyman, a Salem resident but president of the Marblehead Savings Bank, who died in 1910 (Fig.9).

Following a hiatus during the First World War, residential development resumed in Marblehead at a rapid rate. The Clifton neighborhood in the interior of the peninsula experienced tremendous growth



Fig.9: House at 14 Monroe Rd., ocean side.



Fig.10: Map of Clifton Heights neighborhood showing outlines of major subdivisions.

as farmland was partitioned into house lots for suburban development spreading out from Salem, Lynn and Boston. Almost immediately, this house-building activity spread from Clifton, across the railroad tracks and into open sections of Clifton Heights, not just areas on the westerly side of Atlantic Avenue, but into the summer-home zone along the ocean (Fig.10). The first planned subdivision to appear was named Greystone Beach, filed in 1926, which contained 91 lots and occupied the portion of the Wyman tract between The Casino and the Devereux neighborhood on the ocean side of Atlantic Avenue (#4 on map in Fig.10 & Fig.11). With the exception of the main entry road, Greystone Road, framed by distinctive limestone posts, all the streets bore the names of U.S. presidents. The initial houses were substantial and were designed in the Gothic Revival and Colonial

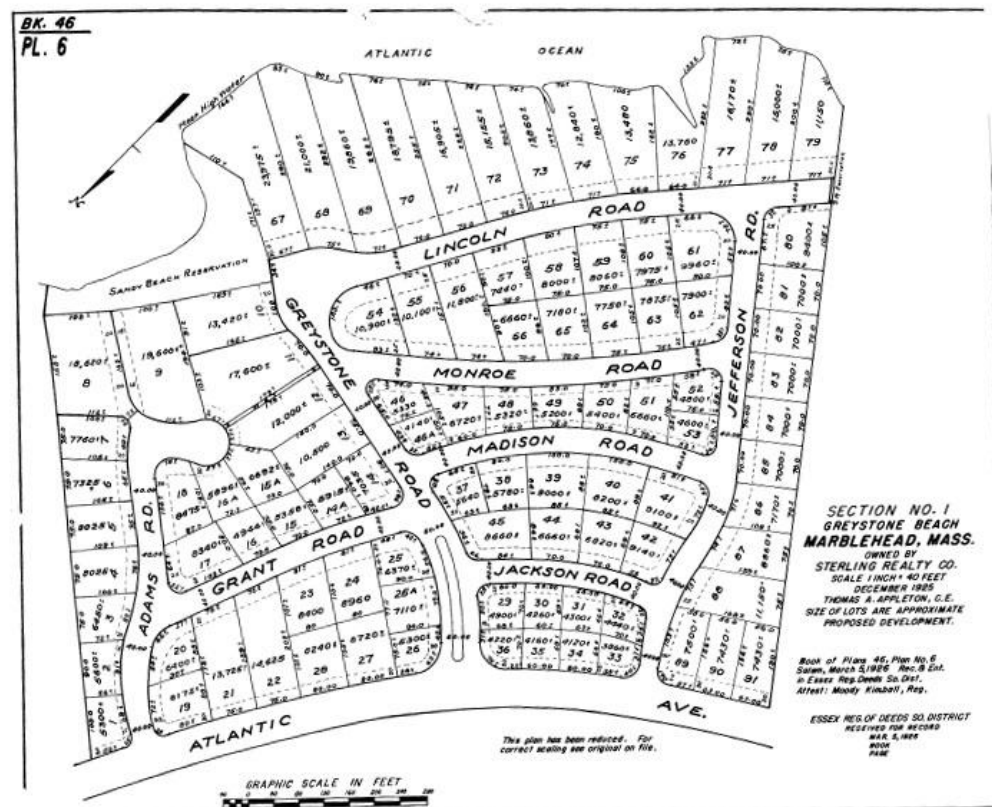


Fig.11: Plan of Greystone Beach, Section No. 1, Dec.1925. Plan 46:6, filed 1926.



Fig.12: House at 13 Adams Rd.



Fig.13: House at 9 Greystone Rd.

Revival modes (Figs.12&13). Yet, as built-out, the subdivision is characterized by smaller houses constructed after WWII.

Greystone Heights was appended to the south side of Greystone Beach in 1928 adding 36 lots and Vassar and Summit roads to the plan (#5 on map in Fig.10). Perched on a knoll, this subdivision pushed through the Devereux neighborhood boundary north to Gallison Avenue. The third and last plan to be filed before the Second World War was for a small subdivision on the west side of Atlantic Avenue in the Hathaway tract near Clifton Village (#6 on map in Fig.10). Actually named Clifton Village, the 37 lots on Garden, Ames, Cushing and Bristol roads contain houses, mostly ranches, built significantly later.

CLIFTON HEIGHTS IN THE POST-WWII PERIOD

A subdivision of 23 lots was laid out on Carlton and Drumlin roads at the corner of Atlantic and Rockland avenues shortly after the war in 1949 (#7 on map in Fig.10). A mix of two-story colonials and ranches were built there. Four years later, Patsy DiPrisco, probably a local builder, filed a plan for four lots on Atlantic Avenue adjacent to the earlier Clifton Village subdivision, on which he built four ranch houses, three of them identical (#8 on map in Fig.10).

In 1959 Section II of the Greystone Beach subdivision was platted opposite the first on the west side of Atlantic Avenue (#9 on map in Fig.10). Haley Greystone Corp. appears to be the original owner, although other plans indicate that John H. and Pauline L. Proctor developed lots along Atlantic Avenue and Buchanan Road with split-levels and raised-ranches and Eli Lehman Builders, Inc. acquired lots above them on Lehman and McKinley roads, where split-levels also predominate. The presidential theme in Section I extended only so far across the street, and the transition to family names, e.g., Gerald, Yolande and Peter reflect a later stage of construction and a transition from Post-WWII house types to more contemporary (and larger) residential styles. This pattern carried over into Atlantic Heights (#10 on map in Fig.10), which doesn't appear to have been platted until the 1970s.

Two Jewish congregations established centers on Atlantic Avenue in the neighborhood. Temple Emanuel dedicated their temple and school at 393 Atlantic Avenue in 1959, while Temple Sinai and its school on Community Road were dedicated in 1962.¹⁵ The large Jewish Community Center on Community Road was built at a later time. The neighborhood's only commercial building is located at 385 Atlantic Avenue; the 1912 map indicates that the property originated as the "Clifton Garage."

The ocean side of Atlantic Avenue has experienced intensive subdivision and new construction in recent years as original shoreline lots have been partitioned and built out to meet increasing demand for ocean-front or near ocean-front property. Many historic summer cottages, as well as early suburban-era houses, have been lost to this recent wave of redevelopment, with 11 tear-downs recorded by the Marblehead Building Commissioner since 2001. Pre- and Post-WWII residential subdivisions were essentially built out decades ago.

¹⁵ Lord & Gamage, *The Spirit of '76 Lives Here*, 330.

The historic integrity of early summer resort plans laid out in Clifton Village and The Casino have been compromised by additions made throughout the 20th-century and, especially along the shoreline, in even more recent years. The early 20th-century subdivisions built-out over a series of campaigns and do not retain the integrity of the periods in which they were planned, unlike in many cases in the Clifton neighborhood. While historically significant, their plats retain little architectural coherence.

RECOMMENDATIONS FOR SURVEY: Clifton Heights Neighborhood

- Research and write an overview of the history of the neighborhood and its development

The Clifton Heights neighborhood has significance in its underlying farm history, but more importantly with its seminal association with the theme of summer tourism. Development occurred even before the opening of Atlantic Avenue and the railroad provided easy connections to Lynn and Boston. These transportation improvements also opened the lower peninsula to suburban development in the early 20th century, which filled in the remaining open areas off the oceanside and then moved into those areas as well. The shoreline properties still contain many examples of resort architecture from the late 19th and early 20th centuries, but they and the communities they represent have been rebuilt and redeveloped over the years as the ocean maintains its lure.

- Survey early resort areas on separate area forms (#s indicate locations on subdivision map in Fig.10).
 - Clifton Village, ca. 1875, #1 & #2 (107 buildings)
 - Hathaway Farm, ca. 1900, #3A (36 buildings)
 - The Casino, ca. 1912, #3B, (77 buildings)

These three areas represent some of the first oceanfront colonies platted in Marblehead. They reflect the gradual subdivision and intensification of shoreline properties and the remaking of resort architecture during the 20th century. Distinctive and examples of summer houses from all periods remain.

- Survey significant pre-WWII subdivisions on separate area forms (#s indicate location on subdivision map in Fig.10).
 - Greystone Beach, Section I, 1926, #4 (66 buildings)
 - Greystone Heights, 1928, #5 (25 buildings)

These two areas are important examples of pre-WWII planning.

- Survey significant post-WWII subdivisions on separate area forms (#s indicate location on subdivision map in Fig.10).
 - Greystone Beach, Section II, 1959, #9 (86 buildings)

This area is an important example of post-WWII planning.

- Survey individual properties on building forms (86 properties)
 - Adams Road: 13, 15, 18
 - Atlantic Avenue: 354, 385-387, 393, 420, 434
 - Bartlett Street: 11, 12, 40
 - Casino Road: 20, 21, 23, 24, 26
 - Clifton Avenue: 57, 66, 69, 75, 79, 85, 118, 119, 122

- Clifton Heights Lane: 22, 32, 33, 35, 37, 39, 42, 43, 46, 47
- Community Road: 1
- Coolidge Road: 12, 18
- Crown Way: 3, 5, 11, 12, 14
- Grant Road: 11
- Greystone Road: 1, 9 (attached to 2 Jackson Rd.)
- Hathaway Road: 2, 6, 12, 13, 14, 16
- Jackson Road: 2 (attached to 9 Greystone Rd.)
- Lawrence Drive: 6
- Monroe Road: 7, 14
- Orchard Circle: 3
- Pig Rock Lane: 1, 6
- Rockaway Avenue: 82, 93, 94, 107, 111, 115, 119
- Spray Avenue: 4, 5, 9, 10
- Surf Street: 2, 7, 8, 10, 16
- Ticehurst Lane: 3, 30, 34, 36, 37, 38, 42, 43, 45, 47, 49

Properties have been selected based on their depiction in 1912 maps of the neighborhood and other considerations; more properties may emerge in the preparation of the historical overview and/or area forms

Marblehead Neighborhood Overviews

DEVEREUX



Fig.1: Detail of neighborhood map of the Town of Marblehead.

The Devereux neighborhood occupies a sizeable area on the easterly side of the town where it borders on the Atlantic Ocean (Fig.1). The breakwater linking Marblehead Neck to the mainland and Devereux Beach distinguish the coastline. It is bounded on its southerly side by Clifton Heights and on the north by The Shipyard. The railroad right-of-way and Pleasant Street combine to determine its westerly extent. The topography is generally flat, sloping gradually down to the Goldthwait Reservation, a tidal wetland, now protected by an earthen berm from the ocean and separated from Devereux Beach, a public recreation area. The neighborhood is fully built out with no significant amount of open space other than along the coastline.

Atlantic Avenue, entering the town from Swampscott, is the principal thoroughfare around which the neighborhood is organized. Pleasant Street, another major artery only touches on the westerly edge of the neighborhood. Both streets intersect Ocean Avenue, which runs easterly from Pleasant Street, across the Marblehead Harbor breakwater causeway and on to Marblehead Neck. The marshy shoreline did not lend itself to residential development as on the “heights” in Clifton, Peach’s Point or on Marblehead Neck. Unlike Clifton, the initial subdivisions occurred well back from the ocean and west of Atlantic Avenue. In

the 20th century, as suburban development spread through the lower half of the peninsula, new roads and houses were introduced to the east side of Atlantic Avenue.

HISTORICAL BACKGROUND

Until suburban development reached Marblehead in the 20th century, the lower half of the peninsula was characterized by open farmland with a scattering of rural residences in the center and summer hotels and cottages along the coastline. Its origins are said to extend back to 1635 when the plantation of Marblehead was set off from Salem and large tracts of land were granted to privileged individuals, such as John Humphrey, deputy governor of the Massachusetts colony, and Hugh Peter, a Massachusetts Bay Company shareholder. It is not clear to what extent these early proprietors developed the area or if they, in fact, set foot there. Both men were recalled to England and their Marblehead lands conveyed to others. In 1659 the entire Peter grant was purchased by John Devereux, a mariner and fisherman, for 100 pounds.¹⁶

The tract remained in the Devereux family until the early 1800s when portions of it were dispersed. Most of what now comprises the Devereux neighborhood was deeded to George A. Smith, who continued to farm the land. In 1870 Smith placed an advertisement in a Boston newspaper for the “Best seashore farm for sale, containing 110 acres with fruits of all kinds and one of the highest cultivated and valuable farms in New England.” It was quickly purchased by Marbleheaders William J. Goldthwait and Henry F. Pitman, who intended to subdivide it into house lots.¹⁷

DEVEREUX NEIGHBORHOOD IN THE LATE 19TH CENTURY

By the time the 1872 map of Marblehead was published, Goldthwaite and Pitman had already created a street plan west of Atlantic Avenue, apparently Smith, Phillips and Valley (now Treat Rd.) streets between Atlantic Avenue and Devereux Street (Fig.2). The map also depicts Ocean Avenue and Beach Street converging at the causeway and Beach Avenue, now Gallison Avenue. A year after the map was published a branch line of the Eastern Railroad was opened connecting Marblehead with Lynn and the main line to Boston. A station was established on Devereux Street between Beach and Pleasant streets in the midst of the plan. Clearly, this was expected to be the focal point for the subdivision.

Its distance from the ocean and proximity to the urban section of the town made the Devereux property as attractive to permanent as well as to summer residents tourists, if not more, according to one account.

Shoe manufacturers built along the avenues such as on Lot 78 purchased by Mr. Otis Roberts who, the following year [1871], built 264 Pleasant Street, a large splendid house for the period with great fireplaces with special marble mantels. Three floors of high-studded rooms were topped with a tall-windowed cupola which had seats on three sides. [This house is still extant.]... Other handsome well-built houses went up along the main

¹⁶ Lord & Gamage, *The Spirit of '76 Lives Here*, 321-322.

¹⁷ Ibid.

road for the Graves, Goldthwaits and other permanent resident; and somewhat later the largest, best-known, the Devereux Mansion, was erected on Beach Street.¹⁸

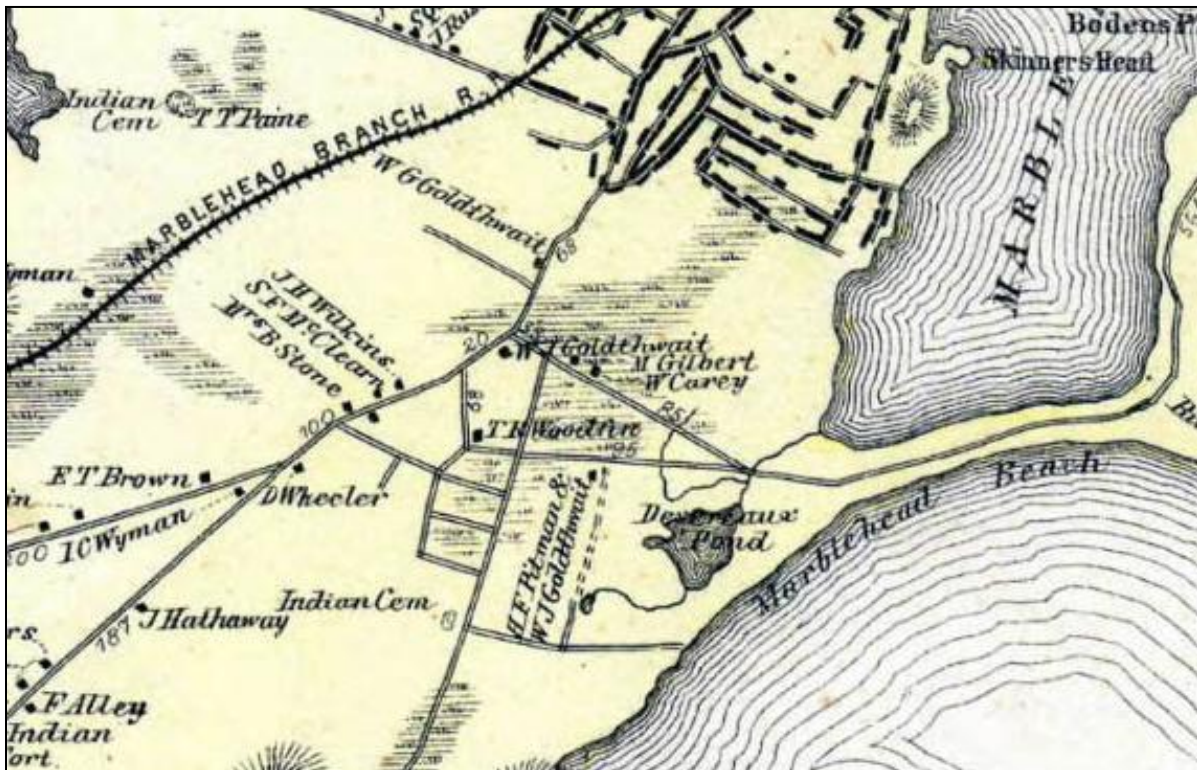


Fig.2: Detail of 1872 map of Marblehead with north at top of image.

A bird's-eye view of Marblehead published in 1882 contains an inset for Devereux that depicts the extent of house construction that had occurred in the decade or so since the subdivision had been created (Fig.3). The Devereux Station (and the image of a train) is visible in the foreground and the sea in the background. The plan had been extended to include Locust Street on the ocean side of Atlantic Avenue, although the Devereux Mansion apparently had yet to be built. At the far right can be seen the elegant summer cottage erected for theater-chain owner B.F. Keith on Devereux Rocks, the only part of the heights reaching into the neighborhood. (This reputedly "palatial" house no longer exists.)

In 1880 local historian Samuel Roads, Jr. observed the following.

During the [Post Civil War] period..., the town has gradually developed into a popular summer resort. Nearly every available spot along the shore has been purchased and built upon by summer residents, and every year brings a larger number of pleasure-seekers to our shore than its predecessor... [E]very year new houses are erected in the sections known as Devereux and Clifton. The boarding-houses at these sections are always well-

¹⁸ Ibid., 326.

filled during the summer, and the future prominence of Marblehead as a watering-place seems to be assured.¹⁹

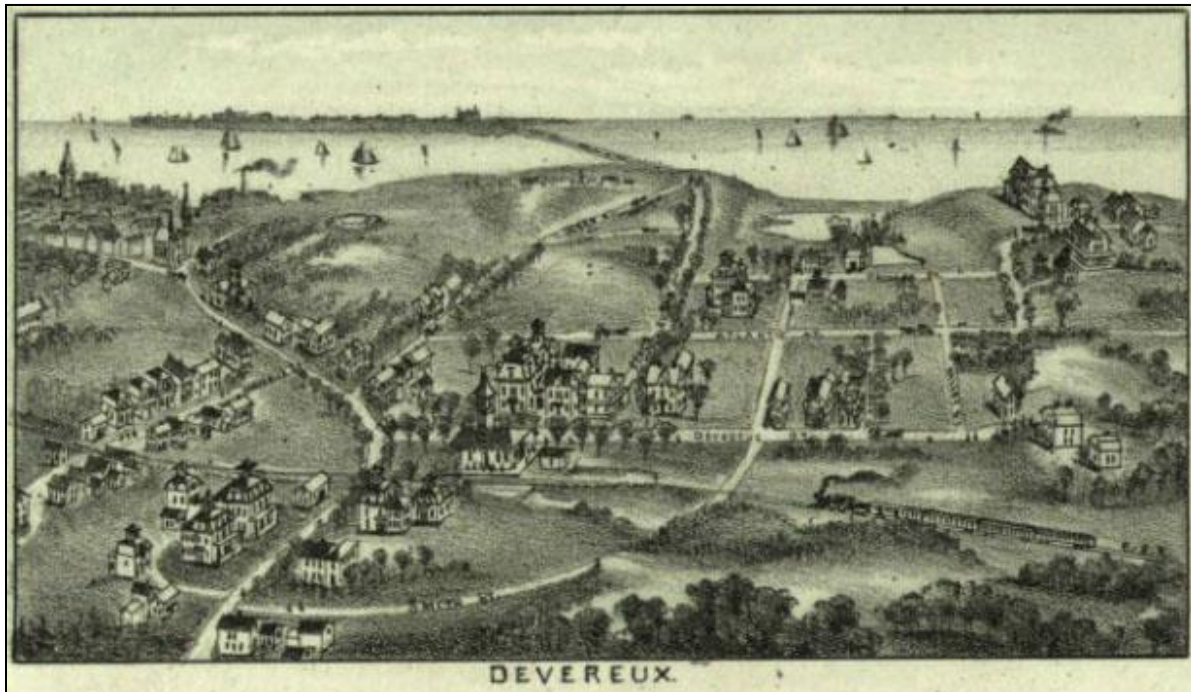


Fig.3: Bird's-eye view of Devereux, 1882.

Another account is found in Lord & Gamage's *The Spirit of '76 Lives Here*.

The next to the last stop on the Eastern Railroad's line was Devereux Station where Station Master William Trasker helped sort out the passengers going by Nelson Burpee's barge [a hack with rows of benches, drawn by a team of horses] to various boardinghouses. The best known was the Devereux Farm, or Mansion, that featured croquet, bathing and boating... The Devereux Mansion was advertised as being near "roads and driveways... among the best in Essex County;" when all the carriages had their driving hour along the shore and around the Neck, it was locally called the "coaching parade."²⁰

In 1891 William J. Goldthwait and the heirs of Henry F. Pitman filed a plan for their Devereux subdivision.²¹ Two years later, an amended plan was filed adding lots on Locust and Orchard streets. Because of its environmental conditions, the tidal wetlands closer to the ocean were never developed and ultimately put in trust for the benefit of the town. Only Devereux Rocks at the extreme southeast corner of the neighborhood was suitable for residential development and house

¹⁹ *The History and Traditions of Marblehead*, 331-332.

²⁰ 329.

²¹ Essex County South Registry of Deeds, Plans 7:35. A full listing of subdivisions and their plans can be found in the appendix.

lots were partitioned on both sides of Beach Avenue (now Gallison St.). It was here that other substantial summer houses soon joined the Keiths' "palace" (Figs.4&5).



Fig.4: 16 Summit Rd. from south, ca. 1890.



Fig.5: 12&16 Gallison Ave., ca. 1900.

Pleasant and Devereux streets contain examples of some of the better permanent residences built in Marblehead during the late 19th century and represent the maturation of the "new town" extending south from the towns historic urban core (Fig.6). Much of this development was fueled by the shoe industry concentrated along Pleasant Street, although devastating fires in this period curtailed further expansion. A short distance away, summer residents were building small cottages (Fig.7).



Fig.6: View of Devereux Street, east side south of Pleasant Street.



Fig.7: House at 6 Phillips St., ca. 1895.

The Devereux neighborhood incorporates two other sections north of Ocean Avenue, both stretching from the shoreline to Pleasant Street (Fig.10). One represented the lands of Sarah J. Gilbert and her son, John L. Gilbert, and ran along the north side of Ocean Avenue. She was the widow of lumber dealer Moses Gilbert and lived at 20 Ocean Street, on the corner of Atlantic Avenue (not extant). John L. Gilbert owned the family lumber business, located on Bessom Street, and lived next door at 22 Ocean Avenue (also not extant). They developed Gilbert Heights, a summer cottage colony on an escarpment overlooking

Riverhead Beach, Marblehead Harbor and the Neck, which still retains a number of its original dwellings (Fig.8).



Fig.8: View of cottages on Gilbert Heights from east. Riverhead Beach in foreground.

The second strip of land, sandwiched between the Gilbert tract and Sea Side Park, was owned by the estate of Isaac C Wyman. A Salem resident, Wyman was a lawyer and president of the Marblehead National Bank. He and his heirs (Wyman died in 1910) controlled vast acreage in the town, including the tract where the Greystone Beach was developed in the Clifton Heights neighborhood, as well as the family's ancestral farm in the Wyman Woods neighborhood. The Wymans' Devereux parcel contained the historic Maverick-Hewitt house (11 Hewitt St.) reputedly built in the 17th century. The Wymans do not appear to have occupied any part of this land.

DEVEREUX NEIGHBORHOOD AT THE TURN OF THE 20TH CENTURY

Development of the neighborhood at the peak of the resort period is represented on maps of the neighborhood published in the 1912 Marblehead atlas (Figs.9&10). The Smith Farm plan was about half filled, and the Gilbert and Wyman tracts had yet to be subdivided. Because of its proximity to Marblehead's town center, the Smith Farm subdivision continued to attract Marblehead natives, unlike neighborhoods farther south. In a sense, it was developing as a suburb of the town center. It was in easy commuting distance using either the railroad, the trolley line on Pleasant Street, horse-drawn vehicles or on foot. Atlantic Avenue had been extended through The Shipyard neighborhood, making a direct link to the town center, and it was filling out with some fashionable houses (Fig.11). Dwellings on Devereux Street and the short roads connecting it to Atlantic Avenue were more modest

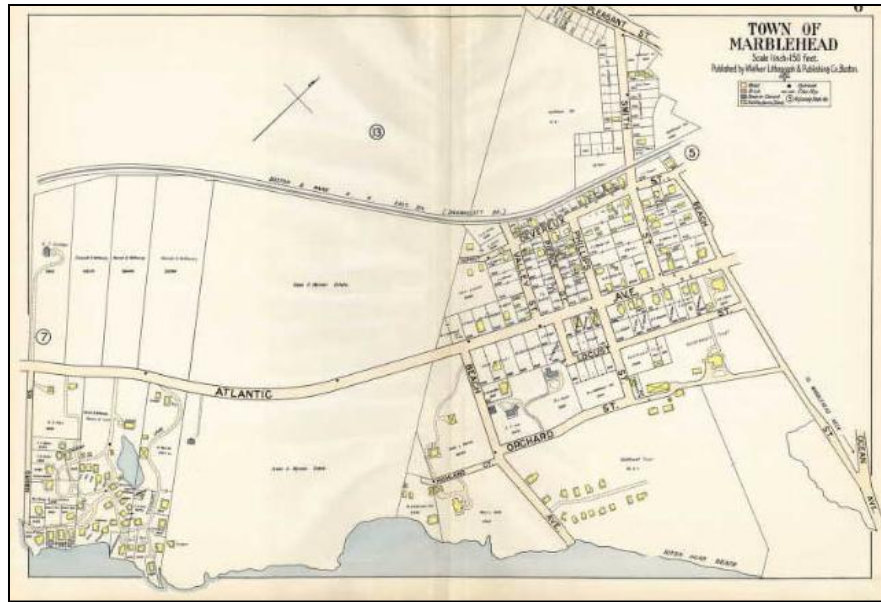


Fig.9: 1912 Marblehead Atlas, Plate 6 showing the extent of development in the Devereux neighborhood below of Beach St. (The Wyman parcel and Casino colony on left are part of the Clifton Heights neighborhood.)

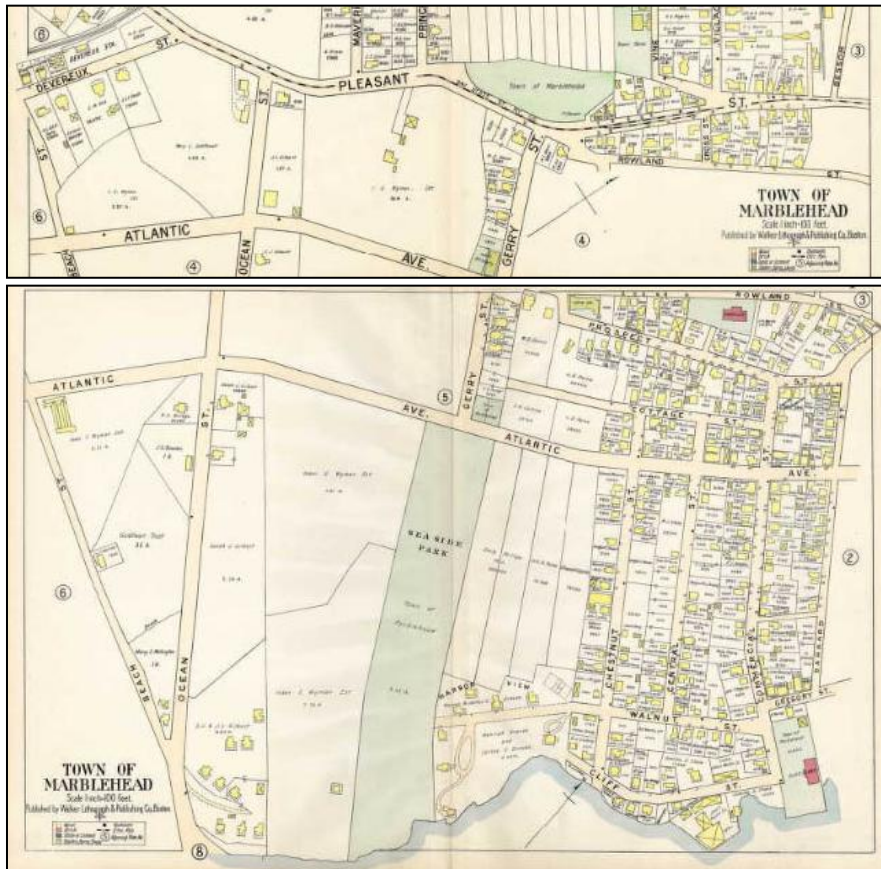


Fig.10: Plate 4 (bottom) and part of Plate 5 (top) of the 1912 Marblehead Atlas showing sections of Devereux neighborhood north of Beach St. to the left of Sea Side Park (part of The Shipyard).



Fig.11: Atlantic Ave., east side north of Phillips St.



Fig.12: Devereux St., north of Treat Rd.

in scale, perhaps due to their nearness to the railroad corridor (Fig.12). In addition to a small number of imposing summer houses along Gallison Avenue and Orchard Street, including the Devereux House, a small colony of “land rent” cottages are depicted on the Goldthwait Trust lands near the ocean (Fig.9). None of these impermanent buildings remain. The cottage colony on Gilbert Heights had expanded since its last record on the 1884 town map, but otherwise, the Gilbert and Wyman tracts had not experienced any subdivision (Fig.10).

Following a hiatus during the First World War, residential development resumed in Marblehead at a rapid rate. The interior of the lower peninsula experienced tremendous growth as farmland was partitioned into house lots for suburban development spreading out from Salem, Lynn and Boston. Almost immediately, this house-building activity spread from Clifton into undeveloped sections of Clifton Heights and Devereux. With a plan already in place, lots on the Smith Farm rapidly filled in with houses of mixed

designs typical of the period and similar to those being constructed in Clifton at the same time, such as Two-story Colonials, Dutch Colonials, Four-Squares, Craftsman Cottages and Bungalows (Fig.13).



Fig.13: View on Locust St., east side south of Phillips St.

The Wyman estate conveyed the portion of the Wyman tract east of Atlantic Avenue to Lilian A. Martin, wife of local real estate agent Joseph Martin, who was also developing areas in Clifton. A plan for 71 lots named Fort Glover Park was filed in 1913 with new streets: Bubier and Wyman roads (#3 on subdivision map in Fig.14). A large lot at the east end of Bubier Road became the site of a few summer cottages on the northern extension of Gilbert Heights overlooking Marblehead Harbor and Neck. The rest of the subdivision built out quickly in the usual variety of Pre-WWII suburban styles.

The next subdivision was platted on Devereux Terrace by ice dealer John O. Porter, who filed the plan in 1916 (#4 on subdivision map in Fig.14). The triangular parcel was in between the railroad, Pleasant Street and the rear lot lines of houses on the south side of Maverick Street at the western edge of the neighborhood. It was called Devereux Park and contained 22 building lots. Porter's name is associated with vacant lots on Gerry Street on the 1912 map, but no record has been found of his involvement, or that of anyone else. In 1918 a plan of 31 lots running along the west side of Atlantic Avenue, both sides of Bubier Road and the east side of Pleasant Street and wrapping around the ancient Maverick-Hewitt House was filed by Amy Snow, wife of builder and real estate agent Thomas D. Snow (#5 on subdivision map in Fig.14). The remaining property associated with the old house would be later subdivided with lots along Hewitt and West Cottage streets, although the plan for this development has not been located. Another unrecorded subdivision was made on Weston Road with adjoining lots on the west side of Atlantic Avenue on the site of William J. and Mary L. Goldthwait's home. The houses built in this area were largely Two-story Colonial, Dutch Colonial and Tudor in design with the unusual feature of many of them having brick exteriors.

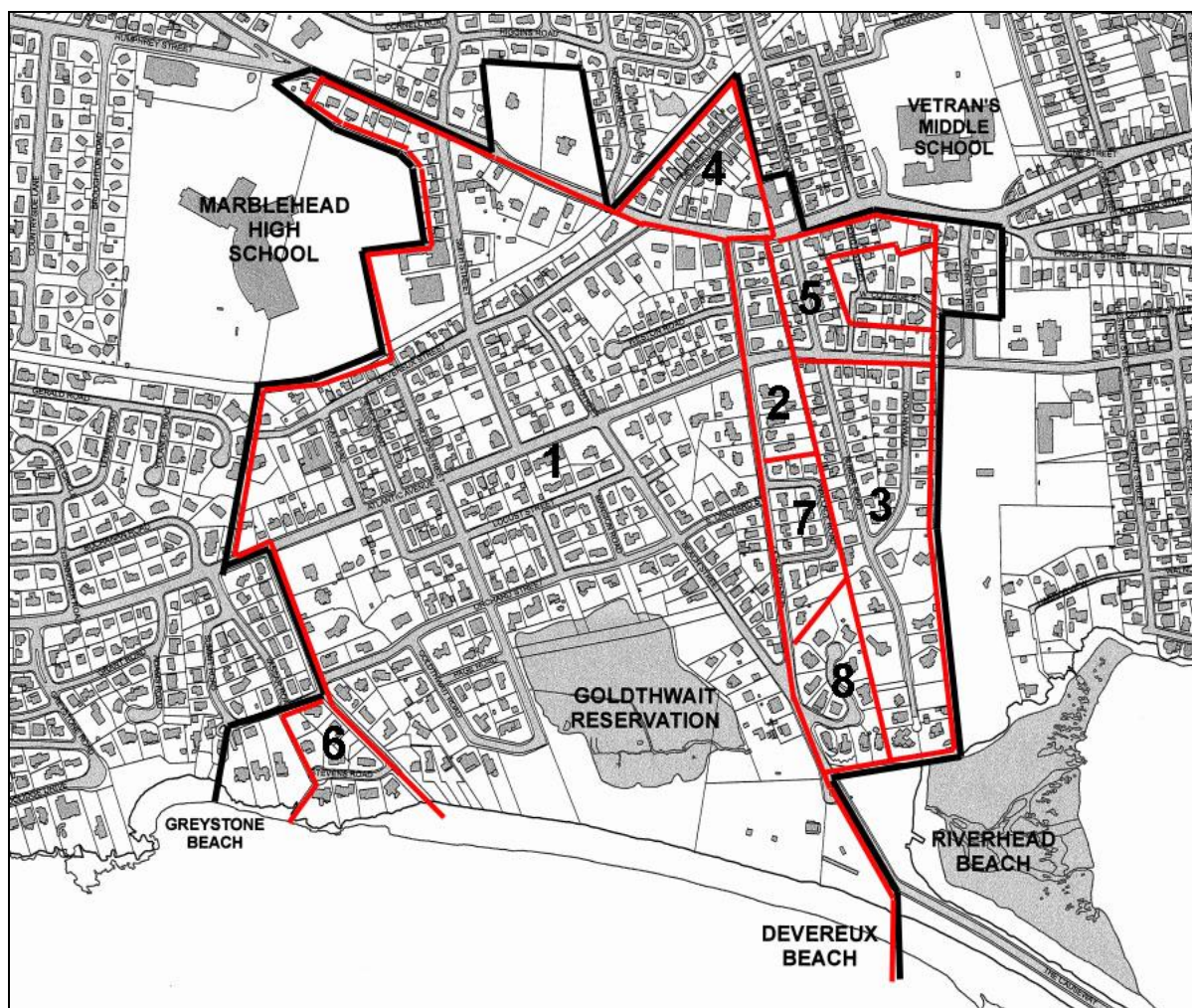


Fig.14: Map of Devereux neighborhood with subdivisions indicated. See Appendix for documentation.

DEVEREUX IN THE POST-WWII PERIOD

With most of the available building sites in the neighborhood already partitioned, Post-WWII development occurred in a random, in-fill basis. Two small subdivisions were filed in this period. One was platted in 1946 on Stevens Road on Devereux Rock consisting of nine lots evidently subdivided from the Keith property, the renowned house having been destroyed (#6 on the subdivision map in Fig.14). The other contained 14 lots carved out of the center of Gilbert tract with on a loop named Wallace Road in 1947 (#7 on the subdivision map in Fig.14). Two-story Colonials and Ranches are the predominant types in the otherwise mixed development.

The last plan to be located was one defining boundaries for cottages on Gilbert Heights. It was filed in 1886 but may have been only formalizing earlier lot divisions made when the ownership of the houses evolved from a land-rent basis to full property possession (#8 on the subdivision map in Fig.14).

More recently there has been substantial new construction along the ocean shoreline on Orchard and Phillips streets, Gallison Avenue and Goldthwait Road, the area where impermanent cottages were seen scattered along a lane on the 1912 map (Fig.9). The area is identified as Tucker's Beach on current maps. This is evidence of the continual intensification of land use in ocean-front property. The most recent work appears to have been made in response to property damage by and shoreline improvements undertaken after major storms.

Many historic summer cottages, as well as early suburban-era houses, have been lost to this recent wave of redevelopment, with eleven tear-downs recorded by the Marblehead Building Commissioner since 2001. The residential subdivisions were essentially built out decades ago. The historic integrity of early summer resort development has been compromised by additions made throughout the 20th-century and, especially along the shoreline. The large Smith Farm subdivision built-out over a series of campaigns and does not retain the integrity of the period in which it was planned. The early-20th-century subdivisions have not fared much better. While historically significant, their plats retain little architectural coherence.

There are no churches or public schools contained in the neighborhood, but the Abbot Public Library on Pleasant Street is within its boundaries. A historic commercial building is located at 153 Atlantic Avenue; other non-historic commercial properties and non-historic buildings associated with a private school are found on Smith Street.

RECOMMENDATIONS FOR SURVEY: Devereux Neighborhood

- Research and write an overview of the history of the neighborhood and its development

The Devereux neighborhood has significance in its underlying farm history, but more importantly with its seminal association with the theme of summer tourism. Development occurred even before the opening of Atlantic Avenue and the railroad provided easy connections to Lynn and Boston. These transportation improvements also opened the lower peninsula to suburban development in the early 20th century, which filled in the remaining open areas off the oceanside and then moved into those areas as well. The shoreline properties still contain examples of resort architecture from the late 19th and early 20th centuries, but they and the communities they represent have been rebuilt and redeveloped over the years as the ocean maintains its lure.

- Survey early resort areas on separate area forms (#s indicate locations on subdivision map in Fig.14).
 - Smith Farm Subdivision, ca. 1870 and later, #1 (approx. 400 buildings)
 - Gilbert Heights, ca. 1880, #8 (12 buildings)

These areas represent two of the first oceanfront colonies platted in Marblehead. Smith Farm reflects the gradual subdivision and intensification of shoreline properties and the remaking of resort architecture during the 20th century. Distinctive and examples of summer houses from all periods remain. It also contains scores of buildings erected during the Marblehead's early suburban period.

- Survey significant pre-WWII subdivisions on separate area forms (#s indicate location on subdivision map in Fig.14).
 - Fort Glover Park, 1913, #3 (57 lots)
 - Devereux Park, 1915, #4 (29 buildings)
 - Bubier Plains, 1918, #5 (30 buildings including Hewitt & W. Cottage)

These three areas are important examples of pre-WWII planning.

- Survey individual properties on building forms (90 properties)
 - Atlantic Avenue, east side: 160, 164, 170, 172, 176, 178, 180, 186
 - Atlantic Avenue, west side: 153, 159, 165, 171, 177, 181, 199, 203, 209
 - Beach Street: 3, 7
 - Bubier Road: 50, 63, 70, 71, 76
 - Devereux Street, east side: 6, 8, 16, 18, 30, 38, 42, 60
 - Devereux Street, west side: 15, 17, 19, 25, 29, 31, 33, 39, 43, 57
 - Gallison Avenue: 2, 12, 16
 - Gerry Street: 5, 6, 7, 8, 9, 10, 12
 - Gilbert Heights Road: 2, 3, 4, 5, 7
 - Hewitt Street: 11
 - Locust Street: 40, 47
 - Ocean Avenue: 2, 18, 19, 20, 26
 - Phillips Street: 1, 6, 7, 11
 - Pierce Street: 6, 7
 - Pleasant Street, east side: 216, 262, 264, 266, 270, 292
 - Pleasant Street, west side: 235 (Abbot Public Library), 257, 263
 - Smith Street: 4, 8, 10, 11, 12, 17, 32
 - Treat Road: 12
 - West Orchard Street: 16

Properties have been selected based on their depiction in 1912 maps of the neighborhood and other considerations; more properties may emerge in the preparation of the historical overview and/or area forms

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Marblehead Neighborhood Overviews

GREEN STREET – CURTIS HEIGHTS

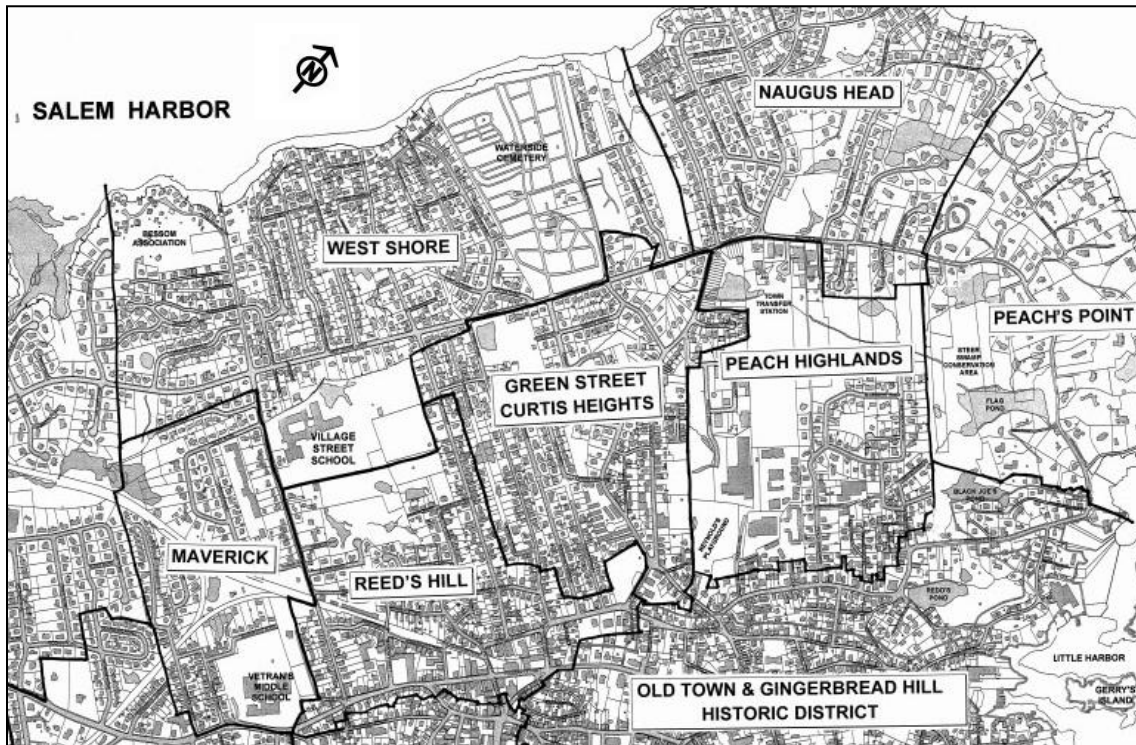


Fig.1: Detail of Neighborhood map of the Town of Marblehead.

The Green Street – Curtis Heights neighborhood is located in the interior of the town where it borders on a number of other neighborhoods (Fig.1). It abuts the town center on its northeast corner and Reed's Hill on the south. The West Shore neighborhood forms its westerly boundary, and Peach Highlands adjoins it on the north. The topography is generally flat, although sloping up gradually towards the west. The neighborhood is fully built out with very limited open space.

Green Street traverses the northerly section of the neighborhood in a parabolic route that leaves a hollow that is bisected by Lincoln Street, which is aligned with the rectilinear farm lot pattern and the boundary with Peach Highlands. A major division line separating lower and upper sections of Marblehead's farm lots established the western limits of the neighborhood until West Shore Drive was opened in the early 20th century. Jersey Street, which runs just beyond the southerly boundary of the neighborhood appears to have been laid out in the late 19th century as another route from the town center to Salem Bay when summer cottage colonies were building up in that district. The lower end of the street developed fast as the Reed's Hill neighborhood was expanding. Elm Street was the limit of Marblehead's urban plan, and the Curtis farm reached up to the rear lot lines of properties on the west side of the street.

HISTORICAL BACKGROUND

Until suburban development reached Marblehead in the 20th century, the upper peninsula was characterized by open farmland with a scattering of rural residences and summer colonies along the bay shore. Its origins are said to extend back to 1635 when the plantation of Marblehead was set off from Salem and large tracts of land were granted to privileged individuals, such as John Humphrey, deputy governor of the Massachusetts colony, and Hugh Peter, a Massachusetts Bay Company shareholder. It is not clear to what extent these and other early proprietors developed the area or if they, in fact, set foot there. By the turn of the 18th century most of this land eventually reverted back to the town, the trustees of which partitioned the tract into long, narrow strips, extending from the ocean to Salem Bay, and disbursed them to individual landholders.²² The pattern of these land divisions is still evident in current parcel maps in the town. The area continued in agricultural use for the next two centuries, although by the end of the 19th century, the town center began to expand into adjoining open spaces and summer resort developments had occurred along the shorelines of the ocean and Salem Bay.

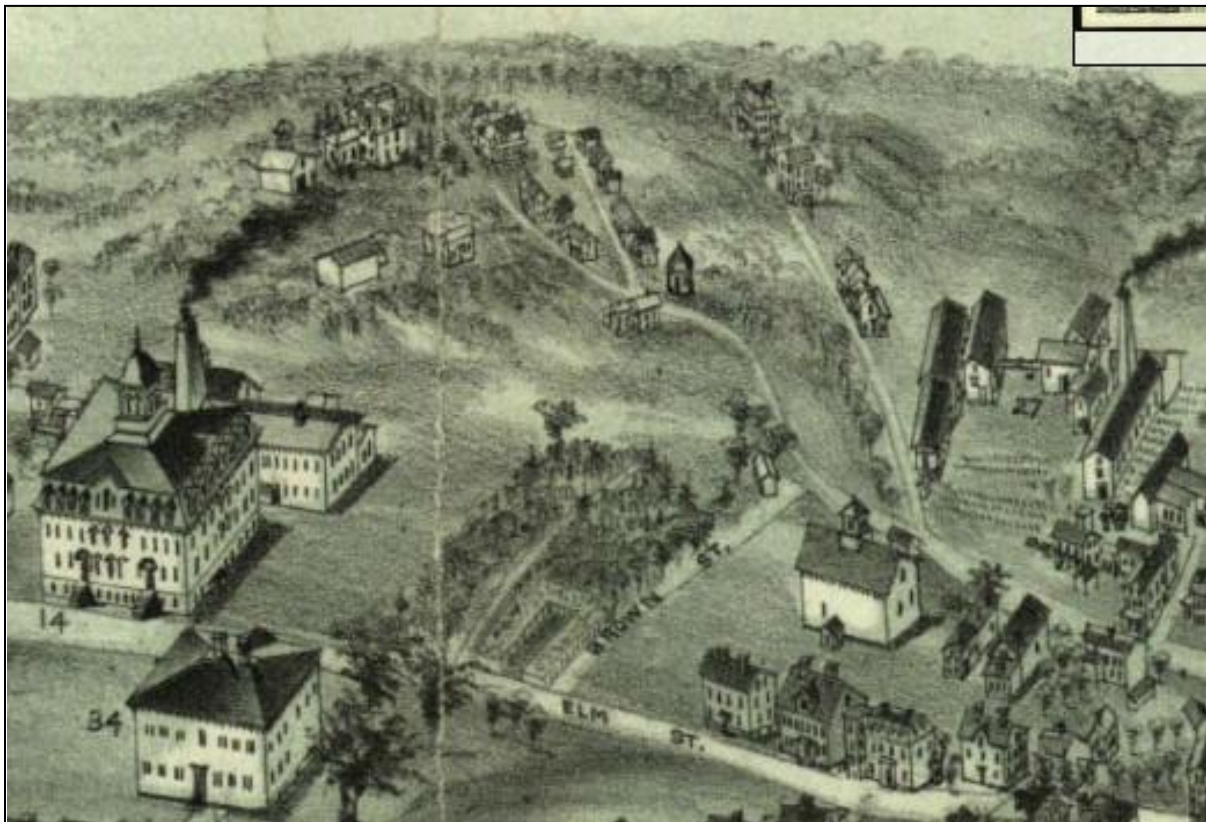


Fig.2: Detail from 1882 bird's-eye view of Marblehead showing extent of development in neighborhood at that time. Green Street winds from the lower right to the upper center, with Brown's Glue Works on the right and Mason H. Curtis's mansard-roofed farmhouse on the upper left. Also shown are a few houses that had been built along Green, Lattimer and Lincoln streets.

²² Ibid., 323.

As its name indicates, the Green Street – Curtis Heights neighborhood consists of two distinct sections with different development histories. One section, the first to be subdivided, is concentrated along the northerly side of Green Street, an 18th-century road that follows a serpentine route from the town center to Salem Bay in the Naugus Head neighborhood. When the cylindrical brick powder house was built on Green Street in 1755, it was considered to be distant from inhabited parts of the town. The street bows southward in the vicinity of the powder house, presumably to avoid the rough terrain in what is now known as Peach Highlands.



Fig.3: View on Green St., north side west of Fairview Rd.



Fig.4: View on Lattimer St., north side west of Green St.

Vegetable grower and seed man James J.H. Gregory filed a plan of house lots on Green and Lattimer streets in 1871 and thus started the settlement of this section. Gregory may have been farming this tract prior to this action, he had market gardens scattered throughout this part of town. The plan map identifies the abutter on the north and west sides as “Reynolds,” possibly Franklin Reynolds, who was the business manager of Gregory’s seed store (#1 on subdivision map in Fig.7). One of the early homeowners on Lattimer Street, according to the 1872 map was shore worker Alfred P. Green. Any connection between his and the street’s name has yet to be found. The Marblehead banker Joseph Pitman Turner and his family lived on a rectangular farm parcel on the southerly side of Green Street opposite the Gregory’s tract and west of the Curtis farm.

The initial houses built on Green, Lattimer and Lincoln streets reflected the story-and-a-half gable, front-gable and mansard house forms common in adjoining urban neighborhoods (Figs.3-5). The plan would fill in over the next century, with the north side of Green Street having the most period-consistent streetscape. The construction period on Lattimer and Lincoln streets was more extended with later and different house types being mixed in during the 20th-century.



Fig.5: View on Lincoln St., north side east of Fairview Rd.

The second section, located on the southerly side of Green Street originated as agricultural land and retained that use through to the end of the 19th century (Fig.2). By the 1870s the land was owned and farmed by Mason Harris Curtis and his wife Mary Ellen Hathaway, both descended from well-established families of fishermen and farmers. It would be their heirs who began subdividing the farm for residential development after the turn of the 20th century.

GREEN STREET – CURTIS HEIGHTS NEIGHBORHOOD AT THE TURN OF THE 20TH CENTURY

While the subdivisions north of Green Street were building out only gradually, The Curtis farm was in the process of being parceled out for residential development. The first subdivision plan was filed in 1910 on Evans Road, presumably a new street, by Benjamin F. Martin, a carpenter and house builder who evidently obtained the parcel from the Curtis estate, which otherwise surrounded it (Fig.6 and #2 on subdivision map in Fig.7).²³ Martin's father, John S. Martin, also was a carpenter, and his son, Joseph Martin, also a carpenter, followed in his trade and became known as a real estate agent later in life. Evans Street contains a solid concentration of early 20th-century house types, such as Four-Squares and Bungalows.

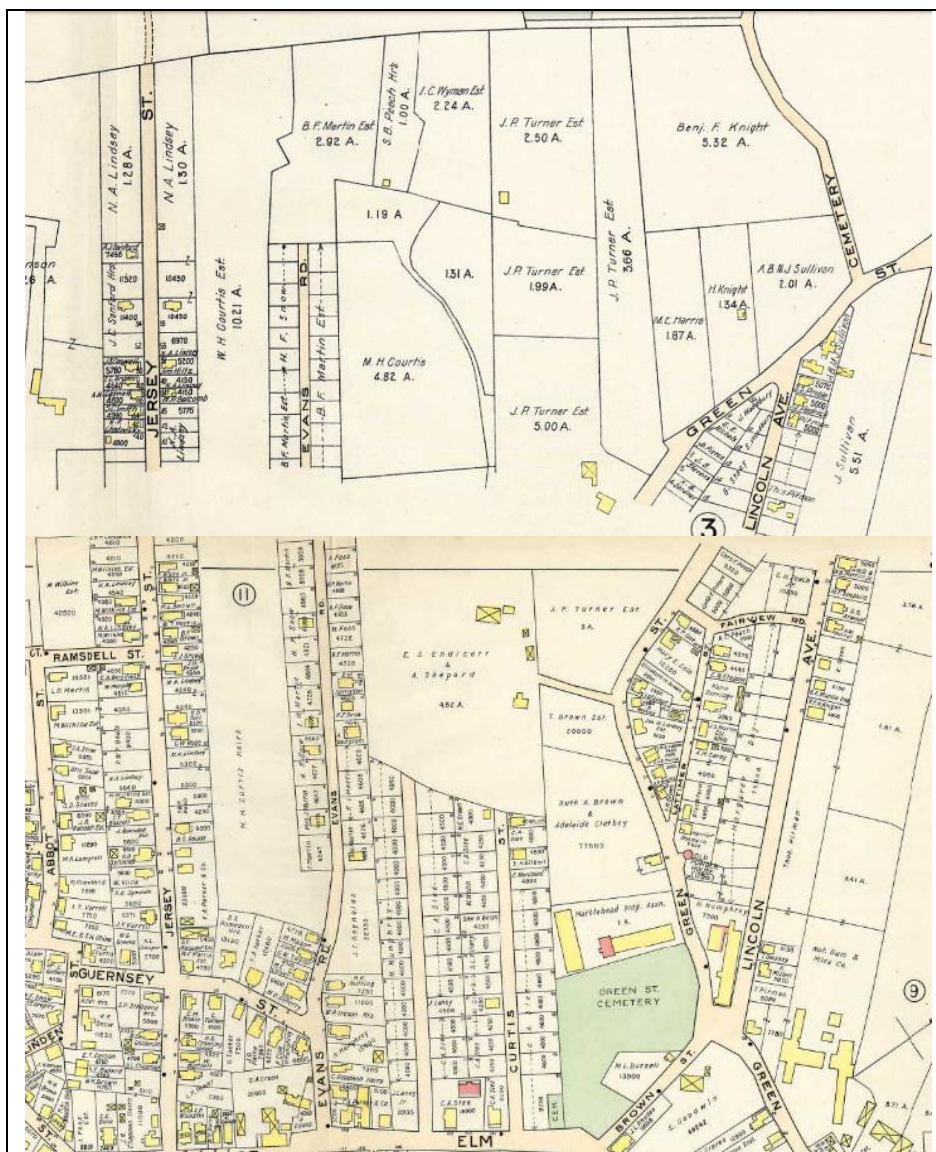


Fig.6: Composite of neighborhood from Plates 3 & 11 from the 1912 Marblehead atlas.

²³ Documentation for this and subsequent references to subdivision plans is recorded in the appendix.

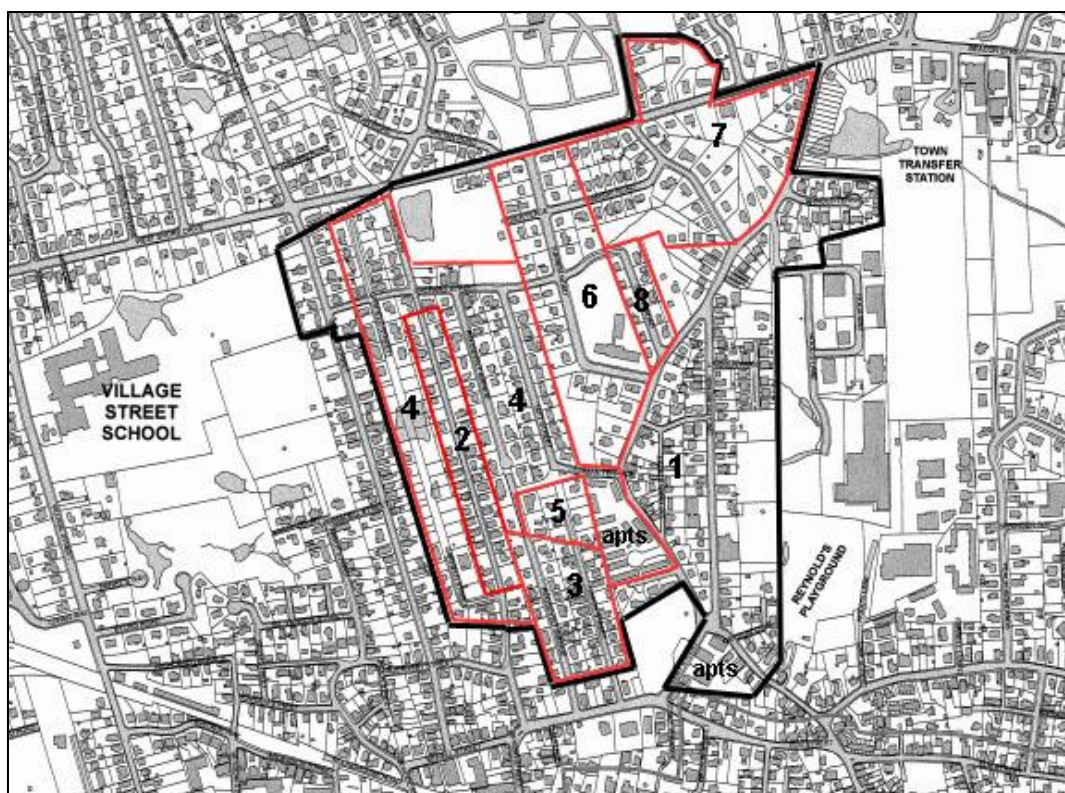


Fig.7: Map of Green Street – Curtis Heights neighborhood showing outlines of major subdivisions. See appendix for description of subdivisions enumerated.

The 1912 map includes a plan for an 88-lot subdivision with most of the lots owned by shoe manufacturer Herbert Humphrey (whose factory was located at the lower junction of Green and Lincoln streets) and insurance and real estate agent Charles A. Slee. The plan covers the lower ends of Roosevelt and Curtis streets where they intersect Elm Street. Only three houses are depicted on the 1912 map, not including two pre-existing houses fronting on Elm Street.

GREEN STREET – CURTIS HEIGHTS NEIGHBORHOOD IN THE POST-WWI PERIOD

After a hiatus corresponding with the duration of the First World War, development in the neighborhood resumed and intensified, but it was still more in response to the expanding town center than to the suburbanization in outlying areas such as Clifton. Mason H. Curtis's heirs, under the name of the Curtis [sic] Heights Land Trust, filed a subdivision plan for 141 lots in 1917 that wrapped around the Evans Street tract on Garfield, Roosevelt and Taft streets, continuing the presidential name theme begun with Lincoln (#4 on subdivision map in Fig.7). The plan covered what remained of the Curtis farm, which had been cleared of its pre-existing house, barn and outbuildings. And the family name was simplified, probably after years of misspellings.

Although not depicted on maps, the plan was interrupted by a gully that crosses diagonally through the streets. Gaps were created that divided streets, and as a result, development during this period would focus in areas east of the breaks, leaving the section on the west side to wait for decades to build out, and only when development spread from the West Shore. Overall, the architecture of Curtis Heights is quite

mixed in its types and construction periods. Shepard Street and sections of Evan and Garfield streets between Shepard and West Shore Drive contain a solid concentration of the Craftsman house types popular in the period between the wars.

GREEN STREET – CURTIS HEIGHTS NEIGHBORHOOD IN THE POST-WWII PERIOD

In addition to additions to the Curtis Heights plan, three significant subdivisions were created in the after the Second World War. The first took over the land of Joseph P. Turner's farm on the north side of Curtis Heights and platted 47 house lots on a plan filed in 1942 by the Turner Estate (#6 on subdivision map in Fig.7). As occurred with the Courtis farm, all the Turner farm's associated buildings were lost in the project, which was largely built out with Capes. The local story is that these lots were sold to war veterans for a dollar.

The Coffin School was built at the intersection of Turner Road and Green Street, apparently on land once part of the Turner farm. This left a small area off Green Street on the north side of the school. It was here that Wallace W. Haley, a physician and a real estate speculator, filed a plan for a small subdivision for a dozen houses on Susan Road in 1952, on which all Capes (#8 on subdivision map in Fig.7). Four years later, Haley filed a plan for around 50 house lots within the acute angle formed by the intersection of Green Street and West Shore Drive (#7 on subdivision map in Fig.7). In addition to those streets, the plan included Waterside and Ramsey roads, as well as lots on the west side of West Shore Drive. Ranch houses were the primary type built in this area, many with their gable ends facing the street.

One of the small number of apartment complexes built in Marblehead in the years following the second World War was built on the southerly side of Green Street opposite the Old Powder House. Unlike similar rental housing built on Broughton Road in Clifton and Barnard Street in The Shipyard, which were subsidized veteran housing projects undertaken by the Marblehead Housing Authority, the Green Street apartments were a private venture. Another small apartment group on Creesy Street, also privately held, appears to date somewhat later.

Most of the neighborhood was built-out by 1960, with new construction occurring in the last 50 years using lots left vacant in earlier stages. Two small planned developments have taken place on Arnold Terrace and Lincoln Park on the north side of the neighborhood in recent years. Since 2001 five tear-downs have been recorded by the town. This is a comparatively small number indicating that redevelopment is not a serious threat in this neighborhood. The neighborhood is almost exclusively residential in use. There are two commercial properties on Lincoln Avenue and the Coffin School is located on Green Street. There are no religious properties in the neighborhood.

RECOMMENDATIONS FOR SURVEY: Green Street – Curtis Heights Neighborhood

- Research and write an overview of the history of the neighborhood and its development

The Green Street – Curtis Heights neighborhood has significance in its underlying farm history and the planning of early residential subdivisions responding to the growth of the town center. It does not appear to have any role in the theme of turn-of-the-20th-century summer resort development. The neighborhood also has planning and architectural features relating to Marblehead's Post-WWII Era suburban history, particularly at its western limits where the development of the West Shore spilled over into the older area.

- Survey early residential subdivisions on separate area forms (#s indicate location on subdivision map in Fig.5).
 - Green & Lattimer sts. and Lincoln Ave., #1, ca. 1870 (110 buildings)

This area represents the planning and development of residential subdivisions on the fringe of the town center at the turn of the 20th century.

- Survey significant pre-WWII subdivisions on separate area forms (#s indicate location on subdivision map in Fig.6).
 - Evans Road Subdivision, #2, 1910 (37 buildings)
 - Slee-Humphrey Subdivision, #3, ca. 1912 (45 buildings)
 - Curtis Heights, #4, 1917 (85 buildings)

These three areas contain historic resources surviving from the stage in the neighborhood's development history.

- Survey significant post-WWII subdivisions on separate area forms
 - Turner Estate, #6, 1942 (34 buildings)
 - Haley Waterside Road Development, #7, 1956 (53 buildings)
 - Green Acres, #8, 1952 (12 buildings)

These three areas contain historic resources surviving from the stage in the neighborhood's development history.

- Survey individual properties on building forms (44 properties)
 - Cressy Street: 11 (public housing)
 - Curtis Street: 10, 21, 25, 35 (Litchman Terrace)
 - Evans: 23, 37, 38, 39, 40, 41
 - Green Street: 29, 51, 53, 55-57, 61, 63, 65, 71, 73, public housing, powder house
 - Lattimer Street: 1, 3, 9, 11, 12, 13, 14, 17, 19
 - Lincoln Avenue: 3, 5, 25, 27, 29, 33, 35, 37, 39, 49, 51, 53, 55

Properties have been selected based on their depiction in 1912 maps of the neighborhood and other considerations; more properties may emerge in the preparation of the historical overview and/or area forms

Marblehead Neighborhood Overviews

MARBLEHEAD NECK

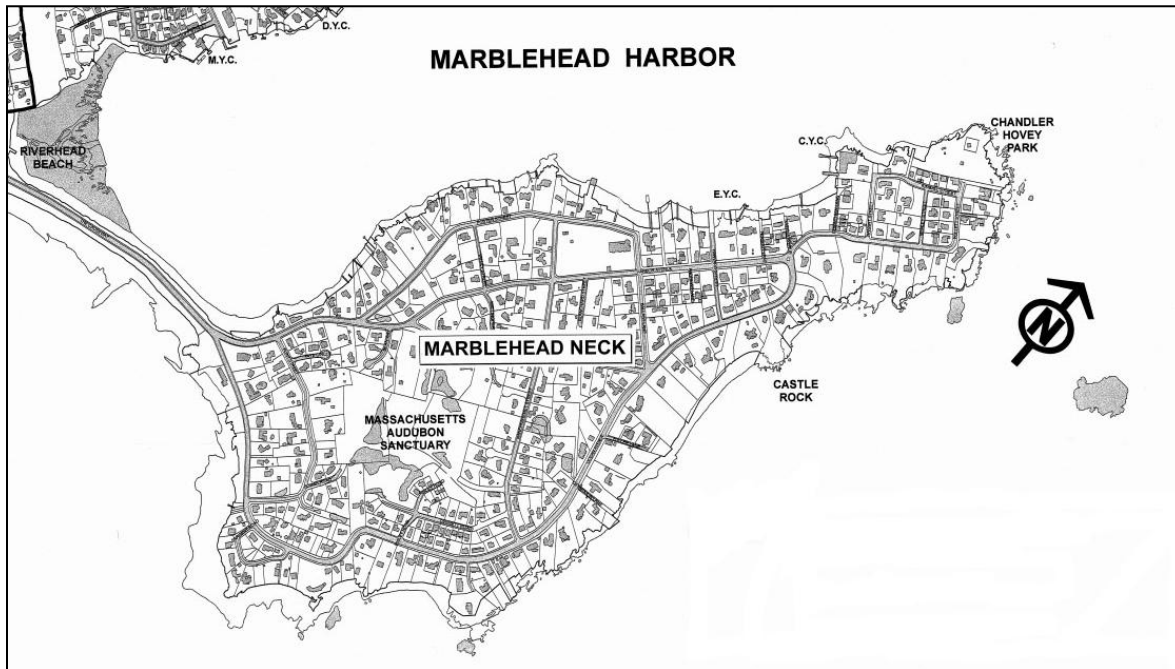


Fig.1: Detail of Neighborhood map of the Town of Marblehead.

The Marblehead Neck neighborhood is located on its own peninsula on the easterly side of Marblehead Harbor. A narrow, natural isthmus connects it to the mainland at its southern end (Fig.1). The Neck contains about 300 acres of relatively flat land with an irregular, rocky shoreline. The oceanfront has been largely privatized with public access limited to beaches on the ocean side, public lanes and Chandler Hovey Park at the northernmost tip where a historic lighthouse is located.

Ocean Avenue is the main thoroughfare through the neighborhood, carrying across the isthmus from the mainland and along the ocean side of the neck to its terminus near the lighthouse. Foster Street follows the western shore on the harbor side; this road only appears on the 1872 map of the town (Fig.2). Harbor Avenue runs through the interior of the neck where numerous branch roads have been created as development has spread, the principal one being Nanepashemet Street which cuts east-west across the Neck near its center.

HISTORICAL BACKGROUND

Marblehead Neck was a remote section of the town first harvested for timber (and, reputedly, for fresh water by trading ships) and then used for common pasture land; it also is remembered as a haven for smugglers. By the end of the 18th century, John Andrews's farm was the only recorded

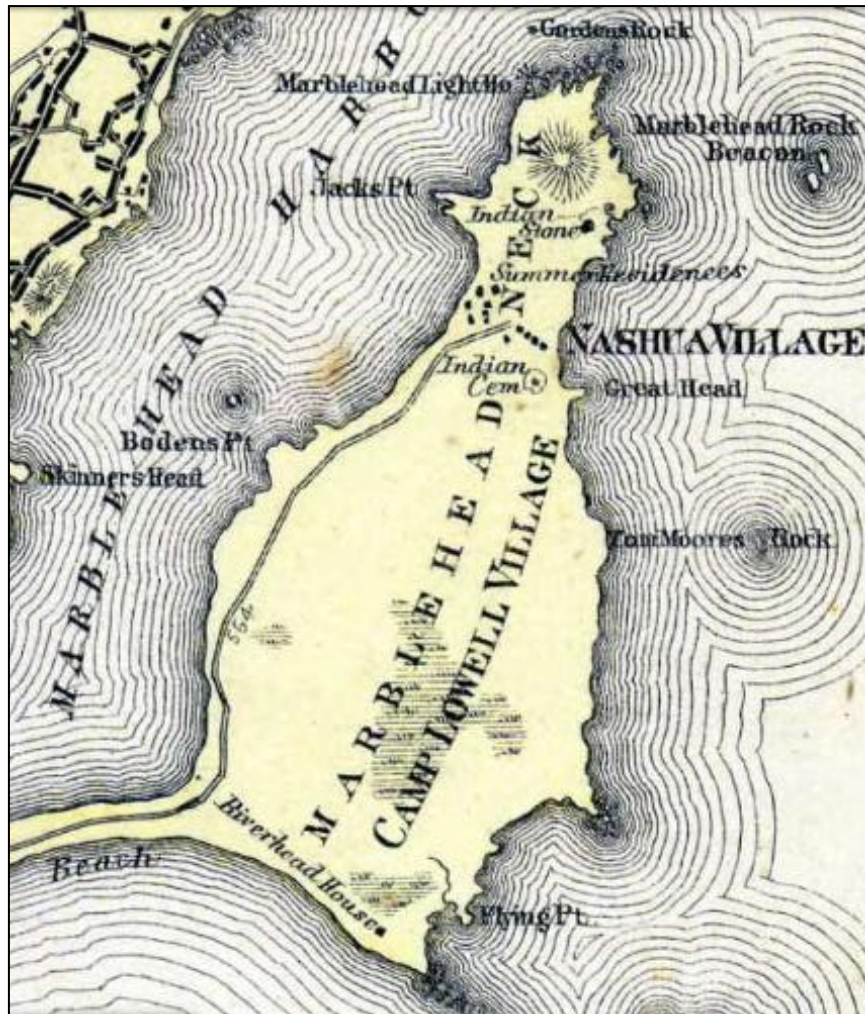


Fig.2: Detail of 1872 Map of Marblehead.

property on the Neck.²⁴ The Neck's vulnerability to destructive storms was long a deterrent to permanent settlement. Ephraim Brown acquired the Andrews farm and owned two-thirds of the Neck by 1839. Other farms were introduced in the remaining areas. A lighthouse had been built on the northern point in 1835.²⁵ By the time the 1872 map of Marblehead was published, the Neck was being reinvented as a summer resort (Fig.2).

Marblehead Neck blossomed during the next half century into what the guidebooks characterized "a beautiful seaside village." As early as midcentury the old Swallow Bank farm (230 Ocean Avenue) had been opened up to summer boarders [Fig.4]. People from the town had long used the Neck for picnics, parties or a camping weekend; now "strangers" with their tents and fishing poles stayed on for weeks. In 1867 a piece of land came on the market and was purchased by residents of Nashua, New Hampshire, some of whom were to be long associated with the Neck: Messrs. Kimball, Barr and McQuestin.

²⁴ Lord & Gamage, *The Spirit of '76 Lives Here*, 336.

²⁵ *Ibid.*, 338.

The first four summer houses (Nashua Street and Ocean Avenue) were the only buildings between the lighthouse and “Samoset” house. In Nashua Village, as it was later called, separate tents were used for cooking and the tiny shanties were “Rube Goldberg” creations—sides hooked together, so one wall could be raised to serve as a door, full-size picture window or an awning to shade the family enjoying fresh clams, Neck blueberries or a glass of Frank Graves’ “Creole Nectar.”

... Two ingenious families moved two railroad cars to the Neck for summer homes, which eliminated the cottage rental of \$75 to \$700 per season. Not to be outdone, a summer migration moved in from Lowell and on leased land set up Camp Lowell on the southeast side of the Neck. Both camps loved to fish and swim and moored their dories in the harbor not far from the first Neck ferry.²⁶

In 1872 the heirs of Ephraim Brown sold their property to the Marblehead Great Neck Land Company for \$255,000.²⁷ In anticipation of the opening of a rail link to Boston, the company filed an ambitious plan of 250 house lots covering most of the Neck (Fig.3). The plan failed with the railroad venture and the property reverted back to the Browns in 1878 who then parceled it out themselves. A map dated six years later documents the progress of development: New streets, hotels and a scattering of houses along the shoreline (Figs.4-6). By then the Eastern Railroad had become a reality.

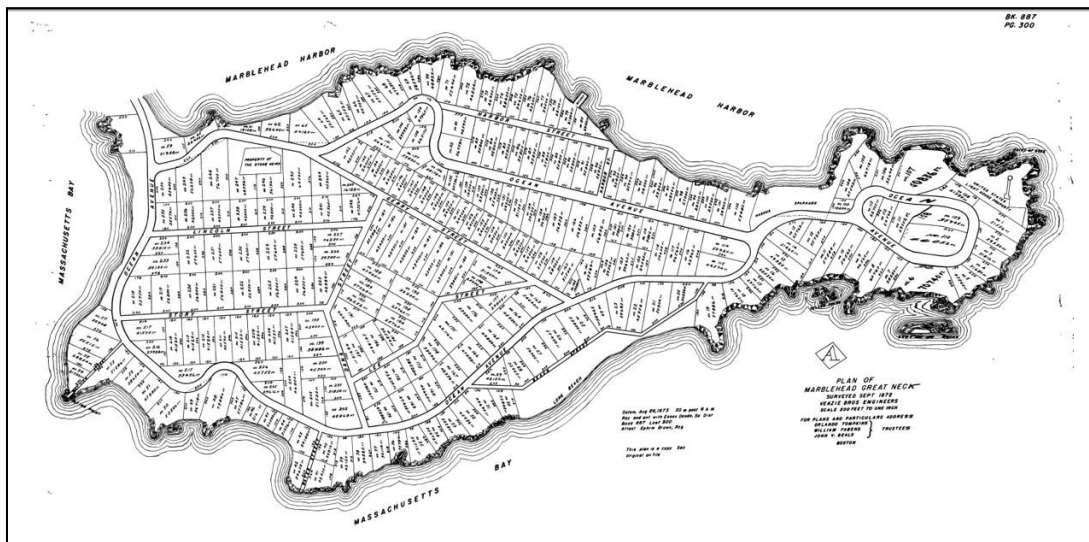


Fig.3: Plan of Marblehead Great Neck, 1872. Essex County Registry of Deeds, Plan 887:300. For plan references see appendix.

The most conspicuous landmark was the Nanepashemet Hotel, built by Robert C. Bridge overlooking the sea at the intersection of Ocean Avenue and Nanepashemet and considered in Kimball’s 1882 *Handbook of Marblehead Neck* as the most modern hotel in town.²⁸ It was destroyed by fire in 1914.

²⁶ Ibid., 339-340.

²⁷ Ibid., 340.

²⁸ Ibid., 341.

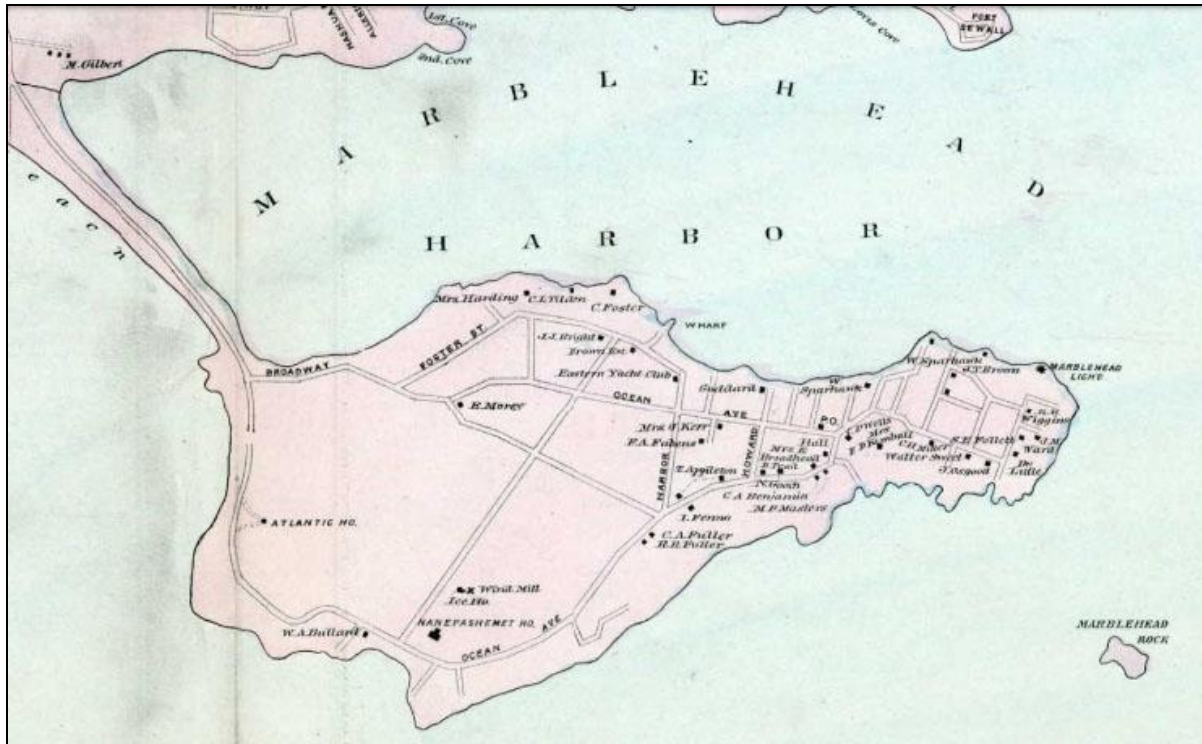


Fig.4: Detail of 1884 Map of Marblehead.



Fig.5: "Atlantic House" at 230 Ocean Ave., ca. 1880.



Fig.6: House at 356 Ocean Ave., ca. 1880.

MARBLEHEAD NECK AT THE TURN OF THE 20TH CENTURY

The Eastern Yacht Club, which was formed by members of the Boston Yacht Club in 1870, opened its facility on Marblehead Neck in 1881, after which recreational yachting and sailing became a mainstay of the Marblehead summer experience. The Corinthian Yacht Club was formed in 1885 and developed a membership of owners of smaller boats (under 30 feet in length), who did not feel welcome at the Eastern Yacht Club. The older clubhouse was built in a picturesque English manor house revival, while the newer one employed the up-and-coming Shingle Style. These clubs became centerpieces of groupings of new,

larger and more architecturally distinctive summer houses on grids of streets platted at the north end of the Neck, and still larger and more elaborate “cottages” on the waterfront parcels (Figs.7&8). The plate covering Marblehead Neck in the 1912 Marblehead Atlas depicts a built-out plan of houses north of what is now Ballast Lane with an orderly streets and lots of modest size on the harbor side and interior and larger lots of varied size with landscape features along the ocean on the east side of Ocean Avenue. It was less developed on the south side of the Neck, with Robert C. Bridge owning a significant amount of open space between his residence at the causeway (Fig.8) and the Nanepashemet Hotel. The largest parcel in the center was covered by wetlands that discouraged development.



Fig.7: View on Harbor St., east side north of Arbor Way



Fig.8: Robert C. Bridge House, 204 Ocean Ave., ca. 1890.

MARBLEHEAD NECK IN THE 20TH CENTURY

Except during a hiatus corresponding with the duration of the First World War, the Neck attracted new development in the teens and twenties at both elite and middle-class levels. No longer based in casual resort styles, the properties display the formal, genteel estate architecture of the early-20th-century, based on European models, that the moneyed class employed in all parts of the country and in all kinds of settings. Many of these buildings seem out of context for oceanside vacation houses, such as Carcassonne, the French Chateau built on Castle Rock at 378 Ocean Avenue around 1930 (Fig.9). A decade or so earlier, Isabella Stewart Gardner built Twelve Lanterns in Spanish Moorish style on a low promontory at 246 Ocean Avenue (Fig.10). Combined with other large and eclectic mansions were built in the period, the architectural character of the ocean shore was redefined (Figs.11&12).



Fig.9: Carcassonne, 378 Ocean Ave., ca. 1930.



Fig.10: Twelve Lanterns, 246 Ocean Ave., ca. 1915.



Fig.11: House at 259 Ocean Ave., ca. 1920.



Fig.12: House at 329 Ocean Ave., ca. 1920.

While the redevelopment of the oceanfront was progressing, a plan for a new residential subdivision containing 165 lots was filed in 1923 for the open space south of Nanepashemet Street (Fig.13). The Bonelli-Adams Company, which owned the parcel, was a Boston-based developer of suburban tracts. Like the 1872 plan, its scale was unrealistic, especially considering the marshy environmental conditions. Dennett, and Sargent roads, Bridge Street and parts at the ends of Bonad Road were laid out, and lots were added to existing roads, such as Ocean Avenue and Flint and Nanepashemet streets. A vast unbuildable portion was later designated a conservation area. The houses on these streets reflect the suburban domestic architecture that was sweeping through the entire town in the post-WWI period, and during this period new houses also were added to Nanepashemet and Brown streets in the interior of the Neck.

A few large, distinctive Ranch houses were built on available land on Ocean and Harbor avenues and Foster Street in the period following the Second World War. These lots were typically created through the subdivision of older larger parcels. Smaller, more affordable versions of Post-WWII suburban house types, Capes, Ranches and Split-levels were added to interior streets, like Nanepashemet and Brown streets.

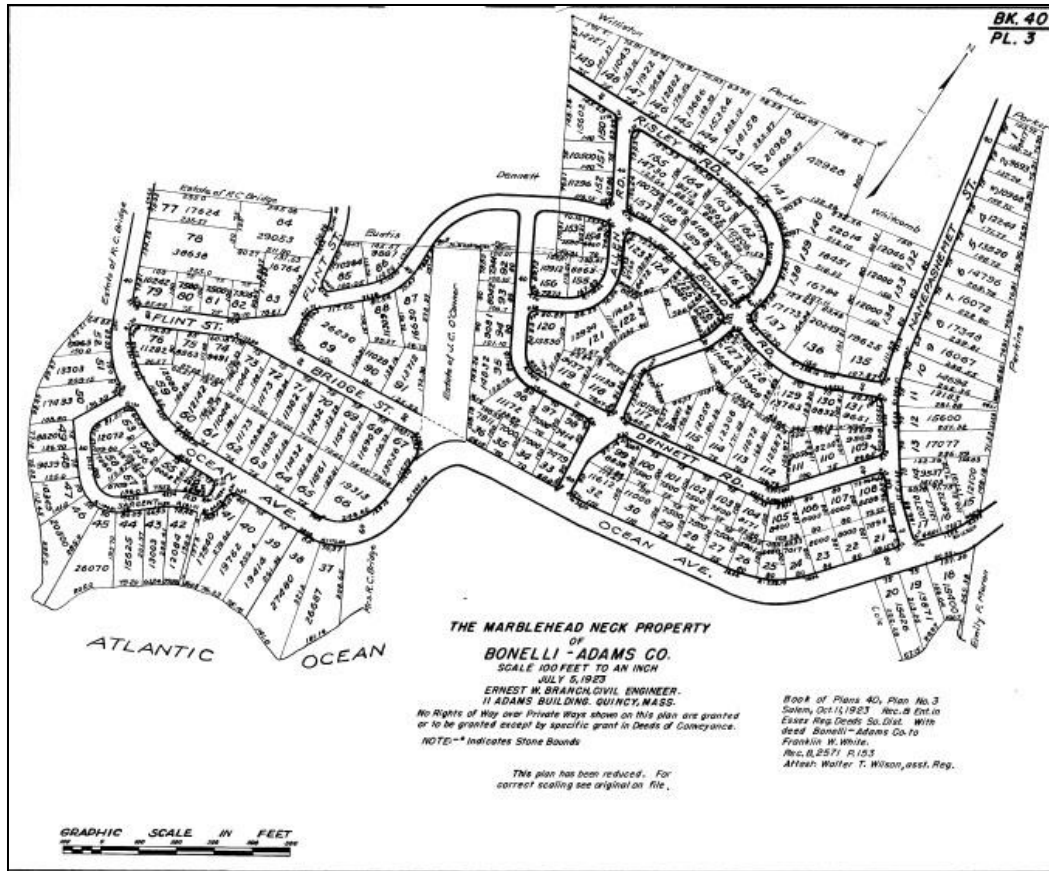


Fig.13: Plan of Marblehead Neck property of Bonelli-Adams Co., 1923. Essex County Plans, 40:3.

No large scale subdivisions have occurred since 1923, but the neighborhood continues to build out through subdivisions as the shoreline properties turn over and redevelop. More than any other neighborhood in the town, Marblehead Neck has experienced dramatic renovations and rebuilding, some the result of storm damage. In current times, the land has become much more valuable than the large historic houses on them, and they can be seen to be gradually eroding. Since 2001 twenty-five tear-downs have been recorded by the town, which amounts to 22 percent of all demolitions town-wide during the past 13 years. This total strongly indicates that redevelopment is a serious threat in this neighborhood. The neighborhood is almost exclusively residential in use. The only non-residential properties are the two yacht clubs and the lighthouse and park. There are no school or church properties in the neighborhood.

RECOMMENDATIONS FOR SURVEY: Marblehead Neck Neighborhood

- Research and write an overview of the history of the neighborhood and its development

Marblehead Neck has an underlying significance in the settlement and agricultural history of Marblehead, but more importantly the neighborhood represents the development of an elite resort area beginning in the mid-19th century with campgrounds and cooperative colonies, then evolving into more organized vacation compounds organized around yacht clubs and hotels, and culminating with the construction of massive and architecturally distinctive “summer cottages along the ocean in the manner of Newport or the Long Island Gold Coast. The neighborhood played only a peripheral

role in Marblehead's later suburban history; however, recent high-end development filling in open space once surrounding the original cottages has seriously compromised the setting.

- Survey the entire neighborhood on a single area form
 - Marblehead Neck Summer Colony, 1872-1960 (370 buildings)

This area contains historic resources surviving from the initial period of the town's resort history, as well as more recent development.

- Survey individual properties on building forms (136 properties)
 - Abbot View: 6
 - Andrews Lane: 2, 8, 9
 - Ballast Lane: 4, 10, 11, 14, 16, 18, 21, 27
 - Barker Lane: 5
 - Brown Street: 30, 34, 38, 40
 - Corinthian Lane: 1, 3, 5, 9, 14, 15, 17
 - Cutter Court: 1
 - Desmoulin Lane: 1
 - Flint Street: 9, 12, 13, 15, 22, 26
 - Follett Street: 8, 9, 10, 11
 - Foster Street: 2, 6, 11, 12, 17, 22, 34, 35, 36, 47 (Eastern Yacht Club)
 - Harbor Avenue: 48, 49, 53, 59, 60, 61, 67, 84, 85, 86, 87, 89, 92, 97, 100, 101, 102, 103
 - Harvard Street: 5, 6
 - Kimball Avenue: 1, 2, 3, 4, 5, 7, 10, 11, 13, 15, 16
 - Lighthouse Lane: (lighthouse & park)
 - Manley Street: 5, 7
 - Nahant Street: 1 (Corinthian Club), 11
 - Nanepashemet Street: 33, 53, 61, 64, 67
 - Nashua Avenue: 4
 - Ocean Avenue: 204, 230, 246, 253, 257, 273, 279, 282, 283, 285, 286, 289, 291, 291B, 293, 295, 297, 325, 329, 334, 339, 341, 346, 353, 358, 362, 363, 372, 373, 375, 378, 381, 388, 391, 392, 393, 396, 400, 421, 425
 - Parker Lane: 1
 - Peabody Lane: 35
 - Point O'Rocks: 4
 - Risley Road: 6, 8
 - Valley Street: 5, 10
 - Wallingford Road: 5

Properties have been selected based on their depiction in 1912 maps of the neighborhood and other considerations; more properties may emerge in the preparation of the historical overview and/or area forms

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Marblehead Neighborhood Overviews

MAVERICK

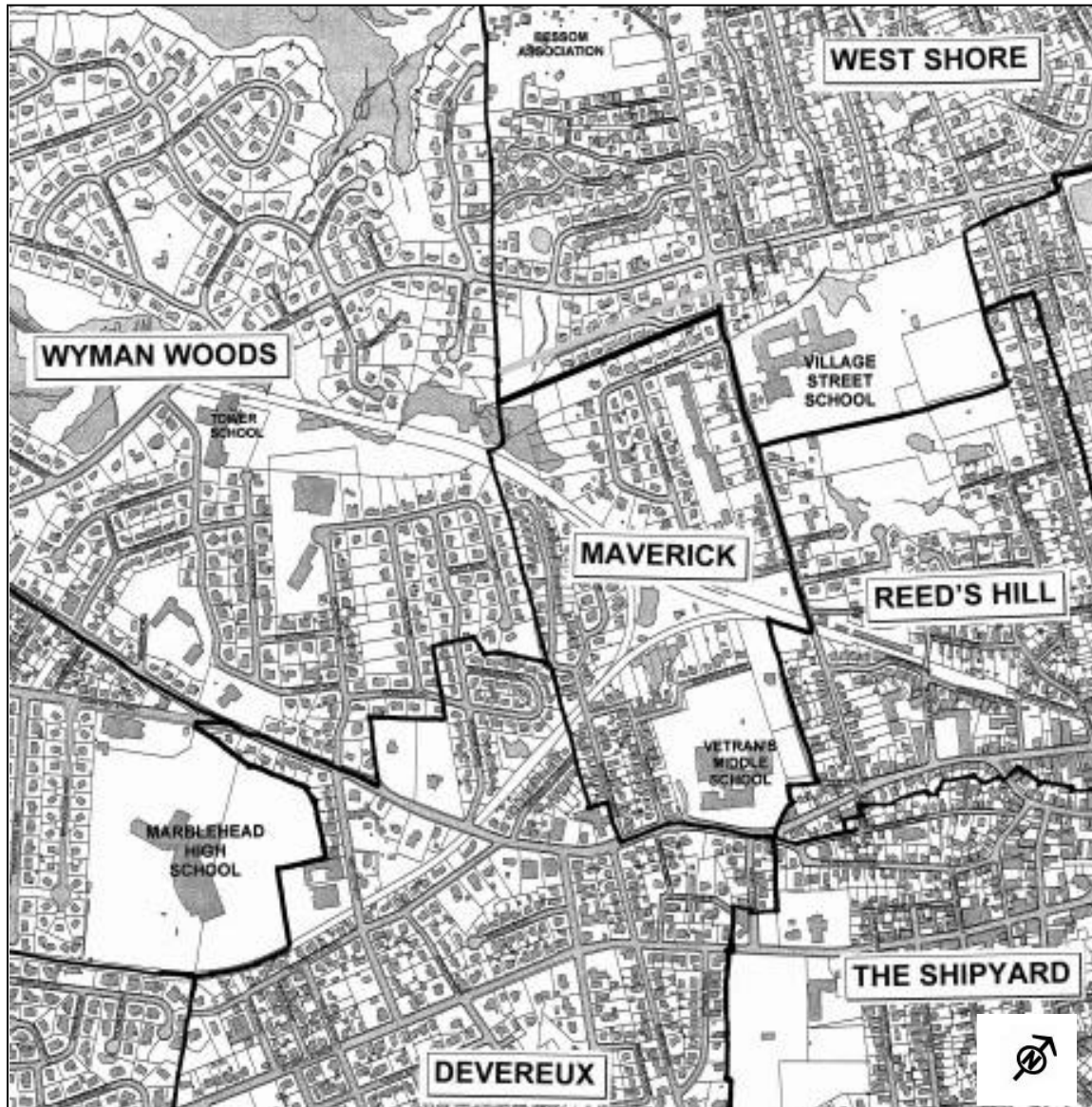


Fig.1: Detail of Neighborhood map of the Town of Marblehead.

The Maverick neighborhood is located on the interior of the town at the center of the peninsula (Fig.1). It is bounded on its northerly side by Village Street and the Reed's Hill and West Shore neighborhoods, the latter of which also wraps around on its westerly side. The Wyman Woods neighborhood borders on Maverick's southerly side with the Devereux neighborhood wrapping around its southeast corner with Pleasant Street creating the easterly division line. The topography is irregular in elevation and terrain with wetlands in its center and southwesterly corner. The two railroad lines coming into the town center from

Swampscott and Salem merge within the neighborhood taking a large triangular parcel from the center. This feature, together with fact that the landscape did not present environmental conditions entirely favorable to residential development, has created a varied and disjointed community.

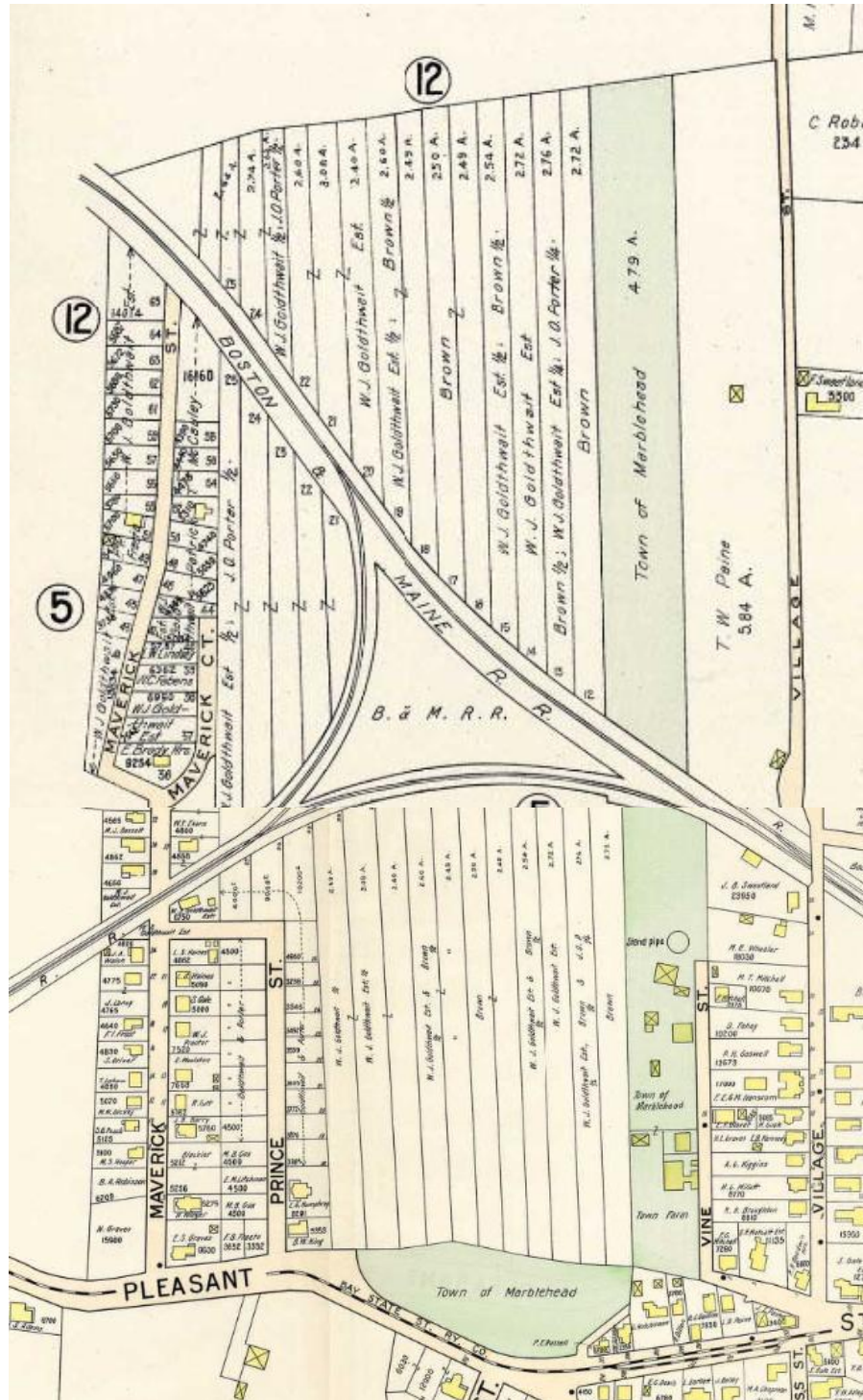


Fig.2: 1912 Marblehead Atlas, Details of Plates 5 & 11.

HISTORICAL BACKGROUND

Maverick was one of two rugged and wet non-arable areas in Marblehead, the other being represented in the Peach Highlands neighborhood. It appears that while other parts of the peninsula were cultivated for agriculture, these essentially waste areas would have been reserved for wood lots, pasturage and other passive agricultural functions. The 1912 map of the area depicts the continual vacancy of the area, but more importantly the persistence of what likely 18th-century land divisions: long, narrow lots traversing the entire area (Fig.2). The two-dimensionality of the map belies the uneven and boggy nature of the tract. Apparently, the lots were distributed among landholders to provide the useful natural resources the waste area provided. The town commandeered the northerly portion of the tract for its poor farm and, probably later, its water supply.

The area became known as Maverick because of the nearby location of the farm of “town father” Moses Maverick at 11 Hewitt Street in the adjoining Devereux neighborhood, although the division of the tract suggests multiple ownerships. Moses Maverick died in 1685, so perhaps he owned the land, which was later partitioned into the narrow strips characterizing it at the turn of the 20th century. By the time the 1912 map was published these lots had been consolidated under the ownership of William J. Goldthwait, one of Marblehead’s most active real estate speculators during the town’s suburban build-out. The map also depicts a residential subdivision made by Goldthwait and his associates along Maverick Street (Fig.3). Houses began to appear on Maverick Street sometime between publication of the 1876 and 1884 maps of the town.



Fig.3: Maverick St. north of Pleasant St.

William J. Goldthwait had subdivided the Smith Farm in Devereux by this time, and he was developing that area to meet the demand for permanent and summer homes. The “new town” section of the town center, specifically the Reed’s Hill and Shipyard neighborhoods, was expanding southward and Maverick Street merely was the extension of that plan into an appropriate area (one not spoiled by the railroad junction) at the southern limits the Maverick tract (Fig. 2 and #1 on subdivision map in Fig.5). The concentration of late-19th-century houses at the Pleasant Street end of Maverick Street are consistent with this period (Fig.3). A trio of identical mansard houses at the westerly end of the plan is particularly distinctive architecturally (Fig.4).



Fig.4: Maverick St. north side south of Edgewood Rd.

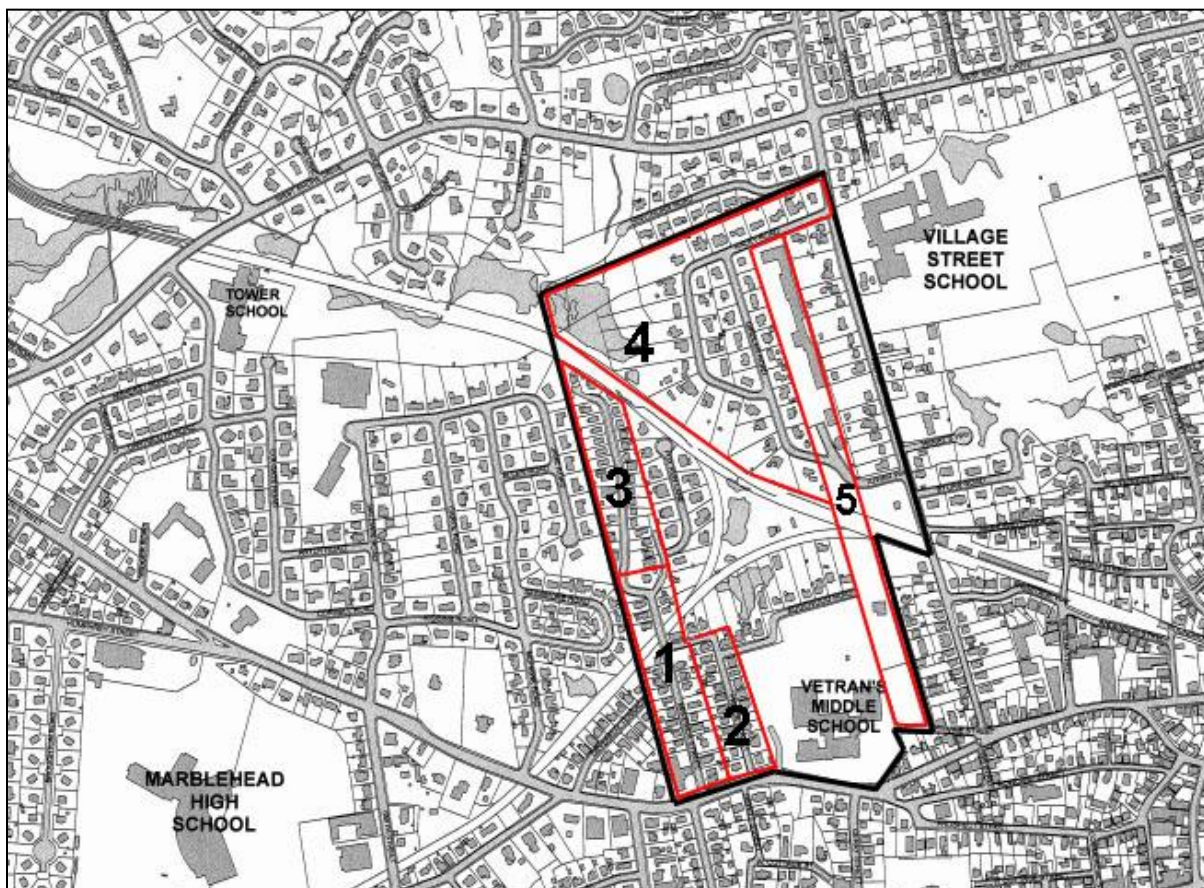


Fig.5: Map of Maverick neighborhood with subdivisions outlined. See appendix for more detailed descriptions

MAVERICK NEIGHBORHOOD AT THE TURN OF THE 20TH CENTURY

William J. Goldthwait and John O. Porter filed a plan of lots along Prince Street in 1907 (#2 on subdivision map in Fig.5). Porter was a local harness maker, who like many businessmen in this period, speculated in real estate development. (In 1917 Porter filed a plan for Porter's Beach, with lots on both sides of Jersey Street in the West Shore neighborhood.). Coming more than 30 years after the Maverick Street plan, houses built on Prince Street reflected the domestic architecture of the pre-World War I period with Four Square, Bungalow and Craftsman Cottage types (Fig.6). Around this time, Goldthwait had extended Maverick Street across the railroad and platted house lots, which were still largely vacant in 1912 (Fig.2 and #3 on subdivision map in Fig.5).



Fig.6: Prince St., south side west of Pleasant St.

A long strip of land along the northerly boundary of the neighborhood belonged to the town, the eastern end of which had been the site of Marblehead's almshouse or, by 1912, the town farm. Vine Street bent up and around from Pleasant Street to access the property, identified in 1856 as Wind Mill Hill. By 1912 the town had erected a stand pipe and developed a water works on the property (Fig.2 and #5 on subdivision map in Fig.5). The town continues to own the property, although the farm facility no longer exists and the stand pipe has been moved across the railroad junction and to a still higher elevation on Tower Road. The town highway department occupies a large one-story industrial building at the westerly end of the tract.

The northernmost strip of land along the southerly side of Village Street west of the railroad belonged to Thomas W. Paine in 1912. Paine was an expressman, a trade in which he followed his father, Thomas T. Paine, and he lived on Waldron Street. The 1872 town map suggests the father had owned the property before the son, and perhaps they farmed it because only an outbuilding is depicted there in 1912. The

eventual disposition of the land has not been determined, but it appears that it remained undeveloped until after the Second World War.

MAVERICK NEIGHBORHOOD IN THE POST-WWII ERA

In addition to the south side of Village Street, a residential subdivision was laid out in 1954 on Girdler and Haley roads on a vacant tract in the southwest corner of the neighborhood (#5 on subdivision map in Fig.5). Girdler Road was named for the family that farmed in the area during the 18th century, succeeded by Robert Girdler Harris, who later developed land in the adjacent West Shore neighborhood. The identity of the developer or any potential association with these historic families has yet to be discovered. Also in this period, town land once occupied by the town farm became the site for the Marblehead High School, now Veterans Middle School, on Pleasant Street.

Still more recently, small subdivisions have been made on Fox Run Lane, off Maverick Court, and Edgewood Road, off Prince Street, as residual developable land has been built out. The remaining open space coincides with a waterway and wetlands where house sites are not practical. A conservation area has been created south of Haley Road. The town also owns the land contained within the triangular railroad junction, which now supports an electric transmission substation. The rail beds are used as public trails.

More recent construction has occurred in existing subdivisions where space has allowed. Since 2001 no tear-downs have been recorded by the town, which indicates that the isolated neighborhood has not experienced the redevelopment pressures of adjoining coastal areas. The neighborhood is mixed in use, with various municipal facilities and a school. There are no commercial or religious buildings.

RECOMMENDATIONS FOR SURVEY: Maverick Neighborhood

- Research and write an overview of the history of the neighborhood and its development

The Maverick neighborhood has a long history of a rugged zone with non-arable land and sparse settlement. The neighborhood has significance in farm history through its association with known farm owners with land elsewhere in the town. It does not appear to have any role in the theme of turn-of-the-20th-century summer resort development, but it does contain early residential subdivisions reflecting the growth of the town center. The town also has had a long-term presence in the neighborhood, it being the location of an almshouse, later town farm, and public water facilities. Maverick also has planning and architectural features relating to Marblehead's Post-WWII Era suburban history.

- Survey early subdivisions on separate area forms (#s indicate location on subdivision map in Fig.5).
 - Maverick St., #1 & #3, ca. 1880 & ca. 1900 (25 & 32 buildings)
 - Prince St., #2, 1907 (20 buildings)

These two areas represent residential subdivisions occurring on the fringe of the town center at the turn of the 20th century.

- Survey significant Post-WWII Era subdivisions on separate area forms (#s indicate location on subdivision map in Fig.5).
- - Girdler & Haley rds., #5, 1954 (45 buildings)

This area contains historic resources surviving from this important stage of the town's development history.

- Survey individual properties on building forms (21 properties)
 - Maverick Street: 1, 3, 8, 9, 10, 11, 12, 13, 14, 16, 17, 18, 19, 21, 22, 24, 27, 35, 57
 - Pleasant Street: 227
 - Prince Street: 1

Properties have been selected based on their depiction in 1912 maps of the neighborhood and other considerations; more properties may emerge in the preparation of the historical overview and/or area forms.

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Marblehead Neighborhood Overviews

NAUGUS HEAD

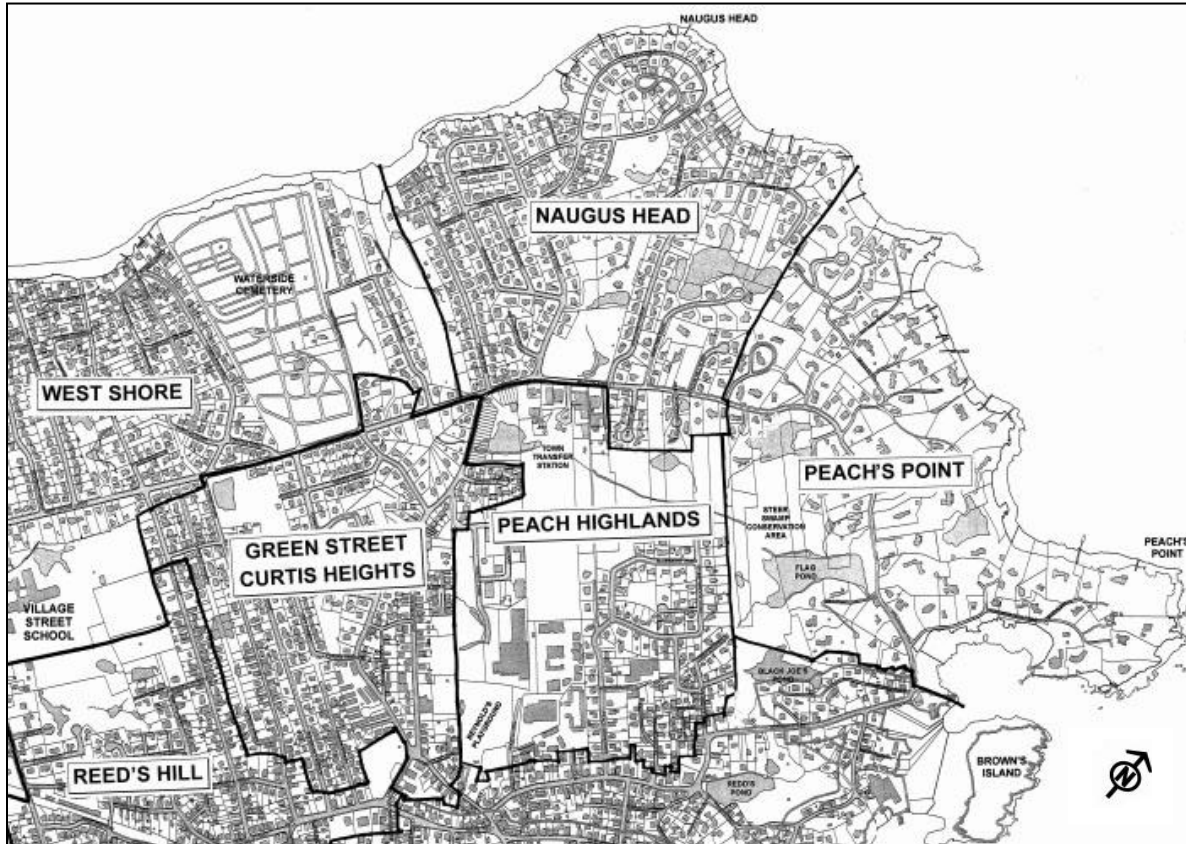


Fig.1: Detail of Neighborhood map of the Town of Marblehead.

The Naugus Head neighborhood is located on a point of land in the northwesterly corner of the town at the mouth of Salem Harbor (Fig.1). It abuts the West Shore neighborhood on the south and Peach's Point neighborhood on the north. The easterly boundary of the neighborhood is irregular as it follows more recent patterns of development in the adjoining neighborhoods of Peach Highlands. The topography is generally flat with Beacon Hill elevating the northeast corner; the coastline is irregular and rocky with escarpments. Naugus Head is a wide point of land projecting into the bay. It is flanked by Folger Point on the southwest and Cloutman Point on the northeast. The neighborhood is fully built out with the only open space comprising a large vacant parcel at the corner of Green and Beacon streets. The oceanfront has been privatized with the exception of a historic landing at the bay end of Green Street.

Green Street is the main thoroughfare through the neighborhood; its winding route from the town center represents an early road leading to a ferry linking the Peninsula to Salem. Beacon Street, which runs along the easterly edge of the neighborhood and terminates at Green Street, provided an alternative route to the ferry from Little Harbor. The other roads in Naugus Head were laid in the 20th century.

HISTORICAL BACKGROUND

Until suburban development reached Marblehead in the 20th century, the west shore of the peninsula was characterized by open farmland with a scattering of rural residences and summer colonies along the coastline. The origins of Naugus Head are said to extend back to 1629 when colonial authorities erected Fort Darby to protect Salem Harbor. Within a few years a ferry landing was established at this location. In the 18th century, the town trustees divided the area into farm tracts, in the same long, thin manner the rest of the “upper” side of the peninsula, from then known as the “ferry lots.” In 1737 Green Street replaced the old ferry path, running from the town house to the landing. Ferry service was suspended around the time of the Revolution as land routes to Salem and Swampscott had improved. Yet, the picturesque area attracted picnickers and campers from Salem, first coming across the bay in their own boats and later in commercial barges. The fort was rehabilitated during the War of 1812 and again at the time of the Civil War, at which time it was renamed Fort Miller.²⁹



Fig.2: Cloutman house, 7 Cloutman's Lane, ca. 1850.

The cartographers did not acknowledge the existence of a fort on the 1856 map of Essex County, while Beacon and Green streets and three properties were depicted. One farm at the bay-end of Green Street was associated with merchant John Sparhawk and another closer in with boat builder Henry Cloutman. The third was located at the intersection of Green and Beacon streets and was linked to the Harris family, who operated a large farm in the adjoining West Shore neighborhood. Any buildings related to the Sparhawk farm have disappeared under layers of later bay shore development, but the houses associated with the latter two properties in this period appear to survive at 7 Cloutman's Lane (Fig.2) and 166 Green Street, respectively.

²⁹ Lord & Gamage, *The Spirit of '76 Lives Here*, 316-318.

The Cloutman farm had been transferred to William H. Goodwin by 1872 and George Courtis had acquired the Harris tract on the south side of Green Street. Goodwin had given way to J.J.H. Gregory by 1884. By this time, the market gardens of locally-renowned vegetable farmer and seed grower James John Howard Gregory (1827-1910) covered much of the open land on Peach's Point, and his success led him to take over arable land in Naugus Head, as well. In 1876 he built a seaside home at the end of Cloutman's Lane (#49). John F. Tutt and his wife, Sarah, had a farm on the east side of Cloutman's Lane. Incidentally, the fort had reappeared on the 1884 map of the town.

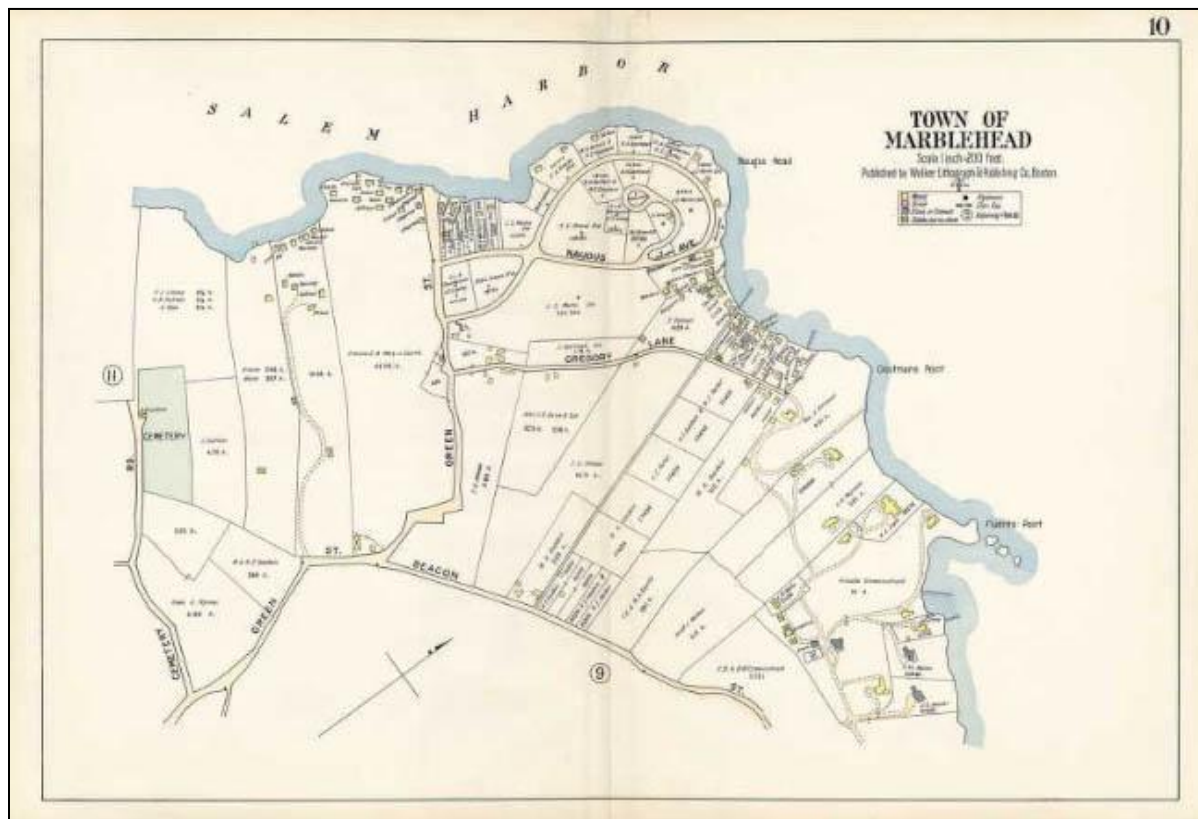


Fig.3: Plate 10 from the 1912 Marblehead Atlas showing the Naugus Head neighborhood.

NAUGUS HEAD NEIGHBORHOOD AT THE TURN OF THE 20TH CENTURY

The 1912 map of Naugus Head in the 1912 Marblehead atlas shows a road looping through the coastline Sparhawk property with 22 house-lot divisions along Naugus Avenue, Sparhawk Terrace, Johns Road and Green Street (#1 on subdivision map in Fig.4). John Sparhawk Martin, a fourth-generation Marbleheader and son of master mariner Capt. Arnold Martin, evidently inherited the land from his mother, Mary Sparhawk. John S. Martin was a carpenter by trade and the leading building contractor in Marblehead; he had been awarded a contract for carpentry work in the construction of Abbot Hall in 1876. After his death his son Benjamin F. Martin succeeded him in the construction business and his son John A. Martin became the proprietor of John S. Martin & Co., a coal, feed and building supply business at Martin's

Wharf on Cliff Street.³⁰ Although indicated as owned by his heirs in 1912, the Naugus Park subdivision was likely platted during John S. Martin's lifetime. The map documents that some of the lots had been sold and built upon (Fig.3). The initial development was surely intended for summer cottages with smaller properties along the shoreline off Green Street and larger ones on the promontory on the actual head, none of which remains intact.

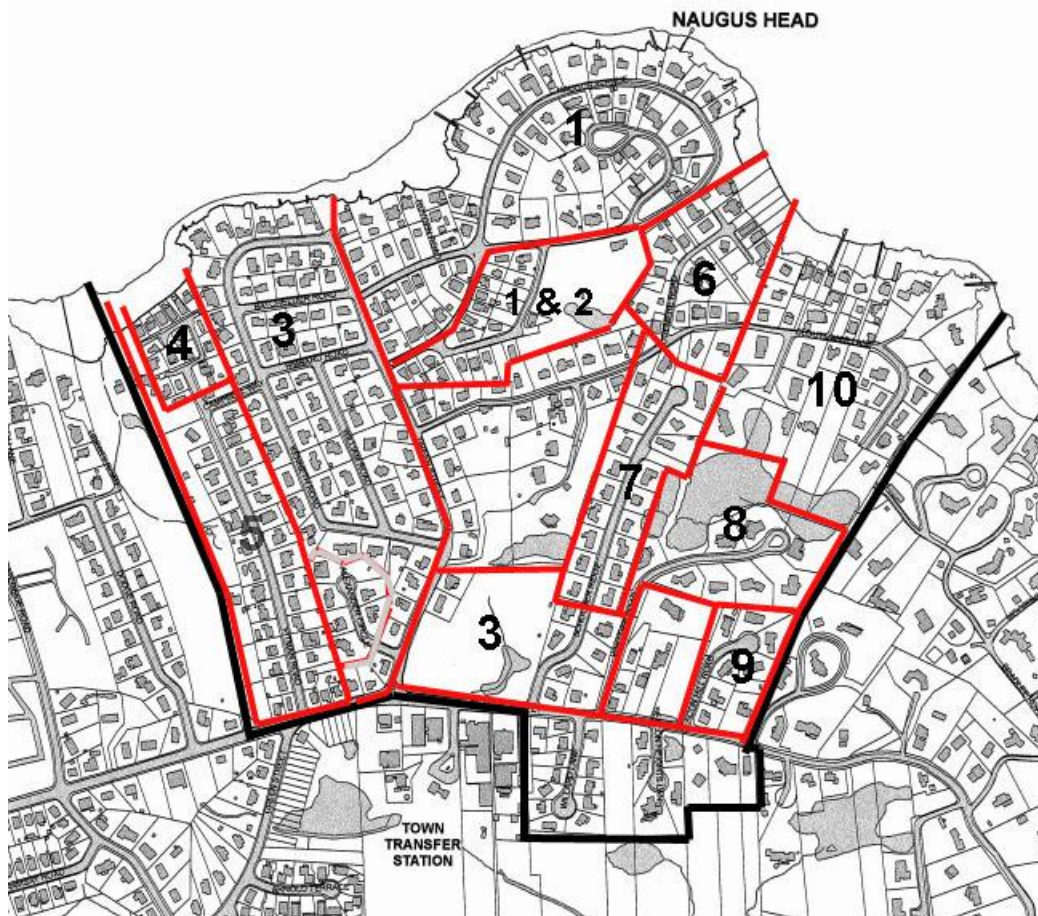


Fig.4: Map of Naugus Head neighborhood showing outlines of major subdivisions. See appendix for description of subdivisions enumerated.

Francis E. and Mary J. Courtis's farm remained open except for a string of "land-rent" cottages along the shoreline south of Green Street and a small colony had begun to organize at what was known as Pitman Field (#3 & #4 on subdivision map in Fig.4). Cloutman's Lane traversed the eastern slope of Naugus Head and extended to the shoreline on the north side of the head where more cottages were concentrated. The pattern of historic farm divisions is still graphically evident (and essentially unaltered) on the 1912 map (Fig.3). The majority of the buildings depicted were impermanent.

³⁰ *Biographical Sketches of Representative Citizens of the Commonwealth of Massachusetts* (1901), 185-186.

NAUGUS HEAD NEIGHBORHOOD IN THE POST-WWI PERIOD

After a hiatus corresponding with the duration of the First World War, development in the West Shore neighborhood resumed and intensified, but it was still more related to summer residences than to suburbanization. One of the first subdivision plans filed was for Naugus Park in 1925, which filled in a vacant section of the original Martin development; the John S. Martin Estate was still recorded as the owner. The entire area was platted, but only lots along Brimblecone, East and Intervale roads were realized leaving more than half the area undeveloped until very recently (#2 on subdivision map in Fig.4).



Fig.5: House at 80 Pitman Rd., ca. 1925



Fig.6: House at 19 Edgemere Rd., c. 1925



Fig.7: View of houses along shoreline in Edgemere and Cloutman's Point, looking east from Naugus beach.

The cottage colony at Pitman Field was formalized with a plan map filed in 1925 by the Pitman Field Association (#4 on subdivision map in Fig.4) incorporating existing dwellings as well as making room for new ones (Fig.5). Yet, the same does not appear to have occurred on the adjoining Courtis tract until much later when the entire farm was platted as Beacon Heights (#3 on subdivision map in Fig.4).

Twenty-three building lots were planned in Edgemere in 1926 where “land-rent” had been the rule along the bay front (#6 on subdivision map in Fig.4). The plan covered the entire property and extended back to Cloutman’s Lane where suburban-type houses were built (Fig.6); Gilbert L. Pitman, John S. Griffiths and Katherine E. Monahan were recorded as the owners. Individual house lots were subdivided along both sides of Cloutman’s Lane at Cloutman’s Point, although no plan has been found for this section (Fig.7 and #10 on subdivision map in Fig.4). Much of this land would have been owned by James J. H. Gregory. Some distinctive summer houses were built near the water, influenced by the scale and quality of Gregory’s residence as well as homes in neighboring Peach’s Point (Fig.8).



Fig.8: Houses at 44-48 Cloutman’s Lane, ca. 1890 & later.

NAUGUS HEAD NEIGHBORHOOD IN THE POST-WWII PERIOD

Because of its early and continuing orientation to Salem Bay and water-based recreation, through most of its 20th-century history, the Naugus Head neighborhood developed from the bay shore out to Beacon Street. Thus most Post-WWII buildings are located close to Beacon Street, although some infill has occurred deeper into the neighborhood.

Five subdivision plans were filed for new streets in the neighborhood between 1947 and 1987. The two oldest covered the Courtis and Pitman tracts (#3 & #5 on subdivision map in Fig.4). The Courtis farm was subdivided in a few stages between 1947 and 1954 under the name of Beacon Heights. (A small portion of it at the Beacon Street end of Schooner Ridge was actually platted in 1924.) The first effort, undertaken by Beacon Heights, Inc. in 1947, privatized lands along the shoreline around Kenneth and Batchelder roads and expanded the plan eastward to include Hibbard Road. In 1954 the plan was extended out to

Beacon Street by surveyor Walter T. Foss, who also was the owner at the time. The entire development contains a variety of post-war types, but mostly Capes, all of them now characterized by alterations and additions. A subdivision along Pitman Road was filed in 1960, also by Walter T. Foss as surveyor and owner. Houses along the street are similar in design (and extent of alterations) to those built in Beacon Heights.

Three more recent subdivisions, with plans filed between 1975 and 1987, on Beacon Hill Road, Whittier Road and Schooner Ridge, all of which connect to Beacon Street. Their custom designs reflect the suburban architectural taste of their times. Those on Whittier Road are sited on the slope of Beacon Hill to take advantage of views of the ocean over Peach's Point. The long- vacant parcel in of Naugus Avenue in Naugus Park was very recently subdivided and built out with large homes on a new street (cul-de-sac) named Mound Road.

In addition to these non-historic developments, there has been some new construction in older subdivisions where space has allowed. The early 20th-century house lots were quite small, and some have been combined to create larger parcels. Since 2001 seven tear-downs have been recorded by the town, including many on Naugus Avenue. This number indicates that smaller unimproved dwellings are being demolished rather than being rehabilitated. The neighborhood is almost exclusively residential in use. There are no commercial, religious or educational buildings.

RECOMMENDATIONS FOR SURVEY: Naugus Head Neighborhood

- Research and write an overview of the history of the neighborhood and its development

Naugus Head has an early history as the location of a Colonial fort and ferry landing. The neighborhood also has significance in its underlying farm history and in its association with the theme of turn-of-the-20th-century summer resort development on the bay side of the Marblehead peninsula. The neighborhood played only a peripheral role in Marblehead's later suburban history.

- Survey significant summer cottage colonies on separate area forms (#s indicate location on subdivision map in Fig.4).
 - Naugus Head colony, ca. 1900, #1 (70 buildings) combine with Naugus Park below
 - Beacon Heights colony, ca. 1900, #3 (40 buildings)
 - Pitman Field colony ca. 1900 ,#4 (15 buildings)
 - Edgemere colony, ca. 1900 , #6 (20 buildings) combine with Edgemere below
 - Cloutman Point colony, ca. 1875, #10 (30 buildings)

These five areas contain historic resources surviving from the initial period of the town's resort history.

- Survey significant pre-WWII subdivisions on separate area forms (#s indicate location on subdivision map in Fig.6).
 - Naugus Park, 1925, #2 (20 buildings) combine with Naugus Head Colony above
 - Edgemere, 1926, #6 (20 buildings) combine with Edgemere colony above

These two areas contain historic resources surviving from the stage in the neighborhood's resort history when development advanced. Both are later manifestations of ca. 1900 land-rent colonies and should be surveyed with them on the same area forms.

- Survey significant post-WWII subdivisions on separate area forms
 - Beacon Heights, 1947-1954, #3 (97 buildings)
 - Pitman Road, 1860, #5, (35 buildings)
- Survey individual properties on building forms (19 properties)
 - Cloutman's Lane: 7, 34, 40, 44, 46, 47, 48, 49, 50
 - Edgemere Road: 9, 10, 16
 - Green Street: 166
 - Naugus Avenue: 90, 92
 - Pitman Road, 76, 80
 - Sparhawk Terrace: 4, 12

Properties have been selected based on their depiction in 1912 maps of the neighborhood and other considerations; more properties may emerge in the preparation of the historical overview and/or area forms

Marblehead Neighborhood Overviews

PEACH HIGHLANDS

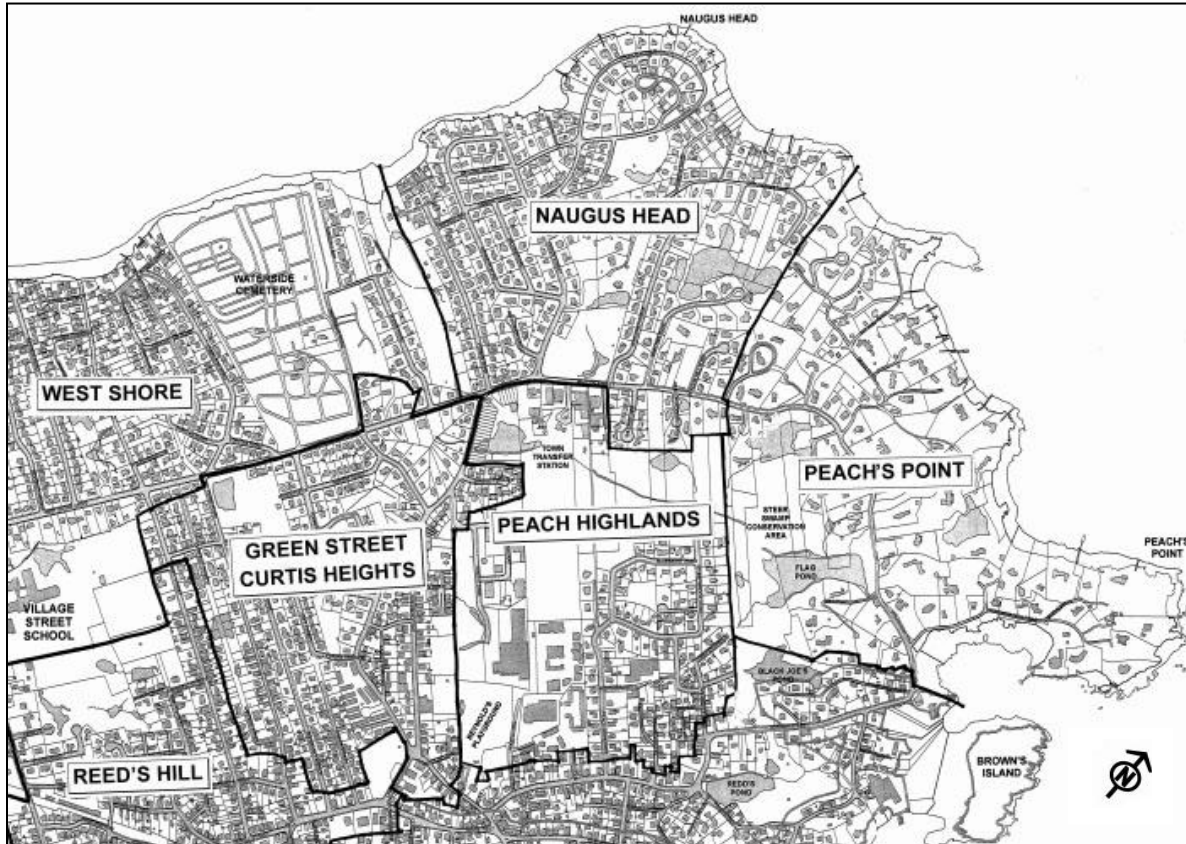


Fig.1: Detail of Neighborhood map of the Town of Marblehead.

The Peach Highlands neighborhood is located on the interior of the town at the northerly end of the peninsula (Fig.1). It is bounded on the northeast by the Peach's Point neighborhood, on the northwest by Naugus Head, on the southwest by Green Street / Curtis Heights neighborhood and on the southeast the town center. The topography is irregular in elevation and terrain with wetlands in its northwesterly section. The neighborhood has not built out due to unfavorable environmental conditions, which has left a significant amount of space open and undeveloped. The town landfill occupies a large are in the westerly corner of the area.

Peach Heights has been an isolated, non-productive area for most of its history, with much of it inaccessible. Pond Street forms the easterly boundary of the neighborhood and the largest developed area is accessible from Peach Highlands [street] and Hillside Avenue, which connect to Pond Street. Beacon Street serves a similar function along the westerly bounds of the neighborhood. A third access point is more recent. It comes in from Village Street, along Hood's Lane, into Marblehead's only industrial park.

HISTORICAL BACKGROUND

Peach Highlands was one of two rugged and wet non-arable areas in Marblehead, the other being represented in the Maverick neighborhood. It appears that while other parts of the peninsula were cultivated for agriculture, these essentially waste areas would have been reserved for wood lots, pasturage and other passive agricultural functions. The 1912 map of the area depicts the continual vacancy of the area, but more importantly the persistence of what likely 18th-century land divisions: long, narrow lots traversing the entire area (Fig.2). A stream running across the plan was dammed in the early 18th century for a mill, flooding the wet land on the northerly side of the area.

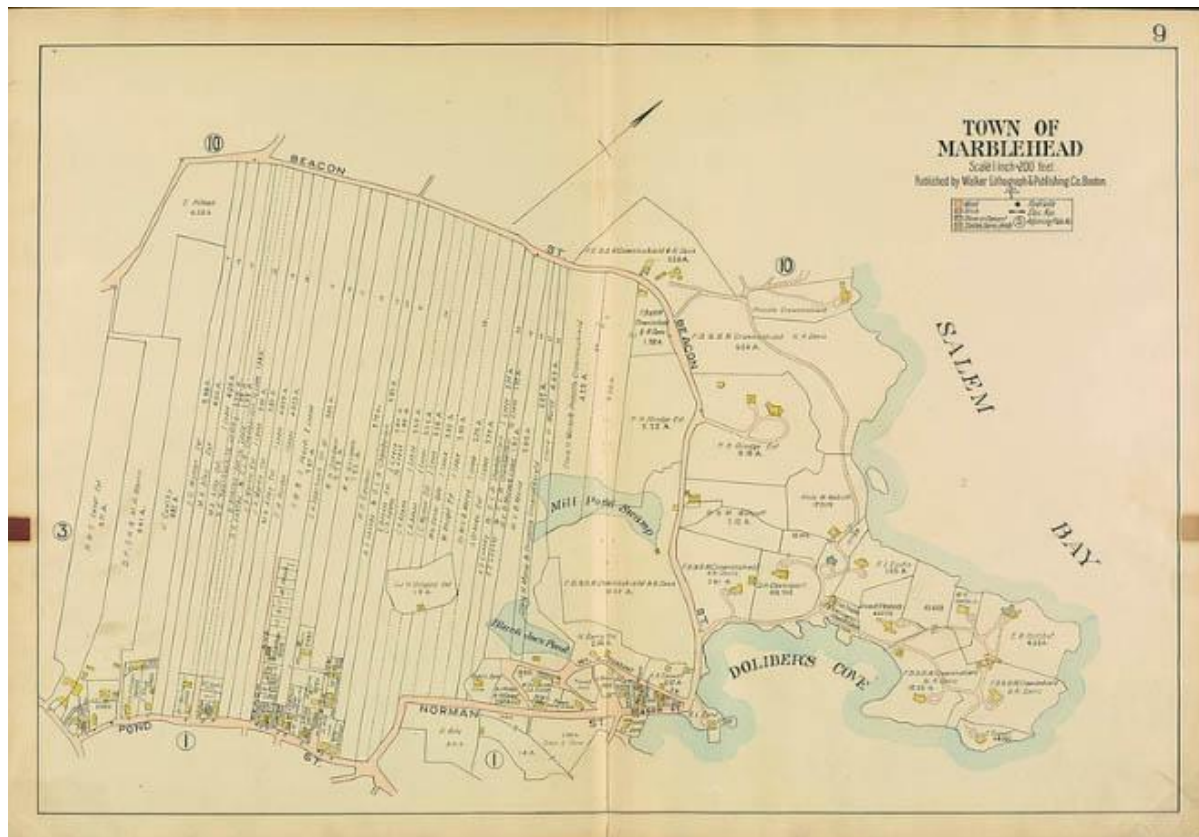


Fig.2: 1912 Marblehead Atlas, Plate 9.

Initially, the lots would have been distributed among landholders to provide the useful natural resources the waste area provided, but by the 20th century ownership of the lots, like the farms, had been consolidated among a few prominent individuals like the Martins, Wymans, Alleys, Graves, Sparhawk, Peach and Goodwin (Fig.3). Some of them owned two or more adjoining lots, evidently acquired with the intention to create wider parcels more conducive to development. Some owned just one on a speculative basis. The detail map also depicts residences along the west side of Pond Street, many of which are annotated with the names of landholders and indicating that they were leased premises (Fig.3).

[illegible]

Another landholder, William H. Goodwin, laid out Hillside Avenue with house lots around the same time. His kinsman Perley R. Goodwin lived at 14 Hillside Avenue in 1919 and appears to have farmed on the highlands tract. Shoe cutter Herbert M. Pope also lived on the street. William H. Goodwin would later team up with civil engineer Walter Foss in the surveying firm Foss-Goodwin, Inc., which would lead to the introduction of Foss Terrace to the plan (#2 on subdivision map in Fig.5).



Fig.4: Fred W. & Allie Peach House, 5 Peach Highlands, ca. 1900.

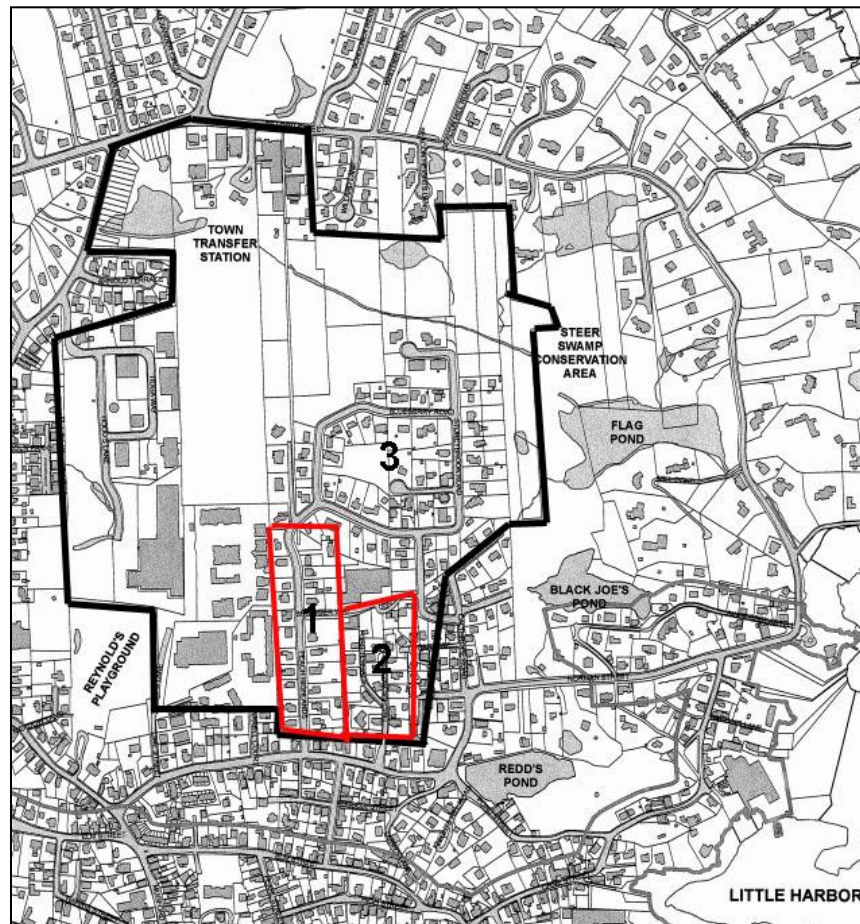


Fig.5: Map of Peach Highlands neighborhood with subdivisions outlined. See appendix for more detailed descriptions

Little additional development would occur in the neighborhood until after the Second World War when Calthrope and Stony Brook roads were laid out and Peach Avenue, renamed Peach Highlands, was extended and Blueberry Road created (#3 on subdivision map in Fig.5). Calthrope Road actually existed as early as 1937, and its ownership history remains vague. The Peach family can be associated with much of the subdivisions occurring along Peach Highlands and Blueberry Road, although it is not clear how or when they consolidated the tract from the pre-existing narrow lots; an overall subdivision plan has yet to emerge. In either case, house construction proceeded deliberately and randomly resulting in a neighborhood comprised with a varied mix of mid- and late-20th-century house designs.

The remaining open space coincides with a waterway and wetlands where house sites are not practical. More recent construction has occurred in existing subdivisions where space has allowed. Since 2001 only one tear-down has been recorded by the town, at 38 Peach Highlands. This low number indicates that the traditionally marginalized neighborhood has not experienced the redevelopment pressures of adjoining coastal areas. The neighborhood is exclusively residential in use. There are no commercial, religious or educational buildings.

RECOMMENDATIONS FOR SURVEY: Peach Highlands Neighborhood

- Research and write an overview of the history of the neighborhood and its development

Peach Highlands neighborhood has a long history of a rugged zone with non-arable land and sparse settlement. The neighborhood has significance in farm history through its association with known farm owners with land elsewhere in the town. It does not appear to have any role in the theme of turn-of-the-20th-century summer resort development, but it does contain planning and architectural features relating to Marblehead's later suburban history.

- Survey entire neighborhood on a single area form

This area has no subdivisions that merit separate area forms.

- Survey individual properties on building forms (15 properties)
 - Peach Highlands: 5
 - Hillside Avenue: 2, 5, 8, 15, 21
 - Foss Terrace: 8, 14
 - Pond Street: 32, 34, 36, 38, 42-44, 46, 50

Properties have been selected based on their depiction in 1912 maps of the neighborhood and other considerations; more properties may emerge in the preparation of the historical overview and/or area forms

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Marblehead Neighborhood Overviews

PEACH'S POINT

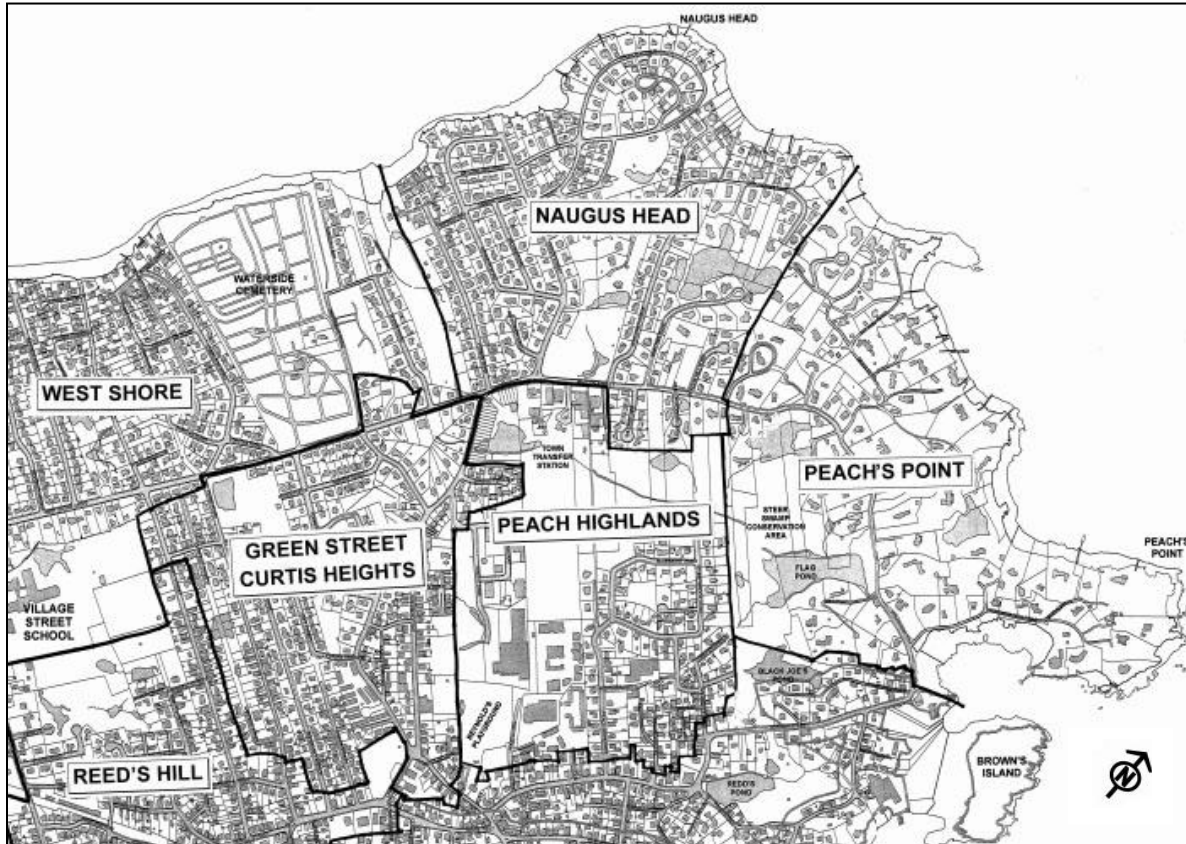


Fig.1: Detail of Neighborhood map of the Town of Marblehead.

The Peach's Point neighborhood is located at the extreme northerly end of the Marblehead peninsula (Fig.1). It has a long ocean coastline with a narrow point, Peach's Point, projecting out into the Atlantic forming Doliber's Cove on its southeasterly side. Fluen Point and Doliber Point are landmarks along the irregular Atlantic shoreline. On land, the neighborhood abuts Naugus Head, Peach Highlands and the town center. The topography is generally flat with Beacon Hill on the edge of the westerly boundary. The neighborhood contains large residential parcels uncharacteristic of the town in general, which is otherwise quite densely built out. However, subdivision has continued to occur in the neighborhood reducing the sizes of lots and the numbers of buildings. The oceanfront has been privatized with the exception of a beach at Doliber's Cove.

Beacon Street is the main thoroughfare through the neighborhood and represents an early road leading from Little Harbor, the original town center, to a ferry on Naugus Head linking the peninsula to Salem. Roads within Peach's Point originated as private carriage roads, and many, now more numerous, still are posted for restricted access. Crowninshield Road is the main access route on the southeast part of the neighborhood and leads to Peach's Point. Bradlee Road enters the neighborhood at the southeast side and

divides into lanes and driveways reflecting the gradual subdivision of large lots into three or more smaller parcels.

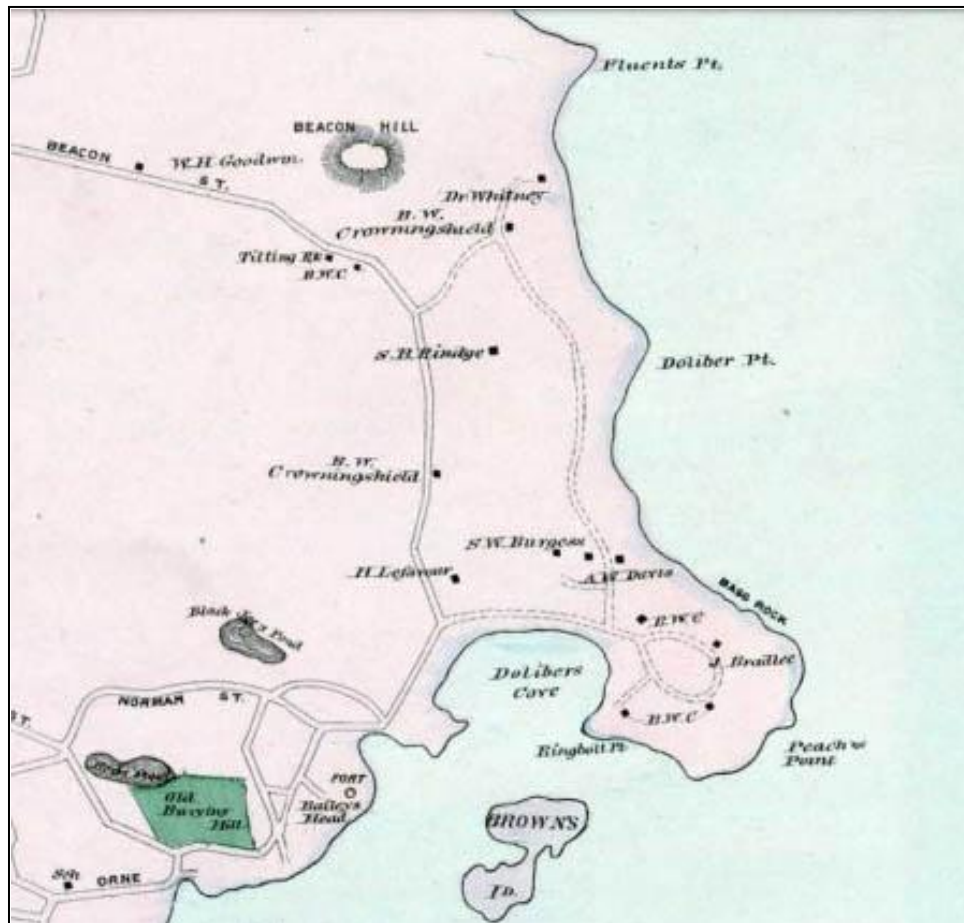


Fig.2: Detail of 1884 Map of Marblehead showing Peach's Point.

HISTORICAL BACKGROUND

Like other areas of Marblehead outside of the town center, Peach's Point was first developed as a farming area. According to one account, "By the close of the seventeenth century Peach's Point was shared by Keith, Codner, Bartoll, Bartlett, John Conant, minister Samuel Cheever and others who had inherited various parcels. Pasturage, farms and orchards made the land desirable, but lonely; so houses were rare, for the owners preferred to live at Little Harbor or on the Great Bay."³¹

The old mill pond and swamp that had been dammed up by the miller, Robert Knight, and which was later called Flag Pond, was on the left [or easterly side of Beacon Street]. Nothing remains of those early buildings, yet on the opposite is a 1715 three-storied farmhouse (built by Mark Pitman) with Doric columns and a captain's walk. It was once

³¹ Lord & Gamage, *The Spirit of '76 Lives Here*, 313.

used by the town as a smallpox hospital whose contaminated dead were buried on the property. A century later another owner, Captain Freeto, leased it to James J.H. Gregory who was growing vegetables on much of the open land on the Point... For two centuries Peach's Point was primarily used for farming.³²

Salem shipping magnate, Francis B. Crowninshield (1809-1877) bought the majority of the land comprising Peach's Point in 1871 and built a summer home on the point the following year.³³ His son, Benjamin W. Crowninshield (1837-1892) also bought land in the neighborhood as did his daughter, Katherine M. Crowninshield (b. 1839) and her husband Josiah Bradlee. Benjamin W. Crowninshield's three sons, Bowdoin B. and Francis B. and Benjamin W. inherited the property and all built houses there. This development transformed the rugged terrain from agricultural pasture and James J.H. Gregory's vegetable and seed gardens to a picturesque and genteel landscape (Fig.3).



Fig.3: View of Peach's Point from 1884 Bird's-Eye View of Marblehead.

The Crowninshield family owned the property through to the end of the 20th century, at which time it was held in trust for the fourth generation. The Crowninshield Realty Trust has been gradually subdividing house lots from their holdings and selling the family homes as well as inviting new residential development. A number of the old houses have been lost to demolition or to renovation. Those that survive more-or-less intact represent the distinctive architecture and settings of the elite class that summered in Marblehead. While there are large summer houses on Marblehead Neck that rival those the Crowninshields built on Peach's Point, were not planned to be integrated in a landscaped family compound of celebrity status.

³² Ibid.

³³ Ibid. This source erroneously cites his name as Francis W. Crowninshield.



Fig.4: Bowdoin B. & Priscilla M. Crowninshield House, 17 Bradlee Rd., ca. 1900.

Since 2001 five tear-downs have been recorded by the town, a significant number for so small a neighborhood. This number reflects the constant rebuilding of shore land real estate with smaller dwellings being demolished rather than being rehabilitated. The neighborhood is almost exclusively residential in use. There are no commercial, religious or educational buildings.

RECOMMENDATIONS FOR SURVEY: Peach's Point Neighborhood

- Research and write an overview of the history of the neighborhood and its development

Peach's Point has an underlying significance in the settlement and agricultural history of Marblehead, but more importantly the neighborhood represents a unique instance of an elite family (the Crowninshields of Salem) vacation compound developed in the late 19th century with elegant "cottages" and a picturesque seaside landscape. The neighborhood played only a peripheral role in Marblehead's later suburban history; however, recent high-end development of the open space once surrounding the original cottages has seriously compromised the setting.

- Survey the entire neighborhood on a single area form
 - Peach's Point summer colony, 1871-1960 (95 buildings)

This area contains historic resources surviving from the initial period of the town's resort history, as well as more recent development.

- Survey individual properties on building forms (26 properties)
 - Anchorage Lane: 4
 - Beacon Street: 81, 99, 100
 - Bradlee Road: 10, 17, 21, 32
 - Bradlee's End: 1, 4, 11
 - Broadmere Way: 4
 - Crowninshield Road: 4, 17, 20, 22
 - Davenport Road: 1

- Davis Road: 2, 12, 19
- Eustis Road: 3, 4, 5
- Mooring Road: 3, 7, 10

Properties have been selected based on their depiction in 1912 maps of the neighborhood and other considerations; more properties may emerge in the preparation of the historical overview and/or area forms.

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Marblehead Neighborhood Overviews

PRESTON BEACH

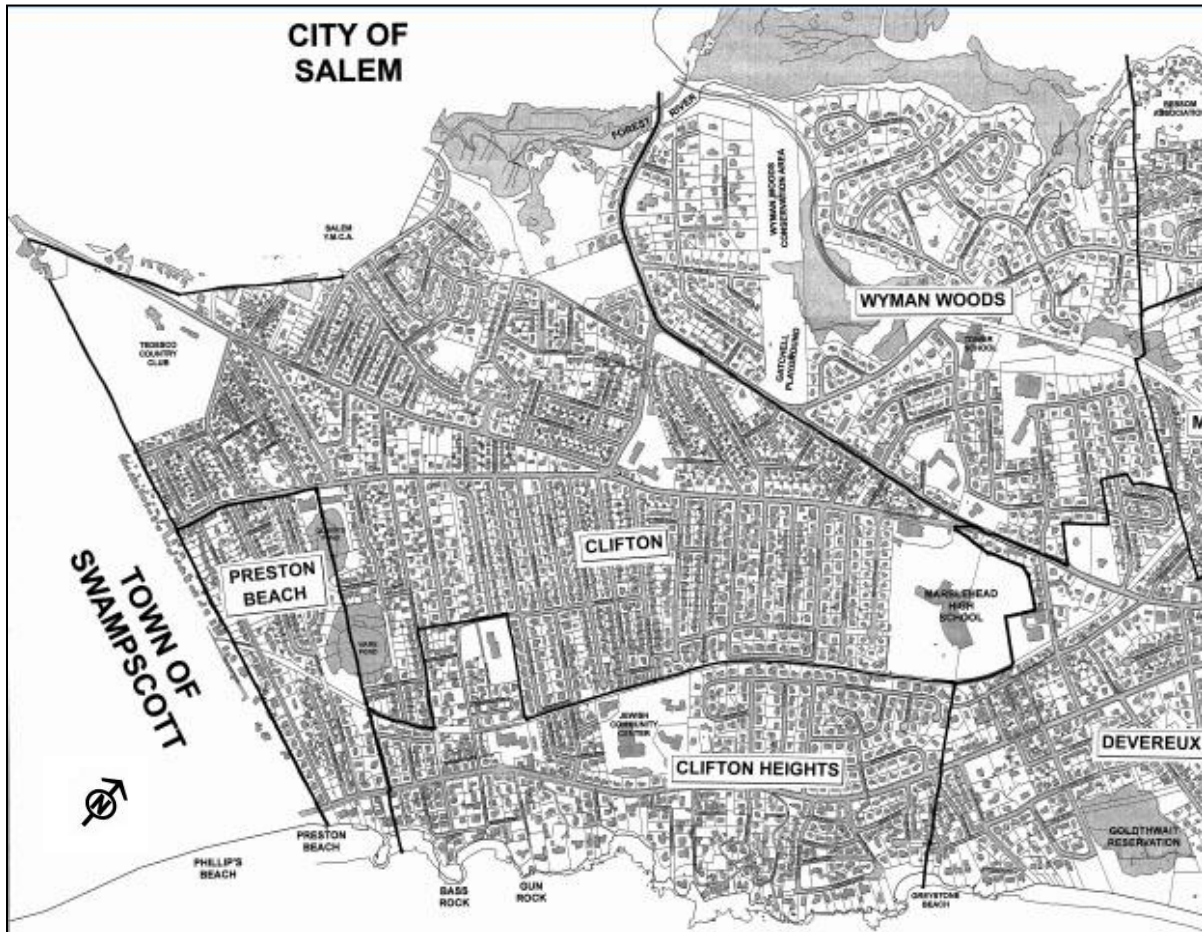


Fig.1: Detail of Marblehead neighborhood map.

The Preston Beach neighborhood occupies a small area along the southern end of the town where it borders on the Town of Swampscott (Fig.1). It takes a notch out of the Clifton and Clifton Heights neighborhoods and has a small ocean frontage with the beach that provides it with its name. Humphrey Street forms the westerly edge of the neighborhood. Its northerly boundary runs through Ware's and Oliver's ponds, which are shared with Clifton. The right-of-way of the Eastern Railroad coming in from Swampscott bisects the neighborhood and influenced its development as a summer tourist destination. The topography is generally flat and, aside from the ocean shoreline and two natural ponds and an associated conservation area, featureless.

Just as the ocean shoreline, Atlantic Avenue and the railroad associate Preston Beach with the early stages of Marblehead's tourism history, Humphrey Street, entering the town from Swampscott with a trolley line running to Lynn, links development on that side of the neighborhood to the town's 20th-century suburban

history. The narrow neighborhood is organized around two principal thoroughfares connecting Humphrey Street and Atlantic Avenue: Seaview Avenue and Briar Lane, formerly Brookhouse Avenue, although the latter no longer functions as such. Later subdivision plans added Pilgrim Road and May Street west of the railroad and Preston Beach Road to the east.

HISTORICAL BACKGROUND

Until suburban development reached Marblehead in the 20th century, the southerly end of the peninsula was characterized by open farmland with a scattering of rural residences and summer hotels and cottages. Its origins are said to extend back to 1635 when the plantation of Marblehead was set off from Salem and a 350-acre tract in the area was granted to John Humphrey, deputy governor of the Massachusetts colony. Its deed described it as extending from the “Clifte” (now in the West Shore neighborhood) to the Forest River, which is presumably the origin of Clifton’s name. Humphrey’s plantation covered all of Clifton, Clifton Heights and Preston Beach.³⁴ According to Lord and Gamage in *The Spirit of ’76 Lives Here*, by the turn of the 18th century, Humphrey had left the scene and the plantation was “sliced up by the trustees of Marblehead land” into individual farm tracts. “John Humphrey’s Clifton grant had no strong, enduring family to carry on a traditional ownership, so various owners cleared the land and farmed it.”³⁵

The area was not remote as one of the earliest roads on the peninsula, originating as an Indian trail and connecting Marblehead with Salem, passed through it. Lafayette Street likely follows this route; a bridge across the Forest River was built as early as 1640. Humphrey and Tedesco streets also are early routes linking Marblehead with the mainland, and it was to all three that farmsteads were oriented. The settings of remaining farmhouses, as well as those depicted on 19th-century maps, reflect these narrow lots, although they gradually were consolidated and reconfigured to provide for more efficient land use.

The Preston Beach neighborhood, in its entirety was part of Robert Brookhouse’s farm, which extended from the ocean to Tedesco Street, wrapping around Horace Ware’s farm adjoining on the north; the Brookhouse homestead was located on Humphrey Street in Clifton. Why the beach or neighborhood was named Preston Beach is not known.

PRESTON BEACH NEIGHBORHOOD IN THE LATE 19TH CENTURY

The 1872 Marblehead map depicts no development in this part of town. By this time, Benjamin P. Ware already had opened Clifton House on the ocean heights to summer tourists. Atlantic Avenue had recently been extended from Swampscott to Ocean Avenue, and it opened up the entire shoreline below Marblehead Neck to vacationers. A year after the map was published a branch line of the Eastern Railroad was opened connecting Marblehead with Lynn and the main line to Boston. This further spurred Marblehead’s tourist economy, and it was the harbinger of the town’s future as a suburb.

³⁴ Lord & Gamage, *The Spirit of ’76 Lives Here*, 319.

³⁵ *Ibid.*, 323, 325.

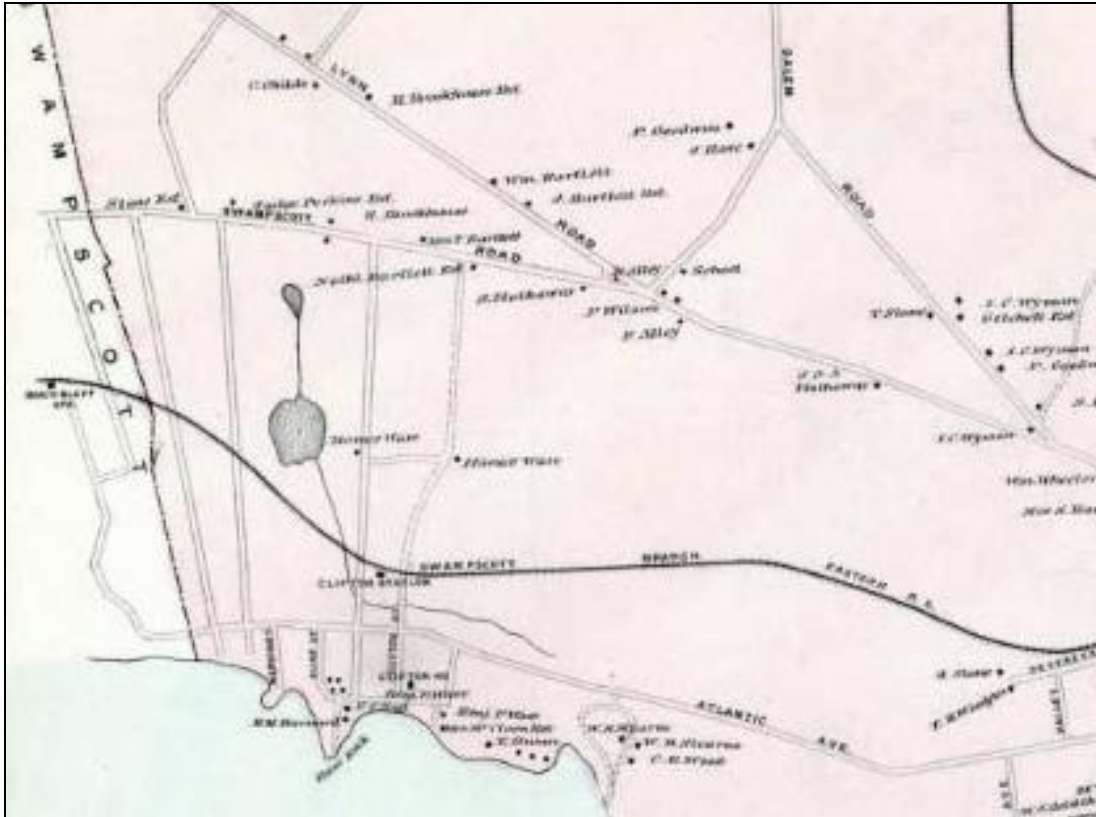


Fig.2: Detail of 1884 map of Marblehead with the Preston Beach neighborhood at the left of the image.

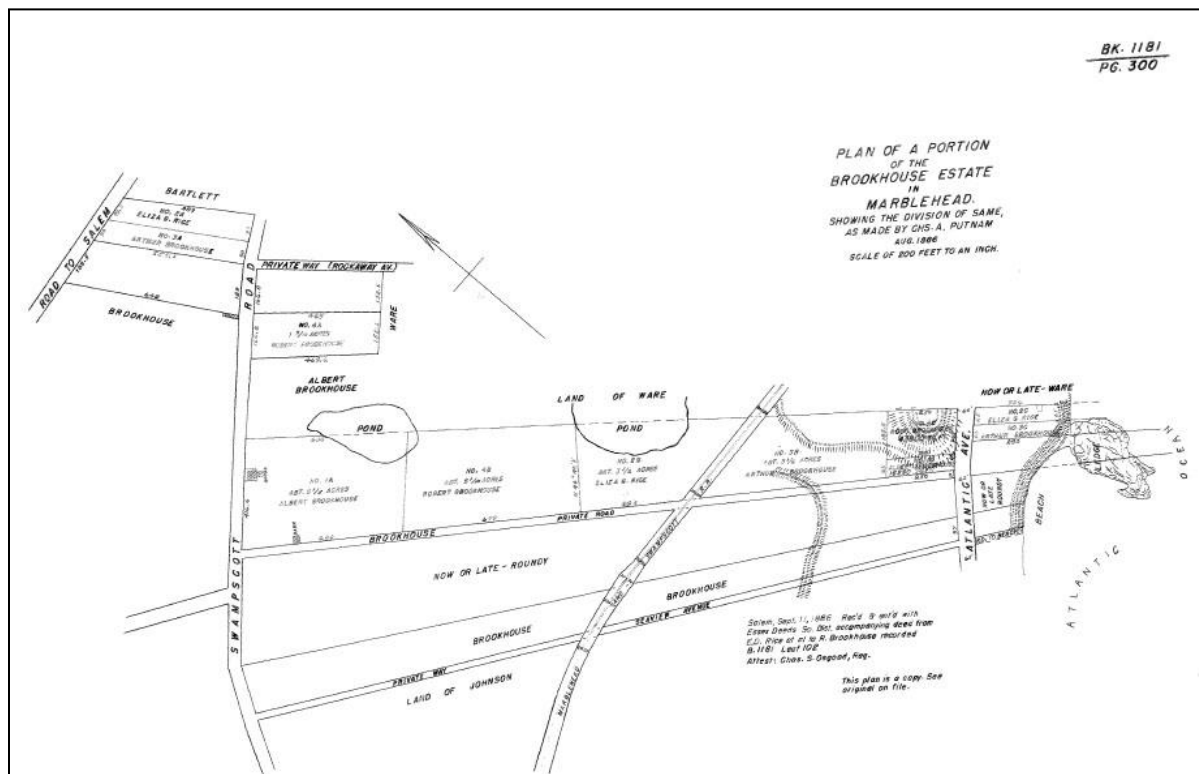


Fig.3: Plan of a portion of the Brookhouse estate in Marblehead, 1886. Essex County Plans, 1181:300.

By the time the next map of Marblehead was published in 1884, new roads had appeared linking Humphrey Street with Atlantic Avenue and the ocean (Fig.2). The Clifton Station was positioned between Rockaway and Clifton avenues. Seaview and Brookhouse avenues traversed the Preston Beach neighborhood.) Benjamin Ware began subdividing lots for summer cottages in this area, on both sides of Atlantic Avenue, as early as 1877 and the area became known as Clifton Village. (This area is now contained in the Clifton Heights neighborhood.)

A trolley line running along Humphrey Street from the town center to Lynn was opened in 1884 bringing public transportation into the core of the farm district. Two years later, the entire Preston Beach section of the Brookhouse farm was mapped for eventual sale (Fig.3).³⁶ A large parcel in the center of the property was indicated as belonging to Roundy, although exactly who that was is not indicated. Members of the Roundy family were numerous in the town, most of whom were involved in the local shoe industry. Stephen C. Roundy was a boot and shoe manufacturer with a wealth sufficient for him to engage in real estate speculation. Brookhouse lands on the southerly side of Seaview Avenue were ascribed to one Johnson, also unknown. Nevertheless, no development occurred prior to the end of the century.

PRESTON BEACH AT THE TURN OF THE 20TH CENTURY

A small number of summer cottages began to appear in the neighborhood by the early 1900s (Figs.4&5). The so-called Johnson tract along the Swampscott border had been conveyed to William W. Taft, an ammonia manufacturer, and his wife, Agnes, who lived in Brookline. Two cottages at the Humphrey Street end were associated with them on the 1912 map, and three other cottages had been built between the railroad and Atlantic Avenue by other summer residents. (It does not appear that any of these buildings are extant.) The Brookhouse tract on the northerly side of Seaview Avenue was owned by Mary P. Wentworth of Salem on the westerly side of the railroad and Grace I. Kelsey, wife of Charles E. Kelsey of Boston, on the easterly side. The Wentworth parcel was vacant, but by this time the Kelseys had built a masonry dwelling on theirs, which is now gone. A house owned by William B. Buckminster of Malden occupied the ocean end on both sides of Seaview Avenue.

Thomas Gooding was indicated as the owner of the Roundy estate parcel in 1912. His identity is unclear, but Theodore Gooding of Boston and Fred L. Godding owned houses on the ocean side of the tract. The parcel on the northerly side of Brookhouse Avenue (Briar Lane) remained in the Brookhouse family hands, except for a lot fronting on Humphrey Street with a house owned by J.B.F. Osgood, a Salem attorney and another lot at the Atlantic Avenue end that contained a large Shingle Style residence built for corrugated paper manufacturer Aaron L. Strauss of Brookline. The house and associated barn are now located at 10 Carleton Road and 5 Briar Lane, respectively. The ocean-side portion of this tract had been divided into lots five lots, each with a summer residence by 1912 (Fig.5). Most owners were Boston residents and at least two of the names posted: Shuman and Ratschesky document the presence of Jewish families in this period. This ocean-side development survives on Shuman Road.

³⁶ Seven subdivision plans dating from 1886 to 1950 have been identified in the neighborhood and are listed and referenced to plans filed in the Essex County South Registry of Deeds in an appendix.

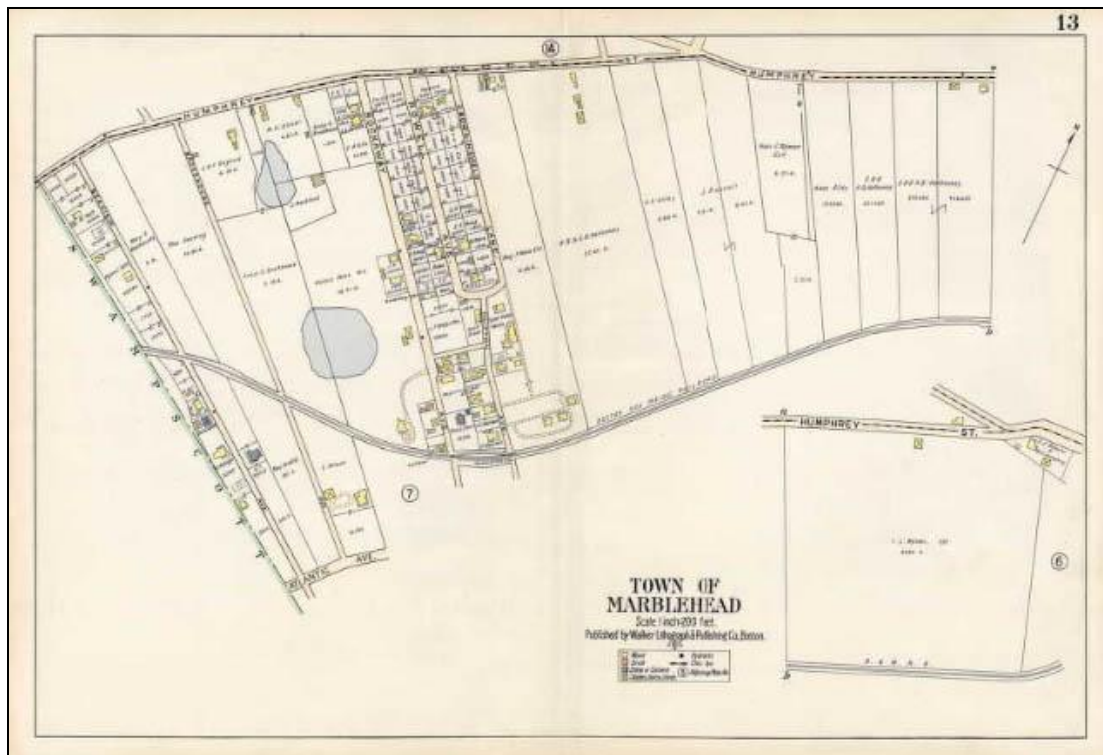


Fig.4: Plate 13 from 1913 Marblehead atlas showing the Preston Beach neighborhood between Humphrey Street and Atlantic Avenue on the left side of the map.

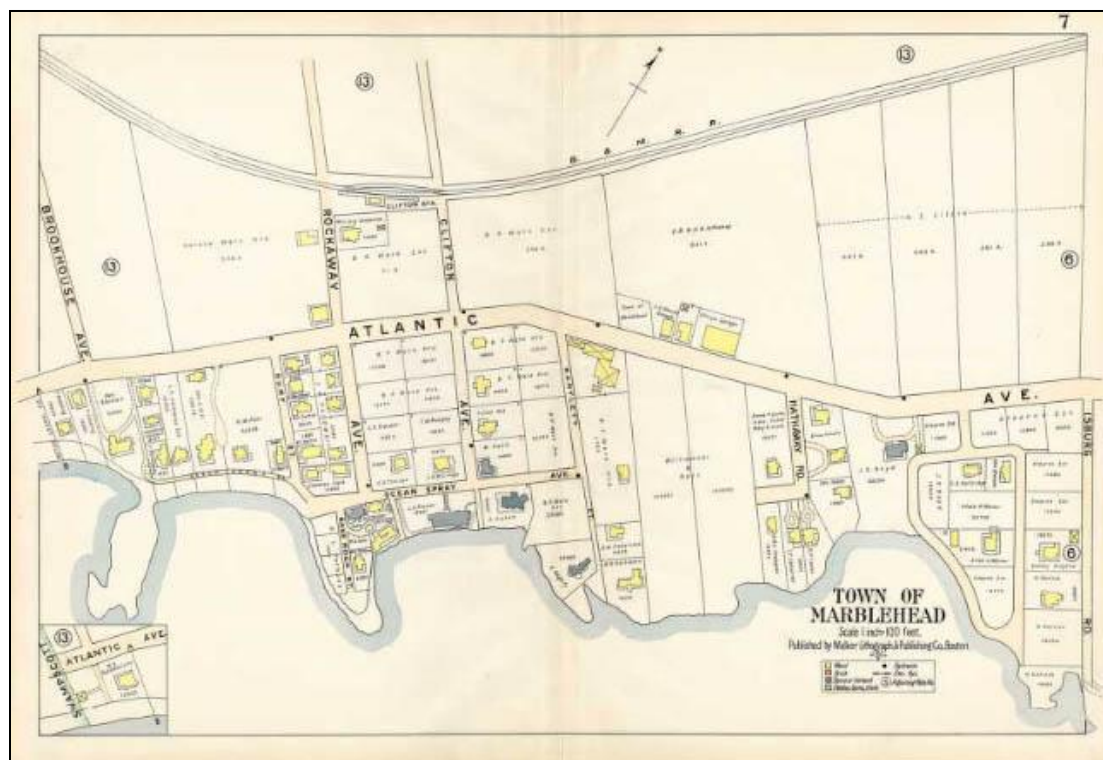


Fig.5: Plate 7 of the 1913 Marblehead atlas showing the coastline portion of Preston Beach on the left side of the map.

PRESTON BEACH AFTER WWI

The southern section of Marblehead developed quickly with planned residential subdivisions in the years following the First World War, and the central core of the town, still characterized by open farmland, emerged as a suburb for adjoining cities and Boston, which could be easily reached by trolley and rail. By one account, white collar workers from the General electric plant in Lynn were a principal factor in the growth. In Preston Beach, the land on the ocean side of the railroad continued to be oriented to summer tourism, while that between the railroad and Humphrey Street was partitioned into house lots in the same way as the adjoining Clifton neighborhood and Swampscott.

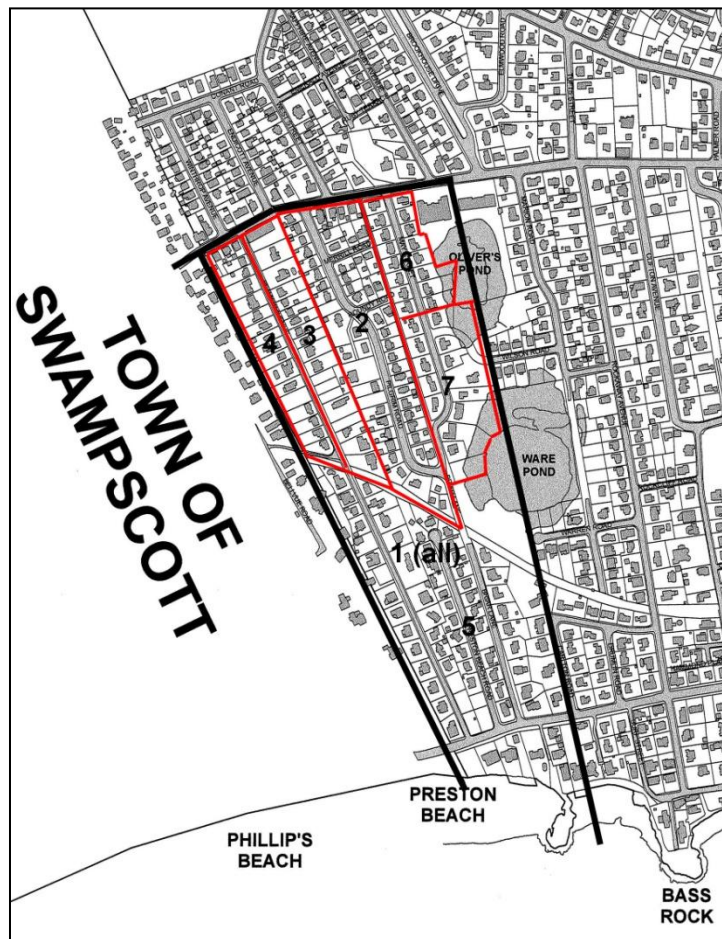


Fig.6: Map of Preston Beach neighborhood with known subdivision plans outlined. Numbers in plans link the plans to documentation in an appendix.

Three subdivision plans were filed between 1923 and 1926. The first platted lots in the Roundy estate, had been conveyed to Arthur G. Wadleigh, a Lynn attorney who had served as city solicitor, in 1910 (#2 on map in Fig.6). Pilgrim Road was laid out in a serpentine fashion from Humphrey Street to Briar Lane at the railroad crossing with lots on both sides. House design varied employing a mix of early 20th-century suburban types. Three notable masonry houses, apparently custom designed and built, one Italianate and two in the Tudor Revival style, are grouped together at the easterly end of the street (Fig.7). There also is

a number of a modified Four Square type that has side wings extending the slope of the hipped roof (Fig.8). This latter idiosyncratic house type is unusual in the town and few others exist outside of the Pilgrim Road subdivision.



Fig.7: Custom-built homes at 48, 50 & 52 Pilgrim Rd.



Fig.8: Modified Four-Square house with side wings at 28 Pilgrim Rd.

A plan for Sea View Park, a subdivision of 21 lots on the northerly side of Seaview Avenue east of Humphrey Street, was filed in 1925 (#3 on map in Fig.6) . Isaac Kemelman, a Boston diamond dealer, was the owner of record, evidently acquiring the parcel from Mary P. Wentworth or her successors. The next year, an unnamed plan of 14 lots on the southerly side of Seaview Avenue was filed by Joseph Skolnick, a Swampscott real estate agent (#4 on map in Fig.6). He and his wife, Annie, had emigrated from Russia in 1898. Ownership of the land had been transferred from Agnes C. Taft at some earlier date. Small dwellings of mixed design characterize the streetscape, with additional examples of the modified Four-Square type on the southerly side of the street (Fig.9) The subdivision was not fully developed in this period and contains in-fill buildings constructed later.



Fig.9: Modified Four-Square houses at 5 & 7 Seaview Ave. Note the house on left has only one side wing.



Fig.10: House at 70 Seaview Ave.

No subdivision plans were found for the ocean side of the neighborhood, that is, east of the railroad right-of-way. However, there are a few distinctive custom-built houses on the northerly side of the street in this early 20th-century time-frame that merit further attention (Fig.10). Although they are within what has been described as the tourist zone, they are better classified with the town's suburban development. A layout of Preston Beach Road was filed in 1927 and a few houses were built there soon after; however, a full built-out would extend the period into the late 20th century. Lots on the northerly side of the street backed onto Briar Lane, earlier laid out as Brookhouse Avenue, rendering it inconsequential and only randomly developed. Who platted these streets still needs to be discovered.

PRESTON BEACH AFTER WWII

In 1953 the Baker Circle Development Corporation filed a subdivision plan in two sections for building lots on May Street and Briar Lane (#6 & #7 on map in Fig.6). The builder erected identical ranch houses with entrances in central gable pavilions, many of which have survived intact. Others have been modified by later additions and alterations; some later construction has occurred either as in-fill or replacements. Post-WWII and later development now characterizes the easterly end of Seaview Avenue, particularly on the southerly side of the street. More recent construction also has in-filled previously undeveloped lots on Preston Beach Road and Briar Lane.

Since 2001, two tear-downs have been recorded by the town. One of those was the Osgood house on Humphrey Street, which was replaced with one of two bulky three-story condominium buildings overlooking Oliver's Pond. The other historic building was lost at 444 Atlantic Avenue to be replaced with a new ocean-side house. A historic one-story commercial building at 250 Humphrey Street is the only property of that type in the neighborhood. No schools also are located in Preston Beach.

RECOMMENDATIONS FOR SURVEY: Preston Beach Neighborhood

- Research and write an overview of the history of the neighborhood and its development

Together with Clifton, the Preston Beach neighborhood has significance in its underlying farm history, which provided the pattern for later residential development, with a number of the farm families playing a role in the transformation of the agricultural area into a suburb. Development occurred with the opening of railroad and trolley connections to Lynn and Boston that associates Clifton with the earliest phases of Marblehead's suburban history, Preston Beach extends to the ocean so also has properties associated with the town's tourism history, particularly as it relates to its earliest phases along the ocean front in Clifton Heights.

- Survey significant pre-WWII subdivisions on separate area forms (#s indicate location on subdivision map of neighborhood (Fig.6).
 - Roundy Estate Subdivision, 1923, #2 (53 buildings)
 - Sea View Park, 1925, #3 (21 buildings)
 - Plan of Land on Seaview Avenue, 1926, #4 (14 buildings)

These three areas represent subdivisions generally built out during the pre-war period and representing intact planned developments with distinctive and examples of early suburban architecture.

- Survey significant post-WWII subdivisions on separate area forms (#s indicate location on subdivision map of neighborhood (Fig.10)).
 - Land on May Street, 2 sections, 1950, #6 & #7 (29 buildings)

This area is an important example of post-WWII planning and affordable housing in the town. It One ranch house type was repeated throughout the development.

- Survey individual properties on building forms (15 properties)
 - Atlantic Avenue: 436, 446, 450, 452
 - Briar Lane: 5 (associated with 10 Carleton Rd.)
 - Carleton Road: 10 (with outbuilding at 5 Briar Lane)
 - Humphrey Street: 250
 - Seaview Avenue: 58, 60, 64, 69, 70, 74
 - Shuman Road: 10, 12, 14

Properties have been selected based on their depiction in 1912 maps of the neighborhood and other considerations; more properties may emerge in the preparation of the historical overview and/or area forms

Marblehead Neighborhood Overviews

REED'S HILL



Fig.1: Map of the Reed's Hill neighborhood with boundaries indicated by a heavy line.

The Reed's Hill neighborhood is located southwest of downtown Marblehead and has the historic district boundary as its northeast limit. The Shipyard neighborhood forms its easterly edge and on the south it abuts Maverick. The Green Street-Curtis Heights neighborhood is located north of Reed's Hill and the West Shore neighborhood is situated on the west, all of which attests to Reed's Hill's central location in the town. The neighborhood is framed by Pleasant Street on the east, Village Street on the south and

Jersey Street on the north, all principal thoroughfares. The rest of the neighborhood is organized around a warren of unplanned streets terraced along the western slope of Reed's Hill.

HISTORICAL BACKGROUND

As the town center became increasingly crowded, development inevitably moved southward. The earliest development occurred along Washington Street and two new residential streets: Rowland and Prospect on the heights overlooking the harbor, now contained in The Shipyard neighborhood. Development also spread out towards Reed Hill on Pleasant and Elm streets (Fig.2). When shoemaking in the town began to industrialize and shoe workers moved from handwork in home shops to mechanical processes in factories, the pressure to expand multiplied. The 1850 map depicts a concentration of factories around Mechanic's Square at the intersection of Elm and Green Streets, but from there, factories spread south to be closer to the railroad terminus on Pleasant Street. This action spurred residential development in the Reed's Hill and Shipyard neighborhoods, as well as areas farther south on Pleasant Street, in what was then the suburbs.

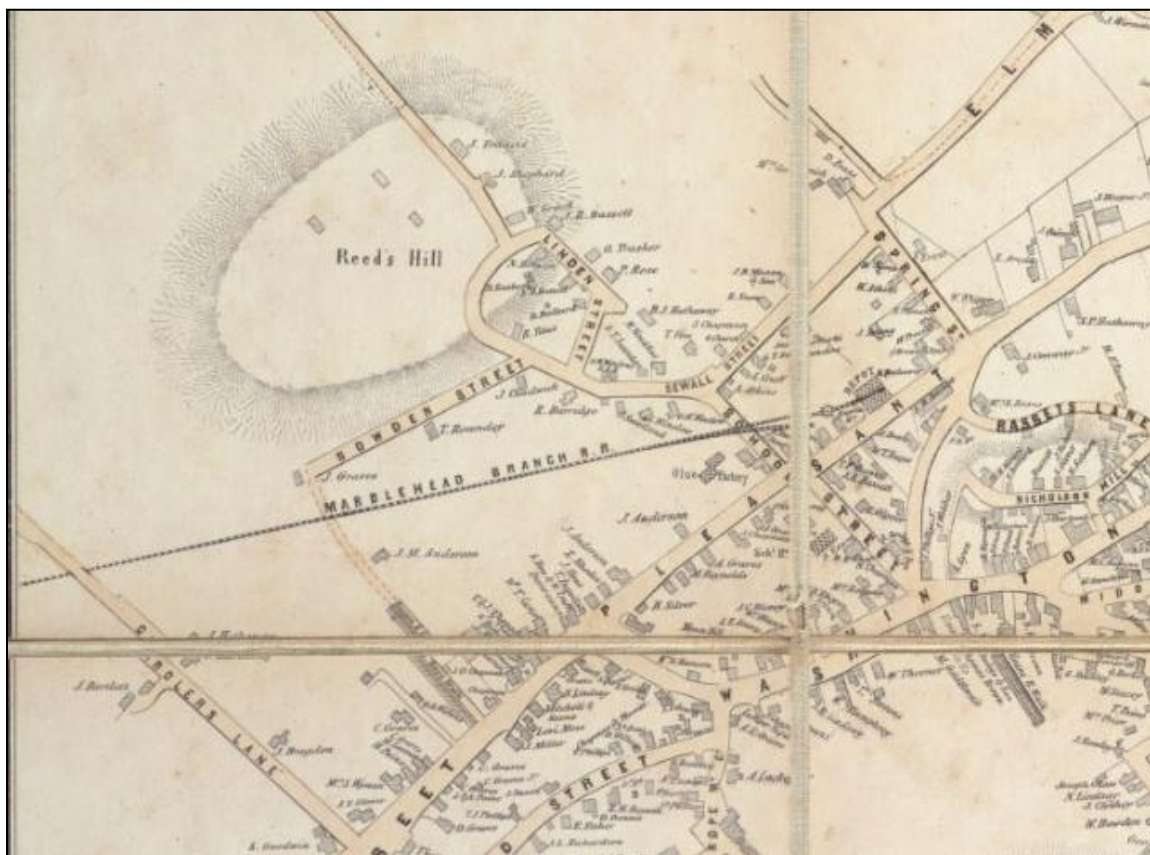


Fig.2: Detail of McIntyre's 1850 *Plan of Marblehead, Massachusetts* showing the Reed's Hill neighborhood.

The 1850 map shows the early development of Sewall, Bowden, Linden and Abbot streets on the side of Reed's Hill. Most of the individuals associated with the houses pictured were either seamen, cordwainers (shoemakers) or shoe manufacturers. (Are the three unidentified buildings on Reed's Hill shoe shops?)

Joseph P. Bassett, one of the town's principal industrialists, lived on Linden Street. (Fig.3). The stylish but modest house reflects the early period of the shoe industry; after the Civil War when profits grew, so did owners' houses. In a couple of years Bassett would file a plan for over 100 house lots on Central and Chestnut streets in The Shipyard to sell to shoe workers. In addition, although they are not recorded on the map, John and Thomas Bowden, both carpenters were enumerated among other residents of Bowden Street. They probably had a hand in building the houses there (Fig.4).



Fig.3: Joseph R. Bassett House, 19 Linden St., ca. 1850.



Fig.4: View on Bowden St., east side south of Sewall St.

Locating the railroad depot outside of the town center on Pleasant Street created a new social and commercial hub. Stores were opened in buildings erected by Bassett and others for real estate investment, and a school and firehouse represented municipal investment in the neighborhood to serve its growing population. The established churches remained in the old section of town, except for a new Roman Catholic church at the southerly end of Prospect Street, near the poor house. The church (and its marginal location) was a landmark of the growing population of Irish-born shoe workers moving into Marblehead and the new Reed's Hill and The Shipyard neighborhoods.

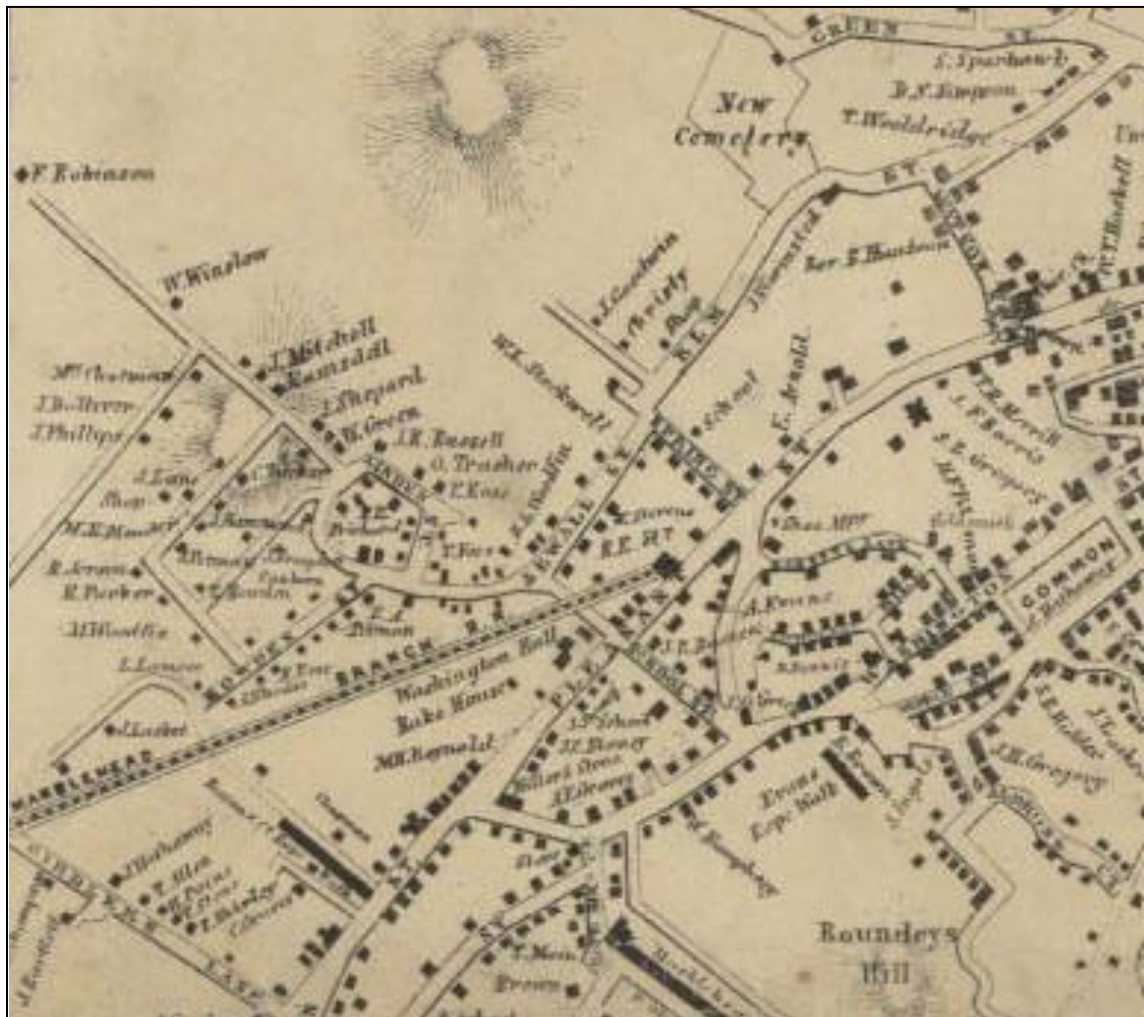


Fig.5: Detail of Walling's 1856 *Topographical Map of Essex County* showing the Reed's Hill neighborhood.

In the six years before the issue of the next map in 1856, the neighborhood had built up significantly with the addition of Jefferson and Mount Vernon streets and a road (now foreshortened as Abbot Ct.) connecting Abbot Street with Girdlers Lane, later to be renamed Village Street. A cursory review of census schedules document the heads of households on these streets were overwhelming employed in the manufacture of shoes. Others were employed in maritime trades and local commerce. Rows of end houses on Mount Vernon and on attached *cul-de-sacs* follow the model of worker housing in other urban areas (Fig.6). The Bowdens appear to have had a role in the development of Jefferson and Mount Vernon

streets as well, and the prominent octagon house on Mount Vernon was built by Thomas J. Bowden for his residence after returning from serving in the Civil War, during which time, it is said, he was introduced to them (Fig.7).³⁷



Fig.6: View on Mount Vernon St., east side north of Reed St. The historic plaque on the house on right reads, “Built for Benjamin Hammond, cordwainer, ca. 1856.”



Fig.7: Thomas J. Bowden House, 12 Mount Vernon St., ca. 1865.

³⁷ Lord & Gamage, *The Spirit of '76 Lives Here*, 305.

New commercial properties also proliferated along Pleasant Street. The 1856 map includes a directory that lists 22 shoe manufacturers: eight with Pleasant Street addresses, four on Washington Street and one on Sewall Street, along with physicians, lawyers, merchants and a hotel in the “new town.” By the end of the Civil War, Marblehead was producing ten percent of the shoes made in New England (5,000,000 pairs).³⁸ The industry and the neighborhood received a crushing blow with a devastating fire in 1877. Originating at the railroad depot, it wiped out buildings up and down Pleasant Street but evidently spared the residential streets farther up the hill. After rebuilding with new, more modern and fashionable shops, the area was leveled again in 1888. That fire, together with urban renewal projects on the abandoned rail corridor, has left Pleasant Street something of an architectural mish-mash (Fig.8).



Fig.8: View on Pleasant St. looking south from Essex St.

During the Post-Civil-War period, residential development expanded into the fringe areas of the neighborhood, particularly along Village and Jersey streets, which represent the south and north boundaries of the neighborhood, respectively. The Sally Goodwin Estate filed a plan in 1884 for 13 house lots on south side of Village Street and the west side of Vine Street where they both intersected Pleasant.³⁹ (Prior to this, the road was known as Girdler Lane, as it ran into the Girdler farm in the interior of the town; it eventually was extended all the way to Salem Bay.) A house occupied the corner lot and probably had belonged to the deceased. A series of small front-gable cottages were built on both sides of the street during this period (Fig.9). Plans for the subdivision of the north of the street have not yet been found, but these houses are depicted on an 1872 map. Development of a similar sort, and currently undocumented, occurred on Jersey Street during this period (Fig.10).

³⁸Ibid., 191.

³⁹ Essex County Registry of Deeds, Plan map 3:5, 1884. See Appendix for documentation.



Fig.9: Village St, west of Pleasant St.



Fig.10: Jersey St., east of Shepard St.



Fig.11: Elm St., west side north of Sewall St.

The fires took their toll on Elm Street, too. Current buildings reflecting a variety of later 19th-century design styles as well as much more recent commercial construction in areas where shoe factories once existed (Fig.11). The shoe factories and railroad associated areas occupied a major portion of the commercial section of the neighborhood as indicated in an 1882 bird's-eye view of Marblehead, and it is these sections that have been redeveloped (Fig.12). The view also shows the compact residential community up the hillside, which would have experienced hard times with the demise of the shoe industry. The open land bordering on the neighborhood would remain essentially undeveloped until the town's suburban era dawned in the 1910s and 1920s.

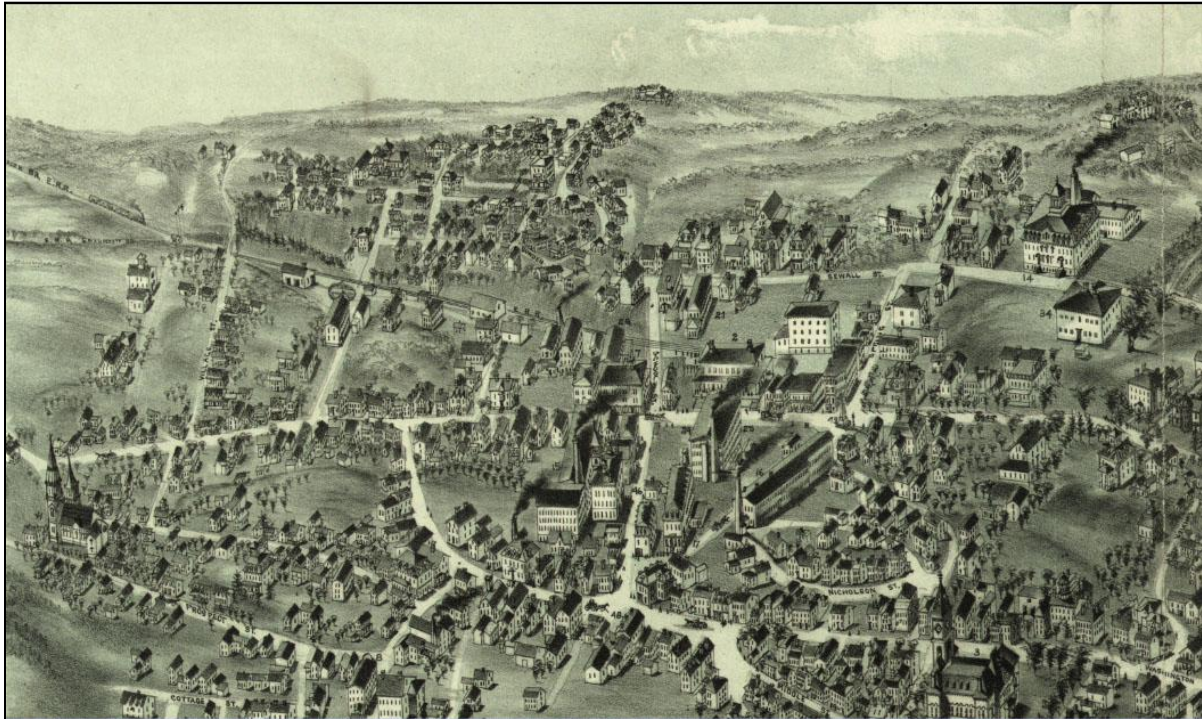


Fig.12: Detail of Bailey's bird's-eye view of *Marblehead*, 1882.

REED'S HILL IN THE 20TH CENTURY

Vacant lots within the existing plan filled in with houses and commercial buildings during the early 20th century reflecting the design tastes of the period and the general middling economic base of the neighborhood, such as Craftsman types, Four Squares and Dutch Colonials. The situation was much the same in the mid-20th century, although house designs varied. No new residential subdivisions were created either before or after the Second World War.

Most of the neighborhood was built-out by 1960, with new construction occurring in the last 50 years using lots left vacant in earlier stages. Two small subdivision plans were introduced in recent years on Reed Street and Byors Road and condominium townhouses built on Heritage Way (See #2, #3 & #4 on subdivision map in Fig.13)

Five properties have been demolished in Reed's Hill since 2001, according to a list maintained by the town. Three of the five demolitions have occurred on Pleasant Street, which is constantly regenerating. This is a comparatively small number balanced against the over 400 buildings contained within the neighborhood; yet, it is a trend to discourage considering Reed's Hill is one of the oldest neighborhoods in the town. In addition, with a preponderance of historic 19th-century houses, modernizing alterations also are a serious threat to the overall historic integrity of the area. This is a neighborhood warranting the influence of maintenance and rehabilitation guidelines, design review and preservation incentives. There are no churches or schools in the neighborhood.

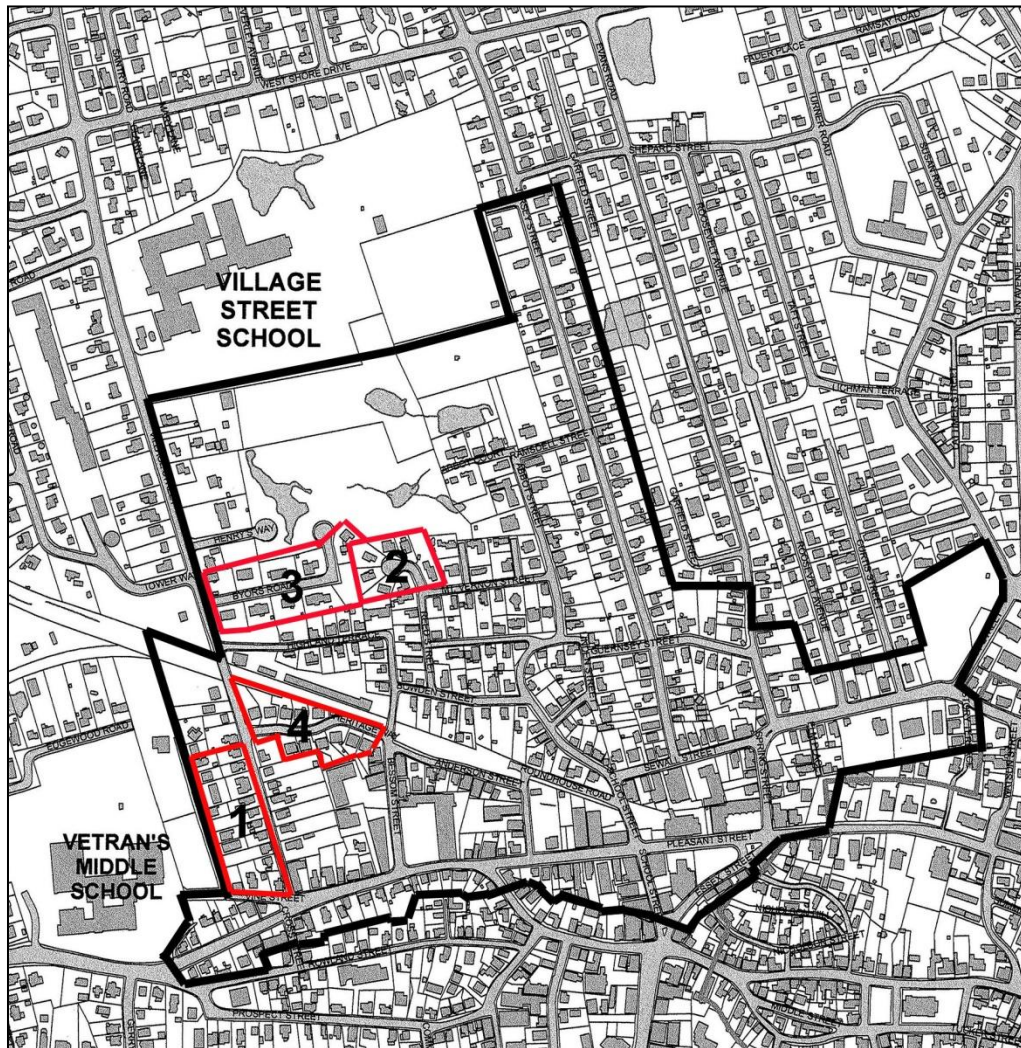


Fig.13: Subdivision map of the Reed's Hill neighborhood. See Appendix for documentation.

RECOMMENDATIONS FOR SURVEY: Reed's Hill

- Research and write an overview of the history of the neighborhood and its development

The Reed's Hill neighborhood has significance in its industrial history and the planning of early residential streets responding to the growth of the town center, particularly in response to the housing demands of the shoe industry. It does not appear to have any significant role in the theme of turn-of-the-20th-century summer resort development. The neighborhood's history in the 20th century revolves around the redevelopment of its commercial zone.

- Survey residential section of neighborhood on a separate area form (approx. 200 properties)
 - Abbot Ct.
 - Abbot St.
 - Anderson St.
 - Bowden St.
 - Elm St.
 - Guernsey St.
 - Highland Ter.
 - Jefferson St.
 - Jersey St.
 - Linden St.
 - Mount Vernon St.
 - Pleasant St.
 - Ramsdell St.
 - Reed St.
 - Sewall St.

These areas represent the planning and development of residential subdivisions on the fringe of the town center during the last half of the 19th century.

- Survey commercial corridor along Pleasant Street on a separate area form (approx 200 properties).
 - Bessom St.
 - Elm St.
 - Essex St.
 - Pleasant St
 - School St.
 - Spring St.

This area represents one of Marblehead's oldest and important commercial areas outside of the town center.

- Survey individual properties on building forms

The neighborhood contains approximately 427 properties; 286 are depicted on 1912 map.

Number of Properties on 1912 map, by street

Abbot Court: 2

Abbot Street: 13

Anderson Street: 8

Bessom Street: 5
Bowden Street: 15
Elm Street: 11
Essex Street: 2
Evans Road: 8
Guernsey Street: 11
Hazel Court (now Phillips Court): 2
Highland Terrace: 10
Jefferson Street: 5
Jersey Street: 39
Linden Street: 11
Mt. Vernon Street: 9
Pleasant Street: 66
Reed Street: 5
School Street: 4
Sewall Street: 27
Spring Street: 3
Story Terrace: 5
Symonds Court (now Pitman Court): 2
Village Street: 19
Vine Street: 5

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Marblehead Neighborhood Overviews

THE SHIPYARD



Fig.1: Map of The Shipyard neighborhood with boundaries indicated by a heavy line.

The Shipyard neighborhood is located just south of downtown Marblehead and has the historic district boundary as its northerly limit. Marblehead Harbor forms its easterly edge and on the south it includes Seaside Park and Riverhead Beach. On the west side, the neighborhood encompasses both sides of Rowland Street and of Washington Street between Atlantic Avenue and Pleasant Street. The properties fronting on the five-way intersection at the terminus of Atlantic Avenue are considered part of the neighborhood. The topography varies with westerly section elevated above the coastal area on what is known as Rowland's Hill and Roundey's and Fish Fence hills occupying the northeasterly quadrant.

Along the shoreline, Skinner's Head juts out into the Up Harbor, or upper part of Marblehead Harbor, at the north end of the neighborhood forming First and Second coves. Based on earlier maps, it looks like Red Stone (Step) Cove, located at the foot of Commercial Street, appears to have been partially filled in. Lady's Cove is the next inlet to the south before the shoreline elevates at Gilbert Heights at Riverhead Beach and the Ocean Avenue causeway.

The main artery through The Shipyard is Atlantic Avenue, which was laid out from Swampscott to Ocean Avenue in 1870, but was not extended through The Shipyard until around 1890. Prior to that, the main north-south route, following Washington and Pleasant Streets skirted the westerly side of Rowland Hill and the neighborhood. Rowland Street crosses over the crest of the hill and Prospect Street, appropriately named, runs across the easterly side providing a view of the harbor and Marblehead Neck. Opened before 1850, Commercial Street was the first road extending eastward from Prospect Street to the bay; it was followed by Barnard and then Central and Chestnut, which were linked to Commercial by Cottage Street at the westerly end and Walnut Street closer to the water. The rest of the streets were in place by 1870. Atlantic Avenue cut through the street plan east of Cottage Street and paralleling it until it reached Roundy's Hill where it cornered and followed a westerly route to intersect Washington, School and Essex streets.



Fig.2: Detail of McIntyre's 1850 *Plan of Marblehead, Massachusetts* showing the Shipyard neighborhood.

HISTORICAL BACKGROUND

As the town center became increasingly crowded, development inevitably pushed southward. The earliest development occurred along Washington Street and two new residential streets: Rowland and Prospect on the heights overlooking the harbor, as depicted on the map of Marblehead published in 1850 (Fig.2 and #1 on subdivision map in Fig.9). A number of story-and-a-half end houses with entrances on their side

walls remaining on these streets, which could have been built at any time during the first half of the 19th century, represent this early period of residential architecture. Gradually this area was taken over by shoe workers. Marblehead's first Roman Catholic church was built at the intersection of Prospect and Rowland streets.

The 1850 map illustrates few dwellings below Prospect Street, although Commercial Street stretches down to the waterfront. Other than a series of fish houses scattered around Fish Fence Hill, not much had happened along the harbor side by the mid-19th century when Edmund Kimball opened a shipyard on Red Stone Cove and began building dwellings for his employees as well as shoe factory workers (#2 on subdivision map in Fig.9). Kimball was recorded as one of Marblehead's wealthiest citizens in 1851, and it was his enterprise that gave the neighborhood its name.⁴⁰ Cordage works and rope walks were constructed on the flats. The longest rope walk, measuring 675 feet long was built by the Marblehead Cordage Company on Barnard Street. Other businesses and new residents were focused there and new streets were added to the plan. A lane running along the shoreline (now Gregory St.) connected Commercial Street to Front Street in the town center.



the addition of new streets, Gregory's shipyard, a few commercial enterprises, indicated by ampersands in the names associated with their locations, and a number of dwellings not extant in 1850.

THE SHIPYARD IN THE 19TH CENTURY

Many of the houses indicated on the north side of Commercial Street appear to survive and illustrate the range of middling house types common in the mid-19th century. Single and double end houses with Greek Revival-style details can be associated with the period, as well as story-and-a-half single dwellings ("knee-wall capes") with five-bay front facades and center entrances (Figs.4&5). Trabeated (post-and-lintel) doorways are the most distinguishing features. Only a few houses had been built on Central, Chestnut and Cottage streets. At this time, the neighborhood was oriented to the shoreline and its related businesses, but within a few years, the local shoe industry would expand and development in the neighborhood would intensify.



Fig.4: House at 30 Commercial St.; ca. 1850



Fig.5: House at 46 Commercial St., ca. 1850



Fig.6: Central St., north side west of Walnut St.



Fig.7: Chestnut St., north side east of Atlantic Ave.

Twenty years after Bassett and Fabens initiated development, their plan was about halfway built out, according to the map published in 1872. By this time houses of similar story-and-a-half and two-story forms had been built, yet without much expression of the Greek Revival-style in their details. Rather, a more restrained Classicism was expressed at the corners and roof lines with ornate porches and entrance hoods reflecting the Italianate taste (Figs.6&7). A bird's-eye view of Marblehead printed in 1882 depicts

the Shipyard neighborhood with its plan of five principal streets, but with significant open space, dominated by Roundy's Hill, between it and the town center (Fig.8). In 1872 the shops of blacksmith, wagon maker and expressman Thomas T. Paine are illustrated on Hawes Street west of the hill. The bird's-eye view depicts a large house, possibly Paine's on the top of Roundy's Hill reached by an extension of Waldron Street. Open space to the south of Chestnut Street was town-owned and part of the poor farm.

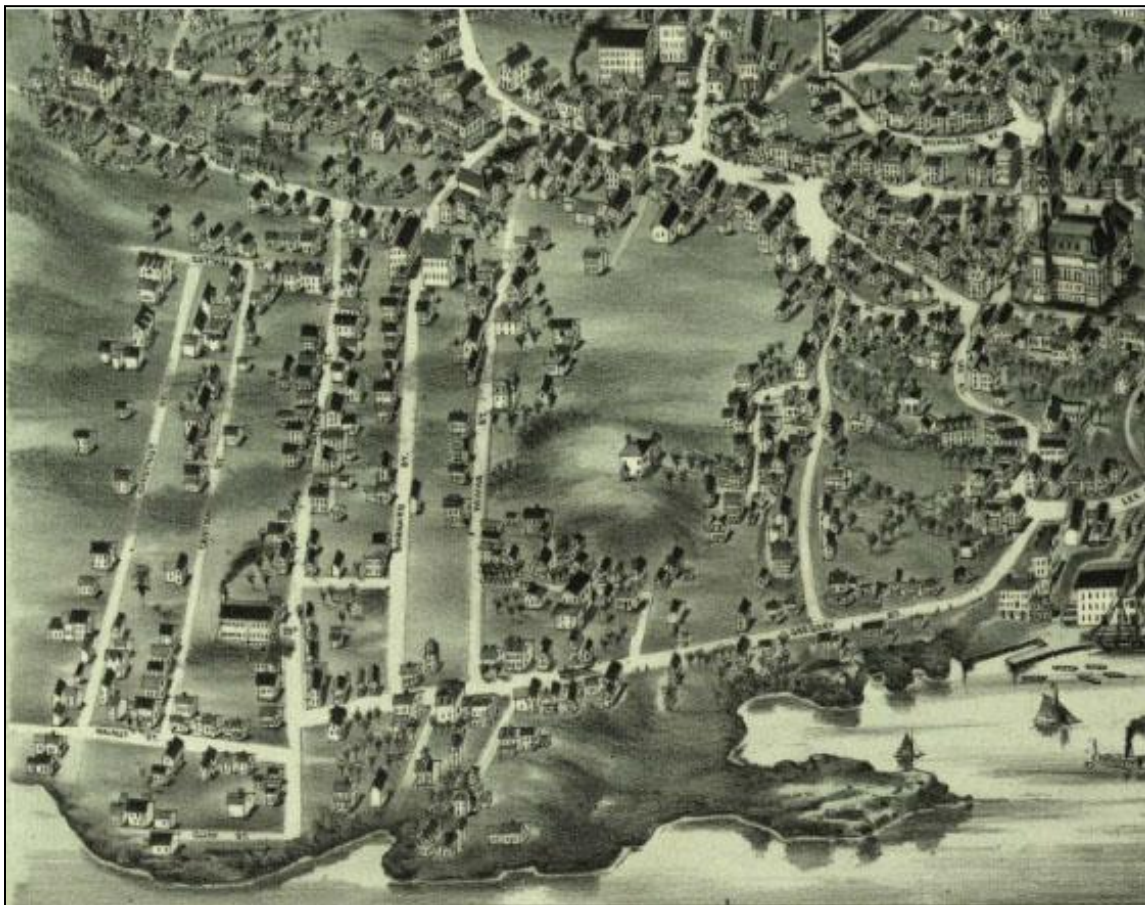


Fig.8: Detail of 1882 Bird's-Eye View of Marblehead showing the Shipyard neighborhood.

Around 1890 Atlantic Avenue was extended from Ocean Avenue to Washington Street making a ninety-degree bend near Hawes Street (#4 on subdivision map in Fig.9). It required a certain amount of demolition to create the right-of-way across the five intersecting streets and a few new houses were built along with some commercial buildings. By 1912 B.L. White operated a garage on the northwest corner of Atlantic and Central, responding to the growing presence of automobiles, and expressman Thomas W. Paine's establishment was located on the northeast corner of Hawkes St., a property that evolved into a gas station and automobile repair shop. A number of other properties were owned by real estate speculators Thomas O. Porter and John G. Stevens, who also was a shoe manufacturer. Tunbury & Co., probably another shoe company, owned a building on Atlantic Avenue, and the Hotel Gerry was located just around the corner at the Washington Street terminus. A harbinger of changes to come, Atlantic Avenue has since evolved through a number of stages into one of the town's few commercial zones. The

Marblehead Savings Bank at 21 Atlantic Avenue is a distinctive example of early 20th century commercial architecture.

Commerce on the waterfront evolved with the construction of a substantial brick electric generating plant on the site of Kimball's shipyard and another boat yard established opposite it on Cliff Street. A large resort hotel, "The Rockmere" occupied the point north of Commercial Street.

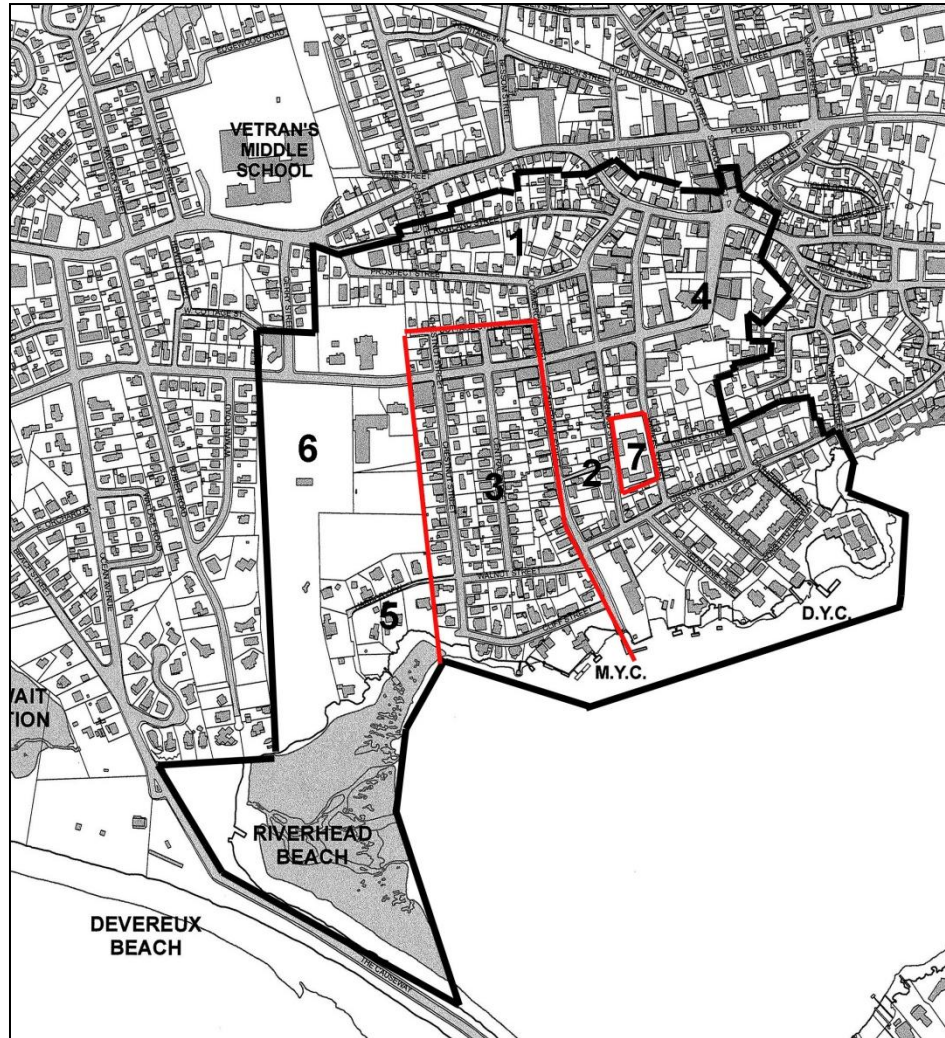


Fig.9: Subdivision map of The Shipyard neighborhood. See Appendix for documentation.

By 1912 a colony of large summer cottages had been developed on land owned by Hannah Graves and her husband, James C. Graves (Fig.10 and #5 on subdivision map in Fig.9). The map locates seven houses and a tennis court on an extension off the south end of Walnut Street and indicates the compound's name as Harbor View. John C. Graves, son of Marblehead grocer Amos E. Graves and a grocer himself, had retired by 1900 to a large home at 265 Pleasant Street in the Devereux neighborhood, after which he speculated in local real estate. Harbor View notches into Seaside Park, which the town created in ca. 1902 on land formerly occupied by the poor farm (#6 on subdivision map in Fig.9). The park and its historic ball field and grandstand were listed on the National Register in 2011. In 1928, the Roman Catholic Our

Lady, Star of the Sea, Church built a large stone edifice on Atlantic Avenue opposite the park and later, added a large parochial school adjacent to the park (now a town-owned community center).



Fig.10: View of The Shipyard neighborhood from Riverhead Beach. Harbor View compound is pictured on left.



Fig.11: Hawkes Street Veterans Housing Project, 1949.

Vacant lots within the existing plan filled in with houses during the early 20th century reflecting the design tastes of the period and the general middling economic base of the neighborhood, such as Craftsman types, Four Squares and Dutch Colonials. The situation was much the same in the mid-20th century, although house designs varied. No new residential subdivisions were created either before or after the Second World War. However, in 1949 the town acquired a parcel on Hawkes Street where it built a small apartment complex composed of two-story brick blocks with hipped roofs for returning war veterans (Fig.11 and #7 on subdivision map in Fig.9). Like other towns and cities in Massachusetts, as well as around the nation, Marblehead sponsored the construction of subsidized housing projects for veterans because even with the significant financial benefits offered, not all of them could afford to purchase a home. Another similar project occurred on Green Street in the 1950s. Unlike the larger and better-known complex on Broughton Road in Clifton, records are scant for these properties. The Hawkes Street complex still is managed by the Marblehead Housing Authority, which owns and operates other similar facilities in the town.

Most of the neighborhood was built-out by 1960, with new construction occurring in the last 50 years using lots left vacant in earlier stages. One glaring exception is a townhouse complex on Rockmere Point (Gregory Street), the site of “The Rockmere.” Ten properties have been demolished in The Shipyard since 2001, according to a list maintained by the town. This is a comparatively small number balanced against the over 400 buildings contained within the neighborhood; yet, it is a trend to discourage considering The Shipyard is one of the oldest neighborhoods in the town. In addition, with a preponderance of historic 19th-century houses, modernizing alterations also are a serious threat to the overall historic integrity of the area. This is a neighborhood warranting the influence of maintenance and rehabilitation guidelines, design review and preservation incentives.

The Shipyard is almost exclusively residential in use, although there are commercial properties on the harbor front and along Atlantic Avenue. The one church in the neighborhood has already been mentioned, and there is one school building on Rowland Street that has been repurposed for senior housing.

RECOMMENDATIONS FOR SURVEY: The Shipyard

- Research and write an overview of the history of the neighborhood and its development

The Shipyard neighborhood has significance in its underlying maritime history and the planning of early residential subdivisions responding to the growth of the town center, particularly in response to the housing demands of the shoe industry. It does not appear to have any significant role in the theme of turn-of-the-20th-century summer resort development, although there was a hotel at Rockmere Point and is a small compound of summer houses at Harbor View. The neighborhood also has a small veterans housing project associated with Marblehead's Post-WWII Era suburban history.

- Survey 19th-century residential plans on separate area forms (#s indicate location on subdivision map in Fig.9).
 - Prospect Street – Rowland Street Area, ca. 1840, #1 (95 buildings)
 - Commercial-Barnard-Hawkes Street & Red Stone Cove Area, ca. 1850, #2 (95 bldgs.)
 - Plan of lots owned by Joseph M. Bassett & William Fabens, 1852, #3 (125 bldgs.)

These areas represent the planning and development of residential subdivisions on the fringe of the town center in the mid-19th century.

- Survey commercial corridor along Atlantic Ave. on a separate area form (# indicate location on subdivision map in Fig.9).
 - Atlantic Ave., ca. 1890-present, #4 (40 bldgs.)

This area represents one of Marblehead's oldest and important commercial areas outside of the town center.

- Survey significant summer resort areas on a separate area form (# indicates location on subdivision map in Fig.9).
 - Harbor View Colony, ca. 1900, #5 (8 bldgs.)

This area contains historic resources associated with the town's summer resort theme.

- Survey significant post-WWII development on separate area form (#s indicate location on subdivision map in Fig.9).
 - Hawkes Street Veterans Housing , #7, 1949 (6 buildings)

This area contains historic resources associated with the town's Post-WWII Era development.

- Survey individual properties on building forms

The neighborhood contains approximately 407 properties; 292 are depicted on 1912 map.

Number of Properties on 1912 map, by street

Allerton Place: 5
Atlantic Avenue: 17
Barnard Street: 12
Central Street: 19
Chestnut Street: 28
Cliff Street: 14
Commercial Street: 31
Cottage Street: 12
Gregory Street: 30
Harbor View: 8
Hawkes Street: 19
Lindsey Street: 9
Nashua Place (now Redstone Lane): 7
Prospect Street: 33
Rowland Street: 21
School Street: 1
Seaside Park: 1
Walnut Street: 11
Washington Street: 24

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Marblehead Neighborhood Overviews

WEST SHORE

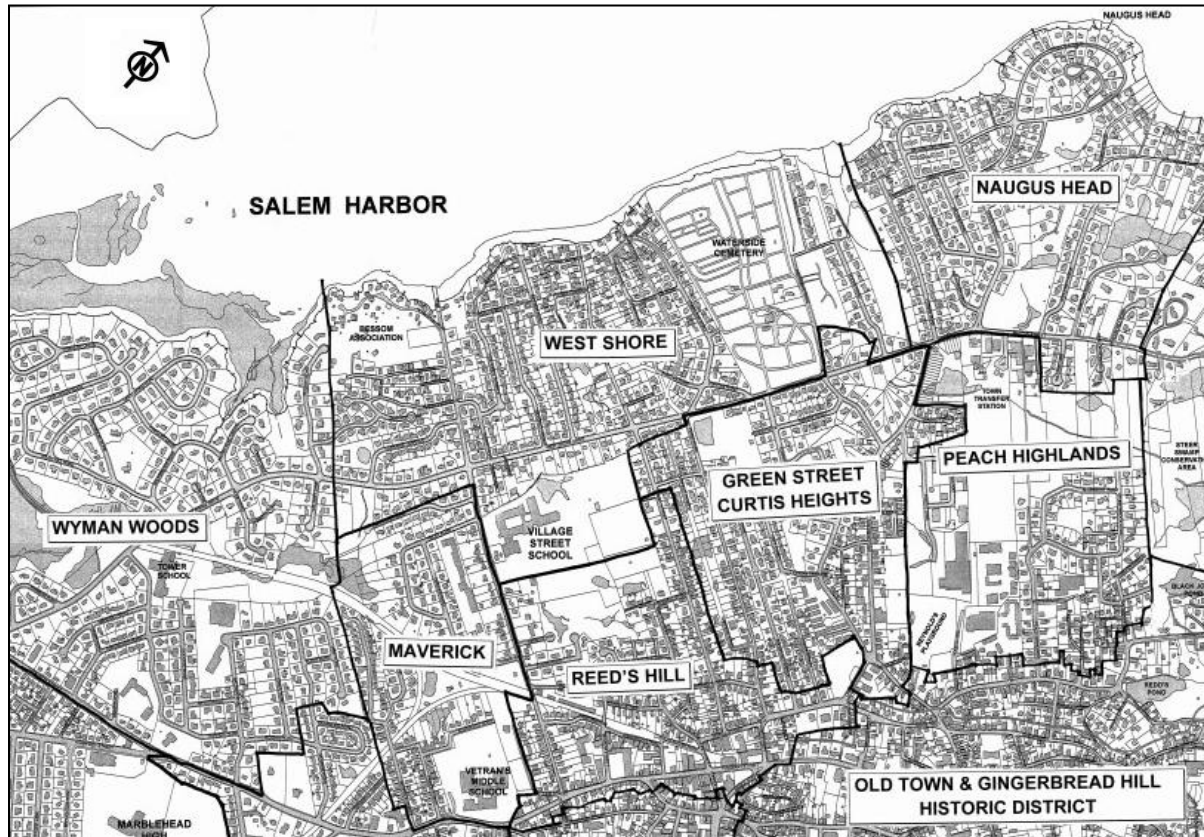


Fig.1: Detail of Neighborhood map of the Town of Marblehead.

The West Shore neighborhood is located on the westerly side of the town where it borders on Salem Harbor (Fig.1). It abuts the Wyman Woods neighborhood on the south and Naugus Head neighborhood on the north. The easterly boundary of the neighborhood is irregular as it follows more recent patterns of development in the adjoining neighborhoods of Green Street/Curtis Heights, Reed's Hill and Maverick. The topography is generally flat, although the coastline is irregular and rocky with escarpments. The neighborhood is fully built out with the only open space being the Waterside Cemetery and Village Street School's playing fields. The oceanfront has been largely privatized, although there are public access points at the ends of a number of streets.

West Shore Drive, a relatively recent roadway, is the main thoroughfare through the neighborhood. Village and Jersey streets connect directly with the town center and, in reverse, provide access from the center to Salem Bay; Village Street provided this connection in the 19th century. Waterside Road, along with Green Street, was an early route to the cemetery, which was established in the 1850s. Other streets were laid out between West Shore Drive and the bay shore in the 20th century as the neighborhood developed first with summer colonies and then with suburban growth.

HISTORICAL BACKGROUND

Until suburban development reached Marblehead in the 20th century, the west shore of the peninsula was characterized by open farmland with a scattering of rural residences and summer colonies along the coastline. Its origins are said to extend back to 1635 when the plantation of Marblehead was set off from Salem and large tracts of land were granted to privileged individuals, such as John Humphrey, deputy governor of the Massachusetts colony, and Hugh Peter, a Massachusetts Bay Company shareholder. It is not clear to what extent these early proprietors developed the area or if they, in fact, set foot there. Both men were recalled to England and their Marblehead lands conveyed to others.

Most of this land eventually reverted back to the town, the trustees of which partitioned the tract into long, narrow strips, extending from the ocean to Salem Bay, and disbursed them to local taxpayers. The pattern of these land divisions is still evident in current parcel maps in the town. The area continued in agricultural use for the next two centuries, although by the end of the 19th century, summer resort developments had occurred along the shorelines of the ocean and Salem Bay.



Fig.2: Girdler-Harris House, 11 Manataug Tr., 18th century.

By the end of the 19th century, the Wyman family controlled much of the land on the “Salem side” of the peninsula. In the midst of their holdings were the farms of Robert Girdler Harris (1817-1882) and Robert H. Bessom (1810-1881). Both men were descended from old Marblehead families, in particular from the Girdlers whose homestead was at the center of the Harris farm (Fig.2). Both men took up farming around 1860, providing milk and produce to town markets (the Bessoms had a milk wagon). Previously, Harris

had been working in the shoe trade and Bessom had been employed as a rope maker. Benjamin V. Bessom (1843-1923) was working on the family farm by 1870, and he and his wife, Elizabeth Girdler, took it over when his father retired. Another farmer, Benjamin F. Knight, son of shoe worker Samuel C. Knight, also owned land in the neighborhood, as did the Irish immigrants James and Elizabeth Looney, whose land bordered on the northerly side of the Waterside Cemetery. (The house and barn for this property are still extant, in the midst of the cemetery, at 50-53 Waterside Road.) Glue manufacturer James Sullivan and his wife, Abby, both born in Ireland, owned land near the Looneys; his rendering plant may have been located there.

WEST SHORE NEIGHBORHOOD AT THE TURN OF THE 20TH CENTURY

Around 1900 Benjamin V. Bessom was permitting others to build summer cottages along the cliffs on the section of his farm bordering Salem Bay. More than a couple of dozen dwellings are depicted on the 1912 map (Fig.5 and #1 on subdivision map in Fig.6). One of the buildings is annotated as the Nonantum Association, which is the name by which the colony continues to be known. Homeowners pay an annual association fee, or “land rent,” for the plot their building occupies; this was a practice followed by many of Marblehead’s early summer colonies and campgrounds. Some of these cottages are extant but enlarged and altered in various ways; a few have forms appearing appropriate for the time (Fig.3).



Fig.3: Cottage on Nonantum Rd., ca. 1900.



Fig.4: Cottage at 14 Upland Rd., ca. 1900

Another dozen or so cottages are pictured in lot inland from the Nonantum Association tract and are associated with H.F. Snow and F.H. Ramsden (Fig.4). Herman F. Snow was working in Marblehead as a hardware salesman in 1910; Ramsden’s identity is a mystery. Cottages in this area are now loosely aligned along Willow and Upland Roads (Fig.5 and #2 on subdivision map in Fig.6). The 1912 map locates a small farmstead east of the Snow-Ramsden parcel and associates it with Louis B Hooper, a local provisioner. This parcel was later subdivided for Lorraine Terrace (Fig.5 and #4 on subdivision map in Fig.6).

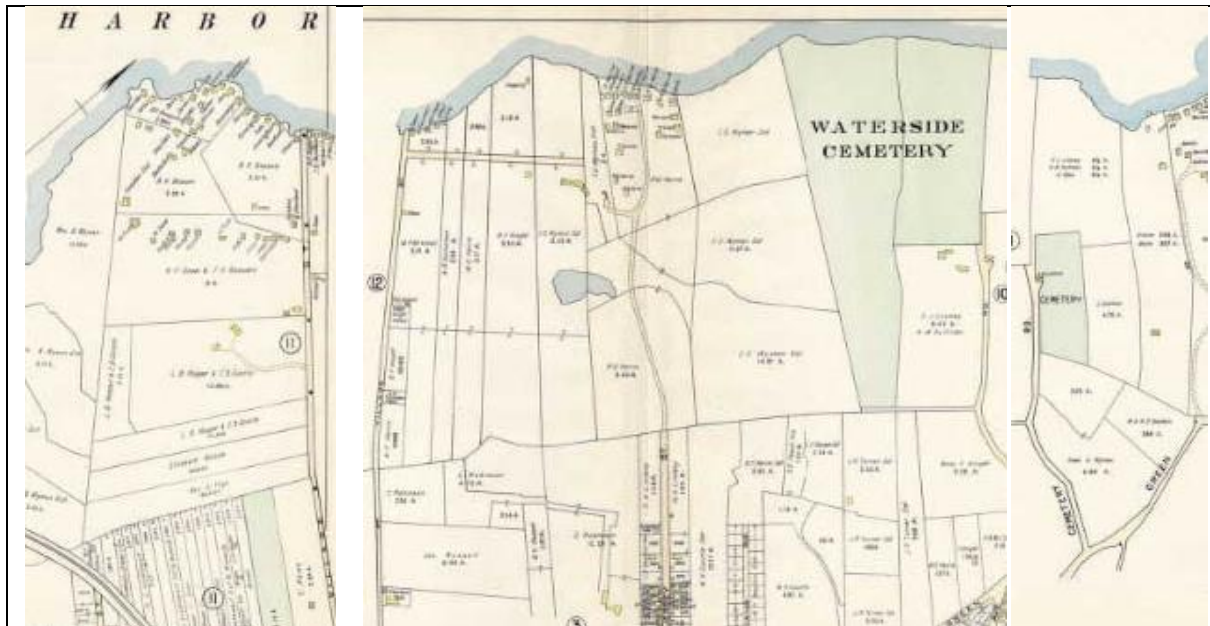


Fig.5: Portions of Plates 10- 12 (r. to l.) of the 1912 Marblehead atlas showing the West Shore neighborhood

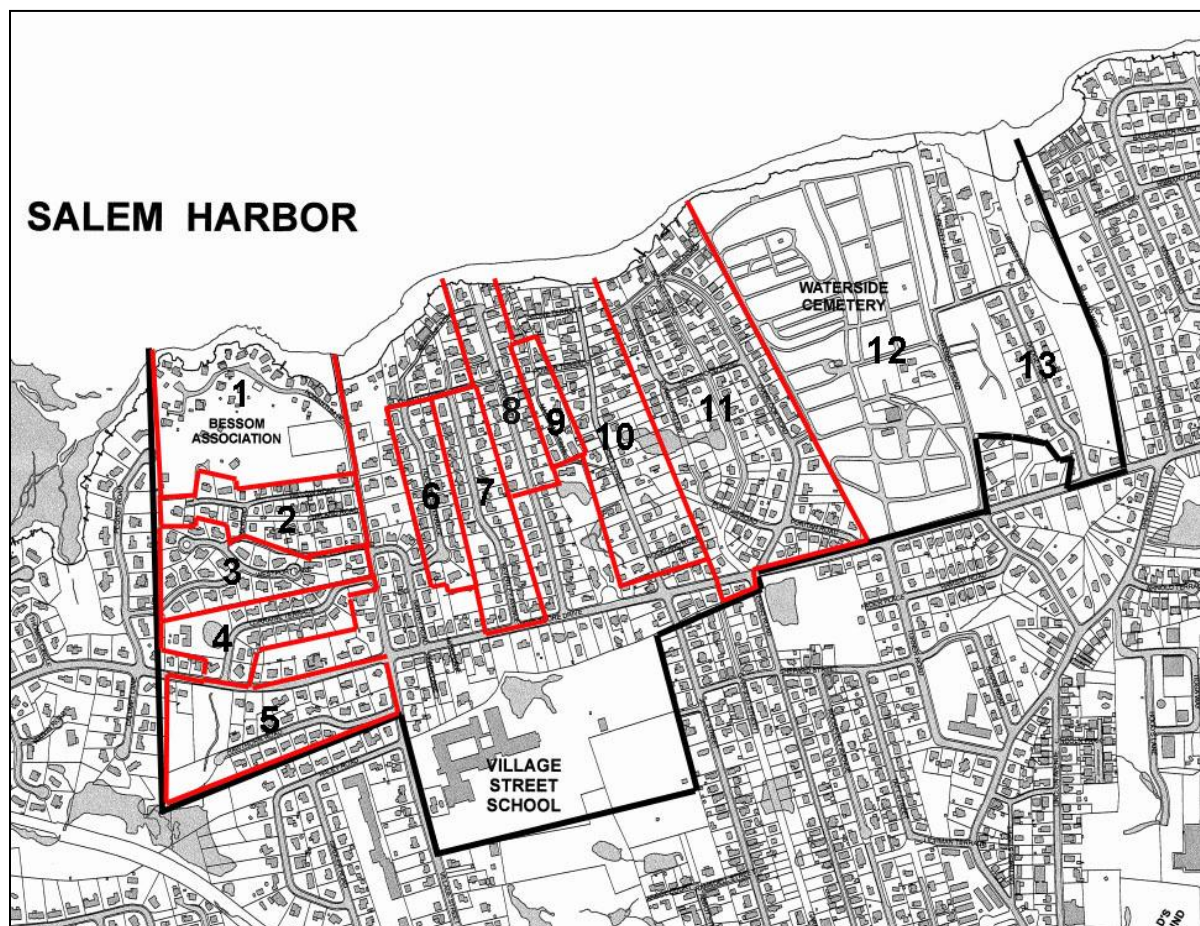


Fig.6: Map of West Shore neighborhood showing outlines of major subdivisions. See appendix for description of subdivisions enumerated.

A few summer cottages had appeared on the northerly side of Village Street by 1912 on land owned by M.F. Mitchell, whose identity is unknown. A larger colony had developed at the bay end of Jersey Street on the Harris farm; this area became known as Harris Beach (Fig.5 and #9 & 10 on subdivision map in Fig.6). By 1917 most of the land along Jersey Street leading to the bayshore had been conveyed to John O. Porter, who filed a subdivision plan for Porters Beach that year.⁴¹ Porter was a local harness maker evidently speculating in the growing Marblehead real estate market (Fig.7). The neighborhood remained unchanged north of Jersey Street except for the enlargement of Waterside Cemetery.



Fig.7: Jersey St., south side west of Power Ter.

WEST SHORE IN THE POST-WWI PERIOD

After a hiatus corresponding with the duration of the First World War, development in the West Shore neighborhood resumed and intensified, but it was still more related to summer residences than to suburbanization. Ocean Park was laid out in 1921, adding more than 100 house lots on a tract lying between the newly-opened West Shore Drive and Salem Bay south of the cemetery previously held in the Isaac C. Wyman estate. It introduced Overlook, Bennett, Evans, Sunset and Puritan roads to the neighborhood, as well as numerous pattern-book and kit cottages, primarily in the still-popular Craftsman designs introduced before the war (Fig.7). The recorded plan identifies Citizens Realty Trust as the owner, an entity that platted Bayviewe [sic] Park, comprised of 50 lots on Bayview Road the following year (#8 on subdivision map in Fig.6). Citizens Realty Trust was a Boston real estate development concern of which Medford resident and furniture dealer Thomas W. Harrington was president; other officers included his son, John C. Harrington, and Joel G. Knapp of Dorchester.

In 1927 Ella F. Harris, widow of Robert G. Harris, filed a small subdivision on Manataug Trail that occupied the remaining land associated with the Girdler-Harris house after Jersey Street was developed (#9 on subdivision map in Fig.6). This plat carried the name of Harris Park, Section 2, with Section #1

⁴¹ Porter's plan was filed in Essex County South Registry of Deeds, Plan Book 30:24. See appendix for a listing of subdivisions in the neighborhood and their documentation.

evidently being the undifferentiated bay front area her husband had created much earlier. The original architecture of all these summer cottage developments has been compromised through additions and alterations made to make them more permanent year-round residences as the neighborhood gradually evolved into Marblehead's suburban landscape. Also, new houses were added to vacant lots throughout the rest of the 20th century creating the mixed assortment of dwelling types that characterizes the streetscapes today.



Fig.7: Cottage at 58 Bennett Rd., ca. 1920.

WEST SHORE IN THE POST-WWII PERIOD

Because of its early and continuing orientation to Salem Bay and water-based recreation, through most of its 20th-century history, the West Shore neighborhood developed from the bay shore out to West Shore Drive. Thus most Post-WWII buildings are located close to West Shore Drive, although some infill has occurred deeper into the neighborhood. Six subdivision plans were filed for new streets in the neighborhood between 1953 and 1997. Half of them were added at the easterly end of the Bessom tract on the southerly side of Village Street.

The first to be mapped was in 1959 along Hawthorn Road on the easterly side of West Shore Drive (#5 on subdivision map in Fig.6). The land was owned by Leon R. Bouchard, a local automobile dealer turned building contractor (his father Ovide Bouchard was a building contractor in Topsfield) who moved from Danvers to 108 West Shore Drive in Wyman Woods in 1943. The plan did not build out immediately and displays a mix of late 20th-century types including Capes, Ranches, Two-story Colonials and Split-levels. Lorraine Terrace was laid out on the westerly side of West Shore Drive in 1962 by the Marblehead Building Corporation (#5 on subdivision map in Fig.64. Two-story Garrison Colonials predominate, with

Split-levels and Raised Ranches appearing to have been constructed later. The subdivision along West Ledge Road was created more recently, in 1997 (#3 on subdivision map in Fig.6).

A long farm lot that had been owned by Benjamin F. Knight was the location of a subdivision along Beverly Avenue filed in 1953 by its then owner Wilfred Hall (#7 on subdivision map in Fig.6). He was employed a coal and fuel oil company and lived with his wife, Eleanor and family at 9 Glendale Road in Clifton. Houses along this road represent mix of mid-century suburban designs. Tidewinds Terrace was laid out parallel to and south of Beverly Avenue by Salem building contractor John E. Thomas in 1959 (#6 on subdivision map in Fig.6). It would seem that the subdivision encompassed Santry Road because both streets contain a solid concentration of post-war Split-levels. However, the closer Tidewinds gets to the bay, the more varied and modest the houses become.

The last subdivision to be documented in the West Shore neighborhood is at its northernmost end where Dodge Road was laid out by 1959. (#13 on subdivision map in Fig.6). No particular history of this street has been located although the mix of post-war houses along the street confirm the date of its development.

With most of the neighborhood platted and built-out by 1960, there is little evidence of new construction occurring in the last 50 years. What has been built has occurred on lots left vacant in earlier stages. The early 20th-century house lots were quite small, and many have been combined to create larger parcels. Since 2001 fourteen tear-downs have been recorded by the town. This is a comparatively large number indicating that smaller unimproved dwellings are being demolished rather than being rehabilitated. The neighborhood is almost exclusively residential in use. There are no commercial or religious buildings. The Village Street School, located on the easterly side of West Shore Drive has been included in the boundaries of this neighborhood since it draws most of its student population from it.

RECOMMENDATIONS FOR SURVEY: West Shore Neighborhood

- Research and write an overview of the history of the neighborhood and its development

The West Shore neighborhood has significance in its underlying farm history, but more importantly with its association with the theme of turn-of-the-20th-century summer resort development on the bay side of the Marblehead peninsula. The neighborhood played only a peripheral role in Marblehead's later suburban history.

- Survey significant summer cottage colonies on separate area forms (#s indicate location on subdivision map in Fig.6).
 - Nonantum Association (Bessom) colony, #1, ca. 1900 (32 buildings)
 - Cottages on Willow & Upland rds., #2, ca. 1900 (30 buildings)
 - Harris Beach cottages, #9 & #10A, ca. 1900 (68 buildings)

These three areas contain historic resources surviving from the initial period of the town's resort history.

- Survey significant pre-WWII subdivisions on separate area forms (#s indicate location on subdivision map in Fig.6).
 - Porter's Beach, 1917, #10 (41 buildings)

- Ocean Park, 1921, #11 (100 buildings)
- Bayviewe Park, 1922, #8 (50 buildings)

These three areas contain historic resources surviving from the stage in the neighborhood's resort history when development advanced.

- Survey significant post-WWII subdivisions on separate area forms
 - There does not appear to be any subdivisions warranting a separate area form.
- Survey the Waterside Cemetery on a separate area form
- Survey individual properties on building forms (6 properties)
 - Manataug Trail: 11
 - Waterside Rd: 50-52

Properties have been selected based on their depiction in 1912 maps of the neighborhood and other considerations; more properties may emerge in the preparation of the historical overview and/or area forms

Marblehead Neighborhood Overviews

WYMAN WOODS

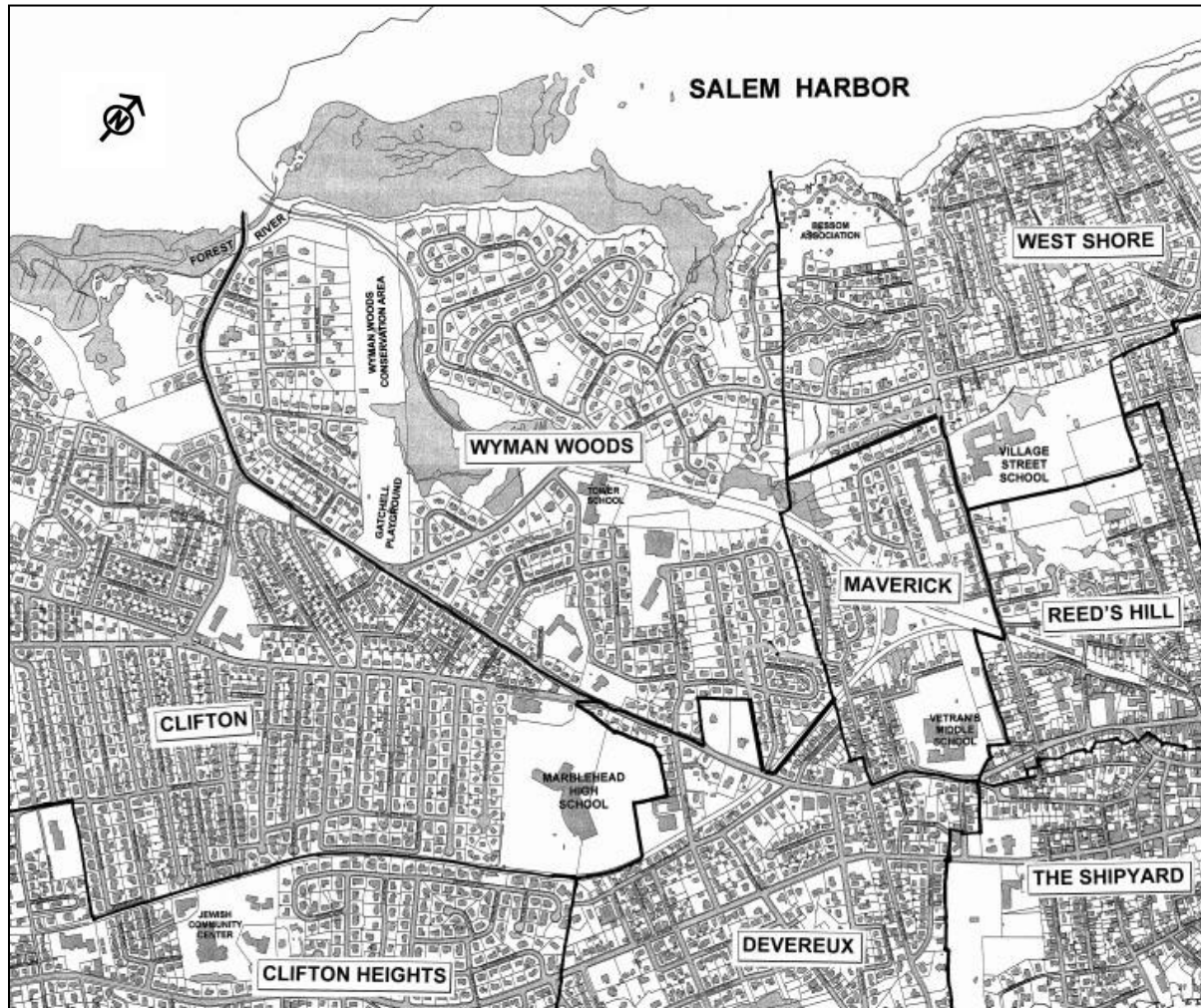


Fig.1: Detail of Neighborhood map of the Town of Marblehead.

The Wyman Woods neighborhood occupies a large area on the westerly side of the town where it borders on Salem Harbor (Fig.1). It is separated from the Clifton neighborhood by Lafayette Street and from the Devereux neighborhood by Pleasant Street and the right-of-way of the Boston and Maine Railroad. Northerly line between Wyman Woods and the Maverick and West Shore neighborhoods follows the historic boundary of the Wyman farm, from which the neighborhood developed and received its name. The topography is generally flat, although the coastline is irregular and rocky with escarpments that give meaning to the neighborhood alternative name: Marblehead Cliffs. The neighborhood is fully built out with the only open space being town-owned parks and conservation areas, that is, areas that are essentially unbuildable. The oceanfront has been largely privatized; the neighborhood association owns a small beach on Lyman Cove.

West Shore Drive, a relatively recent roadway, is the main thoroughfare through the neighborhood. It forks off Lafayette Street in the southeast corner of the area. Pleasant and Lafayette streets provide access to peripheral residential subdivisions and connect the neighborhood to the town center and Salem across the Forest River. They followed the original aboriginal trail connecting Marblehead to the mainland. The right-of-way of a branch railroad once connecting Salem and the town center also bridges the river where it empties into Salem Harbor; it bends through the neighborhood's open space areas. As it was constructed through what was open farmland, there were no stations along the route. The railroad did service a lead works that was operating near the Forest River at the turn of the 20th century, but the facility has been removed and its land incorporated into the town holding. There does not appear to be any public beaches or access points on the shoreline, although many properties bordering on the bay have private docks.

HISTORICAL BACKGROUND

Until suburban development reached Marblehead in the 20th century, Clifton was open farmland with a scattering of rural residences and summer hotels and cottages. Its origins are said to extend back to 1635 when the plantation of Marblehead was set off from Salem and a 350-acre tract in the area was granted to John Humphrey, deputy governor of the Massachusetts colony. Its deed described it as extending from the "Clifte" (now in the West Shore neighborhood) to the Forest River, which is presumably the origin of Clifton's name. Humphrey's plantation covered Wyman Wood, Clifton Heights and Preston Beach, as well.⁴² According to Lord and Gamage in *The Spirit of '76 Lives Here*, by the turn of the 18th century, Humphrey had left the scene and the plantation was "sliced up by the trustees of Marblehead land" into individual farm tracts. "John Humphrey's Clifton grant had no strong, enduring family to carry on a traditional ownership, so various owners cleared the land and farmed it."⁴³

The area was not remote as one of the earliest roads on the peninsula, originating as an Indian trail and connecting Marblehead with Salem, passed through it. Lafayette Street likely follows this route; a bridge across the Forest River was built as early as 1640. Humphrey and Tedesco streets also are early routes linking Marblehead with the mainland, and it was to all three that farmsteads were oriented. The settings of remaining farmhouses, as well as those depicted on 19th-century maps, reflect these narrow lots, although they gradually were consolidated and reconfigured to provide for more efficient land use.

Through transactions unmentioned in current historical sources, it would seem Isaac Wyman (1756-1836) acquired the land now comprising Wyman Woods sometime after the Revolutionary War or at least by 1820 when he married Elizabeth Ingalls of Marblehead. According to one account, they settled at "Forest River," then "Wyman Mills."⁴⁴ The 1850 census enumerates the widow Elizabeth Wyman and her two sons and two daughters in Salem. The 1856 map of Essex County depicts a house associated with "E. Wyman" on the Marblehead side of the river (Fig.2). Another house is assigned to her son, William B. Wyman (1828-1900), who is known to have farmed the tract. The first house is not extant, but William B. Wyman's house appears to survive at 1 Shorewood Rd. In 1860 the census taker found both sons,

⁴² Lord & Gamage, *The Spirit of '76 Lives Here*, 319.

⁴³ Ibid., 323, 325.

⁴⁴ Richard Herndon, comp, *Men of Progress: One Thousand Biographical Sketches and Portraits of Leaders in Business and Professional Life in the Commonwealth of Massachusetts* (1896), 534-535.

William B. and Isaac C. Wyman, in separate households in Marblehead. William was listed as a farmer, while his elder brother was a practicing attorney. (Both had graduated from Princeton College, with Isaac going on to Harvard for a law degree.) Isaac C. Wyman never married and lived with his unwed sister, Susan; they were residents of Salem in 1870 and after. William B. Wyman married Elizabeth Ann Adams in 1854, and they had three daughters. He ran the Marblehead farm until his death in 1900.



Fig.2: Detail from 1856 Map of Essex County.

WYMAN WOODS NEIGHBORHOOD AT THE TURN OF THE 20TH CENTURY

Remarkably, the Wyman tract remained undivided and in the ownership of William B. and Isaac C. Wyman until their after deaths. The map of the neighborhood contained in the Marblehead atlas published in 1912, which associated the land with the estates of the two brothers, depicted only a few house lots developed along Lafayette Street; West Shore Drive had yet to be constructed (Fig.3). The farm had been bypassed by the first wave of resort and suburban development in the late 19th century, probably because it was remote from both the ocean (the bay was *not* the ocean) and the trolley line that followed Humphrey Street. The 1912 map depicts a mere five summer cottages scattered along the bay shore. Isaac C. Wyman bequeathed land and money to St. Andrew's Episcopal Church for the construction of a memorial chapel to his family; the land included a family cemetery. The rustic stone building located at 135 Lafayette Street was erected in 1924.⁴⁵

⁴⁵ Lord & Gamage, *The Spirit of '76 Lives Here*, 300.

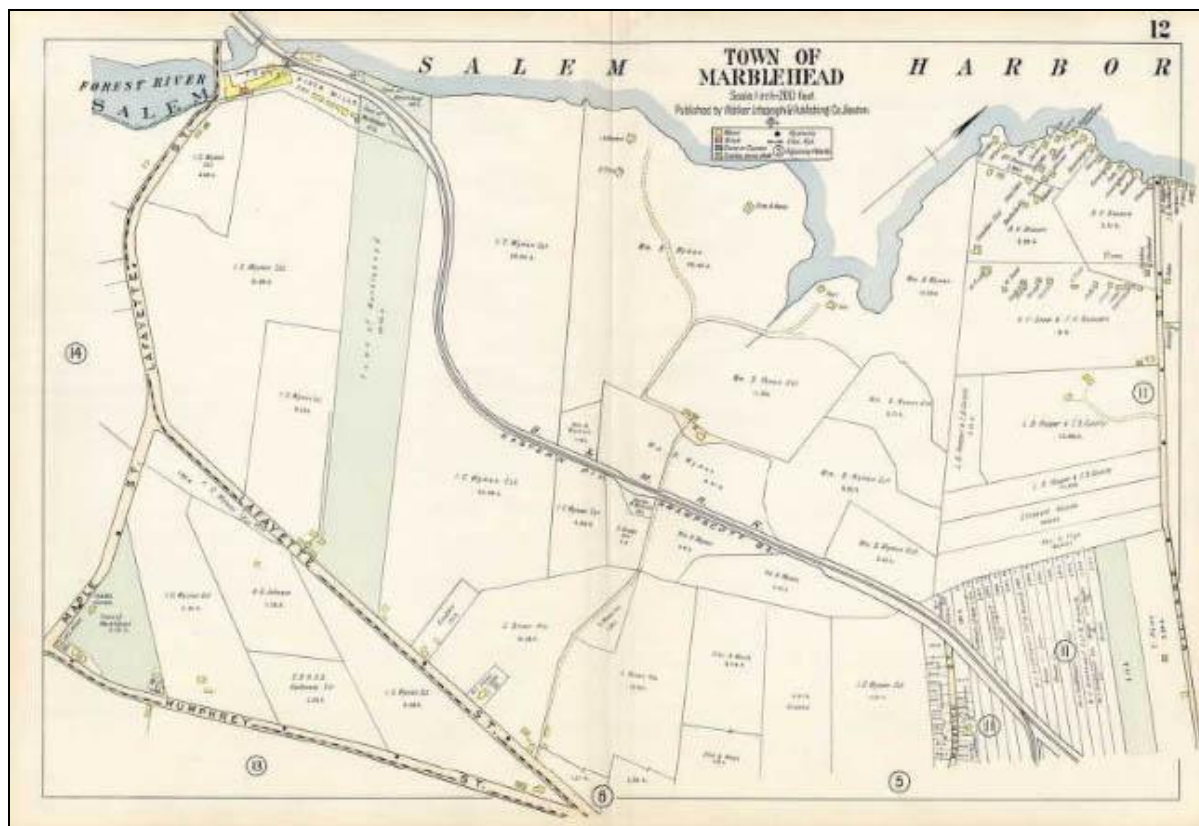


Fig.4: Plate 12 of the 1912 Marblehead atlas showing the extent of the Wyman farm.



Fig.5: Map of Wyman Woods neighborhood showing outlines of major subdivisions.

Within a decade of the 1912 map, residential subdivisions had begun to fill in the triangular gap between Humphrey and Lafayette streets. By 1933 the estate of Isaac C. Wyman or its successor had conveyed a lot of land sandwiched between Lafayette Street and a strip of town-owned property to Thomas A. McNulty. In that year McNulty, who operated the Warwick Theater on Pleasant Street, and his builder, Joseph Martin, Inc. filed a subdivision plan with 90 lots, one already containing the Wyman Memorial (#1 on subdivision map in Fig.5).⁴⁶ It was named Chapel Pines and construction of houses of mixed design types began immediately (Fig.6). Yet, development was slow to finish and parts of Chapel Pines did not build out until later in the 20th century.



Fig.6: View on Robert Rd. SW of Tully Rd. in Chapel Pines.

Before the outbreak of the Second World War, the rest of the Wyman farm was deeded over to the Marblehead Cliffs Realty Trust, about which little is known (#2 on subdivision map in Fig.5). A complete plan for this extensive development has not yet been found, but partial filings indicate that the first plat was created in 1937 with 27 lots on Shorewood Road and West Shore Drive, which probably was introduced with the mapping of this subdivision. The house at 1 Shorewood Road, oriented at an oblique angle to the street plan, appears to be William B. Wyman's house. Only a few of the other houses in the subdivision were constructed before the war, however. Although a plat has not yet been identified, architect George Hunt Ingraham is reputed to have been the designer of a house in which he lived at 9 Ridge Road, as well as comparable houses on Ridge Road and West Shore Drive in 1938-1942.⁴⁷

After a hiatus corresponding with the war years, an amended plan was filed in 1951 that included lots on Rainbow Road at the lower end of West Shore Drive, on Indian Circle and a portion of Arrowhead Road, on Ridge Road and Thomas Circle, on Pequot Road and along West Shore Drive in between. These streets built out more quickly, with the possible exception of Pequot Road, with interesting house designs in a post-war Colonial mode (Fig.7). The rest of the expansive development stretching out to the coastline began to fill in during the 1960s and 1970s.

⁴⁶ Essex County South Registry of Deeds, Plan 36:62. This and other plan references can be found in the appendix.

⁴⁷ Correspondence with John Clemson, who later lived in Ingrahams house at 9 Ridge Road.



Fig.7: View on Rainbow Rd.

WYMAN WOODS IN THE POST-WWII PERIOD

While the Marblehead Cliffs subdivision was growing, four more plans were filed for open parcels along Lafayette and Pleasant streets outside the bounds of the Wyman farm. Two of them were platted on the old Brown farm, the house for which still survives at 11 Lafayette Street, on the corner of Widger Road. The town's first hospital was built on part of this farm, with two small subdivision wrapping around that property on the north and southwest and north, both with streets named after Ivy League colleges. The first subdivision was owned by the Eames Estate with around 50 lots mapped in 1947 (#4 on subdivision map in Fig.5). It is characterized by a mix of small-scale post-war types, such as Capes, Ranches, Two-story Colonials and Garrison Colonials. A house at 24 Amherst Road stands out as a rare example of Modernist house design (Fig.8). The second, known as Twelve Acres, and owned by Twelve Acres Associates, was filed in 1960 and contained 41 lots (#6 on subdivision map in Fig.5). It contains large Ranches and Split-levels, with some of the latter contained under a single sweeping front-gable roof in another expression of the Modern taste. (Fig.9)



Fig.8: Modern house at 24 Amherst Rd.



Fig.9: Modern Split-Level house at 46 Cornell Rd.



Fig.8: View on Sagamore Rd.

The two other small subdivisions were created on a lot of land formerly owned by Isaac C. Wyman bounded on the east by Pleasant Street and abutting the Maverick neighborhood. A subdivision of 41 house lots was laid out in 1940 on a looping Sagamore Road and the lower portion of Mohawk Road where it originated on Pleasant Street (#3 on subdivision map in Fig.5). Named Devereux Heights, the railroad right-of-way angles across its easterly boundary separating it from Devereux Park in the Devereux neighborhood, which also was platted on this Wyman tract, although 24 years earlier. The owner of Devereux Heights was recorded as Marblehead Cliffs, Inc. Its association with the Marblehead Cliffs Realty Trust is not known. Houses there were designed in a mix of Colonial styles, some with gambrel roofs.

Haley Village, with its first plan filed in 1955, occupied the remainder of the tract once owned by Isaac C. Wyman, as well as a portion of an adjoining parcel associated with the Graves family on the in 1912 map

(#5 on subdivision map in Fig.5). The owner, Wallace W. Haley, was a local physician who speculated in other subdivision developments in Marblehead. His builder was recorded as Silver Circle Construction Company. Two types of large Split-level designs dominate, one conventional in design (Fig.9) and the other in the Modern idiom (Fig.10).



Fig.9: House at 35 Mohawk Rd.



Fig.10: Carol Rd. north side east of Jane Rd.

With most of the neighborhood platted and built-out by 1960, there is little evidence of new construction occurring in the last 50 years. What has been built has occurred on lots left vacant in earlier stages. With the exception of pre-existing 19th-century properties, few house lots have been subdivided, nor are they able to be. Since 2001 ten tear-downs have been recorded by the town. The neighborhood is almost exclusively residential in use. In addition to the hospital building already mentioned, which now serves town offices and other functions, there are two churches and two elementary schools, as well as a health center that looks to occupy a former religious building. There are no commercial properties.

RECOMMENDATIONS FOR SURVEY: Wyman Woods Neighborhood

- Research and write an overview of the history of the neighborhood and its development

The Wyman Woods neighborhood has significance in its underlying farm history, but more importantly with its association with the theme of 20th-century suburban development. Although it has a long shoreline along Salem Bay, the neighborhood remained in the possession of the Wyman family for so long that summer colonies were not allowed to develop as in other areas up the peninsula or, particularly, on the ocean side. This serves to associate the neighborhood rather one-dimensionally with Marblehead's suburban period.

- Survey significant pre-WWII subdivisions on separate area forms (#s indicate location on subdivision map in Fig.5).
 - Chapel Pines, 1933, #1 (105 buildings)
 - Devereux Heights, 1940 (40 buildings)

These two areas are important examples of pre-WWII planning.

- Survey significant post-WWII subdivisions on separate area forms (#s indicate location on subdivision map in Fig.5).
 - Marblehead Cliffs, 1937-1970, #2 (220 buildings)
 - Haley Village, 1955-1958, #5 (65 buildings)

These two areas are important examples of post-WWII planning.

- Survey individual properties on building forms (6 properties)
 - Amherst Road: 29
 - Arrowhead Road: 11
 - Shorewood Drive: 1
 - Lafayette Street: 11, 135 (Wyman Chapel)
 - Widger Road: 1 (hospital)

Properties have been selected based on their depiction in 1912 maps of the neighborhood and other considerations; more properties may emerge in the preparation of the historical overview and/or area forms.

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MARBLEHEAD COMMUNITY-WIDE HISTORIC PRESERVATION SURVEY MASTER PLAN

Survey Action Plan

Rank	Goal	Neighborhood	Areas	Actions	Subdivision Count	Building Count 2014	Building Count 1912	Project Sequence	Cost Estimates
1	Inventory historic properties in coastal zones	multiple (excludes The Shipyard & historic districts, includes all of Marblehead Neck)	none	B Forms	0	500+	250+	1	\$20,000
2	Document 19th century urban areas	The Shipyard	Rowland & Prospect streets Atlantic Avenue	Context, A Form & selected B Forms	1	407	292	2	\$15,000 + \$200/B Form
		Reed's Hill	Commercial St & south Abbott St & south Abbott St & Commercial Street	Context, A Form & selected B Forms	1	427	286	3	\$10,000 + \$200/B Form
3	Document coastal areas	Clifton Heights	Clifton Village Hathaway Farm	Context, A Forms & selected B Forms	10	502	56	4	\$7,500 + \$200/B Form
		Marblehead Neck	one area	Context, A Form (B Forms from coastal survey)	2	370	136	5	\$5,000
		Peach's Point	one area	Context, A Form & selected B Forms	1	95	26	5	\$5,000 + \$200/B Form
		Naugus Head	Naugus Head Colony & Park Beacon Heights Colony Pitman Field Colony Edgemere Cloutman Point Colony	Context, A Forms & selected B Forms (also B Forms from coastal survey)	11	289	19	6	\$7,500 + \$200/B Form
		West Shore	Nonantum Assoc. Colony Willow & Upland Roads Harris Beach Cottages	Context, A Forms & selected B Forms (also B Forms from coastal survey)	14	445	2	6	\$7,500 + \$200/B Form
		Preston Beach	Roundy Estate Seaview Park	Context, A Forms & selected B Forms	7	132	6	7	\$5,000 + \$200/B Form
4	Document suburban areas	Devereux	Smith Farm Subdivision Gilbert Heights Fort Glover Park	Context, A Forms & selected B Forms (also B Forms from coastal survey)	10	591	84	8	\$7,500 + \$200/B Form
		Clifton	Tedesco Lawn Goldthwait Estate Brookhouse Park Maple & Martin Parks Tedesco Park Russell's Gardens	Context, A Forms & selected B Forms	28	1305	34	9	\$15,000 + \$200/B Form
		Wyman Woods	Chapel Pines Devereux Heights	Context, A Forms & selected B Forms	5	490	4	10	\$5,000 + \$200/B Form
		Maverick	Maverick Street Prince Street	Context, A Forms & selected B Forms	4	45	25	11	\$3,500 + \$200/B Form
		Green Street - Curtis Heights	Green St.-Lincoln Ave. Evans Road Slee-Humphrey Subdivision Curtis Heights	Context, A Forms & selected B Forms	8	384	45	11	\$4,500 + \$200/B Form
		Peach Highlands		Context, A Form & selected B Forms	2	48	15	11	\$2,500
5	Document town-owned properties	all		B Forms & preliminary condition assessments	n/a	40	9	12	\$15,000
TOTAL 1, 2, 3, 4 & 5					100	5630	1039		135,500
6	Document 19th-century properties (count based on 1912 map)	The Shipyard		B Forms		292	292		\$200/B Form
		Reed's Hill		B Forms		286	286		\$200/B Form
		Clifton Heights		B Forms		56	56		\$200/B Form
		Naugus Head		B Forms		19	19		\$200/B Form
		West Shore		B Forms		2	2		\$200/B Form
		Green Street / Curtis Heights		B Forms		45	45		\$200/B Form
		Maverick		B Forms		25	25		\$200/B Form
		Peach Highlands		B Forms		15	15		\$200/B Form
		Devereux		B Forms		84	84		\$200/B Form
		Preston Beach		B Forms		6	6		\$200/B Form
		Marblehead Neck		B Forms		136	136		\$200/B Form
		Peach's Point		B Forms		26	26		\$200/B Form
		Clifton		B Forms		34	34		\$200/B Form
		Wyman Woods		B Forms		4	4		\$200/B Form
TOTAL						1039	1039		
	Update Documentation on HD properties								separate survey plan to start: \$10,000

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MARBLEHEAD COMMUNITY-WIDE HISTORIC PRESERVATION SURVEY MASTER PLAN

Marblehead, Essex County, Massachusetts

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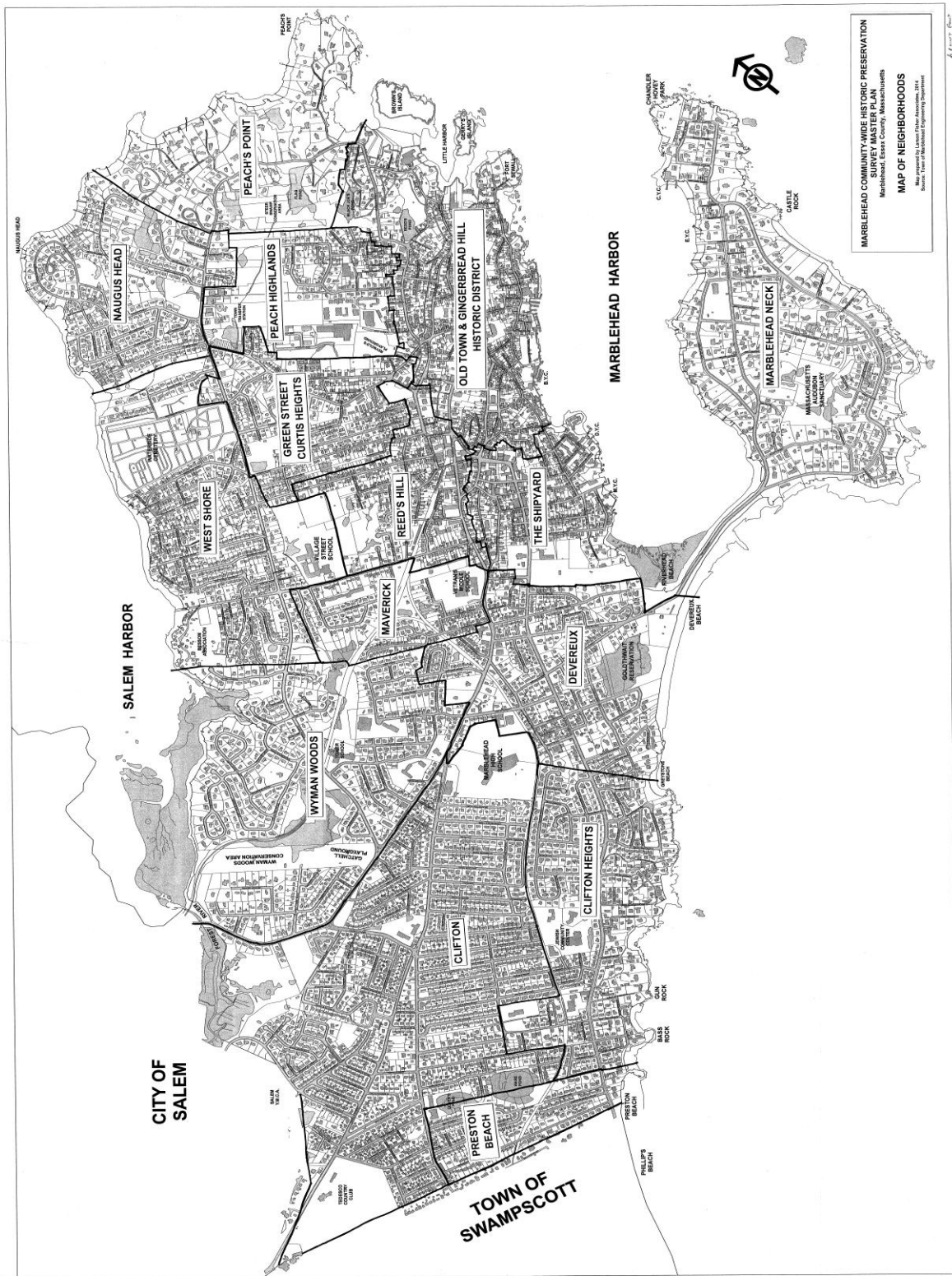
**MARBLEHEAD COMMUNITY-WIDE HISTORIC PRESERVATION
SURVEY MASTER PLAN
Marblehead, Essex County, Massachusetts**

APPENDICES

- I. Map of Marblehead with Neighborhood Boundaries
- II. List of Subdivision Plans
- III. Neighborhood Subdivision & Property Inventory
- IV. List of Tear-Downs, 2001 – 2014
- V. Map of Tear-Downs
- VI. Sample Scope of Work for Survey Projects

APPENDIX I

Map of Marblehead with Neighborhood Boundaries



Marblehead Neighborhoods Map

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Appendix II

List of Subdivision Plans

MARBLEHEAD COMMUNITY-WIDE HISTORIC PRESERVATION SURVEY MASTER PLAN

APPENDIX II: List of Subdivision plans in Town by Neighborhood

Date	Neighborhood	Name	Location	No. properties	Owner	Plan Record	notes
1953	Clifton	T/Marblehead Veterans Housing	Broughton Rd	31	T/Marblehead	83:87	
1942	Clifton	Sevinor Subdivision	Countryside Ln Leo Rd	49	Ralph Sevinor Realty Trust	3284:251, 56:4, 85:27	formerly A.E. Little property, know as "The Barracks" & "Chicken Farm"
1929	Clifton	Alva Thompson Subdivision	Thompson Rd, west end	19		56:4	
1947	Clifton	Sevinor Subdivision	Thompson Rd, east end Sheldon Rd, Ida Rd, Sevinor Rd. Ralph Rd, Saturn Av, Dean Rd Elizabeth Rd	134	Ralph Sevinor Realty Trust	63:16	Elizabeth, Richard & Ida rds re-platted 1984 by Clifton Estates Realty Trust
1929	Clifton	Russell's Gardens	Auburndale Rd, Glendale Rd Brook Rd, Sharon Rd	94	Hyman B. Levine Sarah F. Kline	56:22	
1930	Clifton	Colonial Village	Pickwick Rd, Brook Rd	52	McDonald-Sheeran Inc.	58:43	
1937	Clifton	Hathaway Acres	Shetland Road, Hereford Rd, Leicester Rd	72		MED N-9	
1950	Clifton	Barbara Tract	Traeger Rd, Brook Rd, Leicester Rd	33		MED N-58	
1934	Clifton	Ware Manor	Rose Av, Ware Ln	30	Joseph Martin, Inc.	MED F-5-1608	
1887	Clifton	Plan of lots	Ware Ln, Clifton Av, Rockaway Av	43	Geo. E. Smith, Jas. T. Phelps John H. Langmaid	5:42	
1929	Clifton	Ware Park	Rockaway Av, Marion Rd, Warren Rd	32	Ralph Sevinor	56:65	
1924	Clifton	Plan of lots	Marion Rd, Wilson Rd Rockaway Av	26	E.A. Tufts	40:50	
1923	Clifton	Plan of lots	Humphrey St, Marion Rd	13	W.J. Oliver	2552:1	
1921	Clifton	Hour House Park	Lafayette St, Humphrey St, Doane St, Laurel St, Oak St	55	Joseph Martin, Inc.	36:49	
1922	Clifton	Maple Park	Humphrey St, Cedar St, Cypress St, Cherry St	50	Joseph Martin, Inc.	37:13	
1922	Clifton	Maple Park Addition	Humphrey St, Birch St, Oak St	22	Joseph Martin, Inc.	36:1	
1923	Clifton	Martin Park	Lafayette St, Martin St, Birch St	16	Joseph Martin & William J. Goldthwait	2549:492	
1922	Clifton	Martin Park Addition	Lafayette St, Birch St	20	Joseph Martin	38:1	
1950	Clifton	Cedar Street Extension	Cedar St	15			
1925	Clifton	Tufts Street Subdivision	Tufts St	16			
1927	Clifton	Tedesco Park	Tedesco St, Lindbergh Rd, Homestead Rd, Columbia Rd Alden Rd, Maple St	80	Ralph Sevinor	50:16	
1932	Clifton	Tedesco Manor	Old Salem Rd, Cliffside Rd Euclid Av, Hillcrest Rd Long View Dr	63	Hadaway Development	MED D-2-1446	formerly Margaret B. Day (1922)
1932	Clifton	Londonderry Road Subdivision	Londonderry Rd, Trinity Rd, Miles Standish Rd, Canterbury Rd, Westminster Rd, Leggs Hill Rd	99	Angus H. MacDonald Inc	62:33	
1956	Clifton	Stratford Road Subdivision	Stratford Rd, Angenica Ter, Field Brook Rd, Victoria Ln, Yorkshire Rd, Riverside Dr	65	Stanley Napierski		
1926	Clifton	Leggs Hill Park	Mystic Rd, Florence Rd	20	Charles Markowitz Edward E. Hill	47:11	
1919	Clifton	Brookhouse Park	Brookhouse Dr, Elmwood Rd	44	Robert Brookhouse Margaret B. Day	33:30	
1914	Clifton	Tedesco Lawn	Ruby Av, Sapphire Av, West St	52	J.E. Burdett	MED F-3-566	
1914	Clifton	Plan of lots	West St, Endicott Av, Conant Rd, Winthrop Av	58	Est. William J. Goldthwait	MED C-1-312	
1877	Clifton Heights	Plan of land near Bass Rock	Atlantic Av, Rockaway Av, Pig Rock Ln, Surf St, Spray Av, Bass Rock St	20	Horace Ware, Lucy Ware, Sophronia W. Sanborn & George P. Sanborn	979:138	
1900	Clifton Heights	Clifton Heights	Atlantic Av, Rockaway Av, Bartlett St, Clifton Av, Spray Av, Brook Rd Rockcliff Rd Orchard Cr	87	B.P. Ware Heirs	1912 map	Rbt W. & Mary H. Rose owners in 1926
1900	Clifton Heights	Casino	Atlantic Av, Clifton Heights Ln, Joel Rd, Casino Rd, Ticehurst Ln	77	Est. Elizabeth B. Hathaway	1912 map	
1928	Clifton Heights	Clifton Village	Atlantic Av, Garden Rd, Bristol Rd, Cushing Rd, Ames Rd	37		MED R-3-13	
1949	Clifton Heights	Carleton Rd - Drumlin Rd Layout	Atlantic Av, Rockaway Av, Carleton Rd, Drumlin Rd	27		77:78	
1975	Clifton Heights	Atlantic Heights	Atlantic Av, Lawrence Dr, Gerald Rd, Sandie Ln, Lucia Rd	73	Chai Realty Trust, S. Feldman & L. Ginsberg, Trs		Hathaway owner in 1912
1953	Clifton Heights	Subdivision of Land	Atlantic Av, Garden Rd	4	Patsy DiPrisco		
1926	Clifton Heights	Greystone, Section I	Atlantic Av, Cleveland Rd, Greystone Rd, Jackson Rd, Madison Rd, Monroe Rd, Coolidge Rd Grant Rd Adam Rd	66	Sterling Realty Co.	46:6	
1928	Clifton Heights	Greystone Heights	Atlantic Av, Summit Rd, Vassar Rd, W Orchard St Gallison Av	25	Homesites Realty Co.	55:27	
1959	Clifton Heights	Greystone Beach, Section II	Atlantic Av, McKinley Rd, Gerald Rd, Lehman Rd, Peter Cir, Buchanan Rd, Eisenhower Rd, Yolande Rd	86		MED R-3-13	
1891	Devereux	House lots at the Smith Farm	Beach St, Atlantic Av, Devereux St, Pleasant St, Smith St, Walnut(Phillips) St, Valley St (Prince Rd), Beach (Gallison) Av, Orchard St, Sterling (W Orchard) St	262	W.J. Goldthwait & heirs of Henry F. Pitman	7:35	
1893	Devereux	Plan of Second Division, Smith Farm	Pleasant St, Smith St, Devereux St, Atlantic Av, Walnut (Phillips) St, Valley St (Prince Rd), Locust Av	78	W.J. Goldthwait	9:32	
1900	Devereux	Devereux Estate	Bounded by Orchard St on west, Gallison Av on south, Beach St on north & Atlantic Ocean on east	1	Goldthwait Trust	1912 map	
1898	Devereux	Plan of house lots	Atlantic Av, Valley (Treat) Rd, Devereux St, Pierce St	10	W.J. Goldthwait	1640:1	
1933	Devereux	Land of Devereux Mansion, Inc.	Locust St, Beach St, Phillips St, Page Rd	30	Devereux Mansion, Inc	64:45	
1900	Devereux	Land belonging to Sarah J. Gilbert	Ocean Av, Pleasant St, Riverhead Beach, Bubier Rd, Gilbert Heights Rd, Wallace Rd	39	Sarah J. Gilbert	1912 map	
1900	Devereux	Land belonging to Isaac C. Wyman	Pleasant St, Atlantic Av, Bubier Rd, Wyman Rd, DeWitt St., W Cottage St	93	Isaac C. Wyman	1912 map	

MARBLEHEAD COMMUNITY-WIDE HISTORIC PRESERVATION SURVEY MASTER PLAN

APPENDIX II: List of Subdivision plans in Town by Neighborhood

Date	Neighborhood	Name	Location	No. properties	Owner	Plan Record	notes
1916	Devereux	Devereux Park	Devereux Ter, Maverick St, Pleasant St	30	John O. Porter	2350:1	
1940	Devereux	Devereux Heights	Mohawk Rd, Sagamore Rd	40	Marblehead Cliffs, Inc.	3234:293, 3291:237	
1946	Devereux	Plan of Lots on Stevens Road	Stevens Rd, Gallison Av W Orchard St	9	George Stevens	3462:1	
1880	Preston Beach	Plan of a portion of Brookhouse Est.	Bounded by Swampscott on south, Humphrey St on west, Atlantic Ocean on east and Ware on north	n/a	Brookhouse Estate	1181:300	
1923	Preston Beach	Plan of building sites on Roundey Est.	Pilgrim Rd, Merrill Rd, Roundey Rd	53	Arthur G. Wadleigh	41:1	
1925	Preston Beach	Sea View Park	Seaview Av, Humphrey St.	21	Isaac Kemelman	44:3-A	
1926	Preston Beach	Plan of land	Seaview Av, south side	15	Joseph Skolnick	45:45-F	
1927	Preston Beach	Preston Beach Road Layout	Preston Beach Rd	n/a	T/Marblehead	MED E-1-814	
1950	Preston Beach	Land on May Street	May St, Humphrey St	16	Baker Circle Dev. Corp.	3720:360	
1950	Preston Beach	Lots on May Street, Section 2	May St, Briar Ln, Wilson Rd	13	Baker Circle Dev. Corp.	80:57	
1933	Wyman Woods	Chapel Pines	Lafayette St, Robert Rd, Tully Rd, Everett Paine Blvd, Warwick Ter, Arthur Av, Carna Rd	105	Thomas A. McNulty & Joseph Martin, Inc	62:36	
1937	Wyman Woods	Marblehead Cliffs	West Shore Dr, Rainbow Rd, Ridge Rd, Ratlin Rd, Calumet Rd, Arrowhead Rd, Churchill Rd, Shorewood Rd, Crestwood Rd, Driftwood Rd, Pinecliff Dr, Indianhead Cir, Thomas Cir, Pequot Rd	220	Marblehead Cliffs Realty Tr.	81:77	Built in phases between 1937 & 1951
1947	Wyman Woods	Eames Estate	Dartmouth Rd, Amherst Rd, Hobart Rd, Cornell Rd, Lafayette St	55	Emes Estate?	75:82	
1960	Wyman Woods	Twelve Acres	Cornell Rd, Colgate Rd, Arlen Rd, Dartmouth Rd, Baldwin Rd	45	Twelve Acres Associates	94:5	
1955	Wyman Woods	Haley Village	Higgins Rd, Carol Rd, Jane Rd, Ellen Rd., Mohawk Rd	65	Wallace W. Haley	4170:1, 4484:304	Planned between 1955 & 1958
1900	West Shore	Nonantum Road Colony	Nonantum Rd	32	B.V. Bessom, Bessom Assoc.	1912 map	
1900	West Shore	Willow & Upland Roads	Willow Rd, Upland Rd	30	H.F. Snow & H.F. Ramsden	1912 map	
1962	West Shore	Lorraine Terrace	Lorraine Ter	15	Marblehead Building Corp	99:5	
1997	West Shore	West Ledge	West Ledge Rd, Westport Rd, Buena Vista Rd	22	Buena Vista Realty Trust	317:15	
1959	West Shore	Hawthorn Road	Hawthorn Rd, West Shore Dr	23	Leon R. Bouchard	111:36	
1959	West Shore	Tradewinds Terrace	Tradewinds Ter.	24	John E. Thomas	93:45	
1953	West Shore	Land of Wilfred Hall	Beverly Av, Knight Av, West Shore Dr	36	Wilfred Hall	4120:298	
1922	West Shore	Bayview Park	Bayview Rd, Knight Av	31	Citizens Realty Trust	37:39	
1900	West Shore	Harris Beach	Jersey St Ext, Stone Ter, Power Ter	52	Robert G. Harris	25:45 (1913)	
1927	West Shore	Harris Beach, Section 2	Manataug Trail	16	Ella S. Harris	54:62	
1917	West Shore	Porters Beach	Jersey St Ext, Puritan Rd, Rockland Rd	41	John O. Porter	30:24	
1921	West Shore	Ocean Park	Overlook Rd, Bennett Rd, Evans Rd, Sunset Rd, Knollwood Rd, Puritan Rd, Morgan Ln	100	Citizens Realty Trust	35:35	
1959	West Shore	Dodge Road	Dodge Rd	20			
	West Shore	Waterside & Harbor View cemeteries	West Shore Dr, Waterside Rd				
1925	Naugus Head	Pitman Field	Pitman Rd, Pitman Park	15	Pitman Field Associates	46:26	
1900	Naugus Head	Naugus Head	Naugus Av, Sparhawk Ter	70	J.S. Martin Est. & others	1912 map	
1925	Naugus Head	Naugus Park	Naugus Av., John Rd, East Rd, Bristlecomb Av, Intervale Rd	20	John S. Martin Estate	47:25	
1926	Naugus Head	Edgemere	Cloutman's Ln, Edgemere Rd	20	John S. Griffiths,	49:18	
1960	Naugus Head	Pitman Road Subdivision	Pitman Rd	35	Walter T. Foss		
1947	Naugus Head	Beacon Heights, Sections A & B	Green St, Kenneth Rd, Hibbard Rd, Batchelder Rd	40	Beacon Heights Inc	3525:469, 3549:410 76:12	
1954	Naugus Head	Beacon Heights, Section C	Green St, Kenneth Rd, William Rd, Alexander Ct	50	Walter T. Foss	4086:241	
1924	Naugus Head	Beacon Heights	Schooner Ridge, Beacon St	7	Joseph Martin, Margaret H. Goodwin	2611:329	undeveloped section mapped 1954
1975	Naugus Head	Schooner Ridge Subdivision	Schooner Ridge	17			
1987	Naugus Head	Whittier Road Subdivision	Whittier Rd	7	Loutrell		
1987	Naugus Head	Beacon Hill Road Subdivision	Beacon Hill Rd	8	Bruce Chapman		
1935	Peach Highlands	Plan of Peach Highlands	Peach Highlands	24	Allie M. Peach	64:76	
1900	Peach Highlands	Hillside Avenue-Foss Terrace	Hillside Av, Foss Ter	24	William A. Goodwin, Walter T. Foss	1912 map	
1871	Green Street - Curtis Heights	Green Street Subdivision	Green St, Lattimer St, Lincoln Av, Fairview Rd, Cressy St, Meadow Ln, Lincoln Pk	110	James J.H. Gregory	855:1	
1910	Green Street - Curtis Heights	Evans Road Subdivision	Evans Rd bet, Garfield & Shepard	37	Benjamin F. Martin	2010:1	
1900	Green Street - Curtis Heights	Slee-Humphrey Subdivision	Curtis St, Roosevelt Av, Elm St	45	Charles A. Slee & H. Humphrey	1912 map	
1917	Green Street - Curtis Heights	Curtis Heights	Taft St, Roosevelt Av, Garfield St, Shepard St	85	Curtis Heights Land Trust	30:32, 2368:1	Mason H. Courtis Farm
1925	Green Street - Curtis Heights	Land of Musto & Malone	Litchman Ter, Curtis St, Roosevelt Av	8	Natina F. Musto & Malvina C. Malone	45:5F	
1942	Green Street - Curtis Heights	Turner Estate Lot Plan	Turner Rd, West Shore Dr, Ramsey Rd, Shepard St, Green St	34	Turner Estate	73:82	
1956	Green Street - Curtis Heights	Lots belonging to Wallace W. Haley	Waterside Rd, West Shore Dr, Ramsey Rd, Green St	53	W.W. Haley Realty Trust	4337:600	
1952	Green Street - Curtis Heights	Green Acres	Susan Rd	12	Dr. W.W. Haley	3903:600	
1880	Maverick	Maverick Street Subdivision	Maverick St, between Pleasant St & Maverick Pl	25			
1907	Maverick	Plan of lots	Prince St	20	William J. Goldthwait & John O. Porter	1898:1	
1954	Maverick	Girdler & Haley Subdivision	Girdler Rd, Haley Rd.	45	Girdler & Haley?	4051:401 & 405	
1884	Reed's Hill	Village Street Subdivision	Village St, between Pleasant & Highland	20	Sally Goodwin Estate	3:5	
1852	The Shipyard	House lots in Marblehead	Chestnut St, Central St, Commercial St, Cottage St, Walnut St, Cliff St	100	Joseph M. Bassett & William Fabens	502:300	
1949	The Shipyard	Property Line Plan Veterans Housing	Hawkes St, Barnard St	1	Marblehead Housing Auth.	77:96	
1872	Marblehead Neck	Plan of Marblehead Great Neck	all			887:300	

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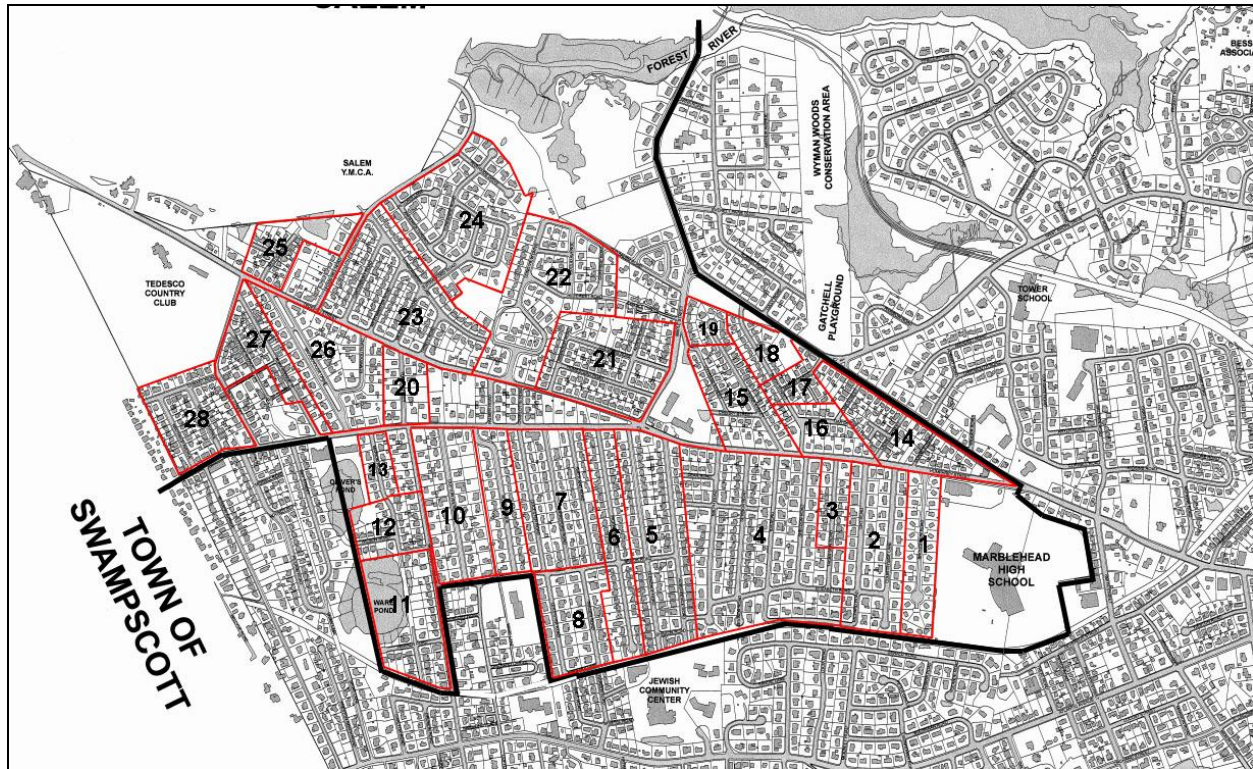
APPENDIX III

Neighborhood Subdivision & Property Inventory

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Clifton – 1
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Peach's Point – 26
Preston Beach – 27
Reed's Hill – 29
Shipyard – 31
West Shore – 33
Wyman Woods – 36

CLIFTON



Subdivisions east of Humphrey Street, north to south

1. Town of Marblehead Veterans Housing, 1953 (31 bldgs.)
 - a. Broughton Rd., between Humphrey St. & Railroad ROWOwner: Town of Marblehead
Map: Plan Book 83:87
http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20083/plan%20_0067.tif
2. Sevinor Subdivision, 1942 (49 bldgs.)
Formerly A.E. Little Property Known as “The Barracks” or “Chicken Farm”
 - Countryside Ln. (post-WWII ranches & split-levels)
 - Leo Rd. (large post-WWII ranches & split-levels)Owner: Ralph Sevinor Realty Trust
Map: 3284:251, 56:4, 85:27
http://www.salemdeeds.com/pltifs/PLAN%20BOOK%201942/plan%20_0017.tif
http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20085/plan%20_0027.tif
3. Alva Thompson Subdivision, 1929 (19 bldgs.)
 - Thompson St., west end near Humphrey St.Owner: Alva Thompson
Map: 56:4
<http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20056/plan%200004.tif>

4. Sevinor Subdivision, 1947 (134 bldgs.)
 - Thompson Rd., east end
 - Sheldon Rd. (post-WWII ranches & split-levels)
 - Ida Rd. (Clifton Estates, late 20th C)
 - Sevinor Rd. (pre-WWII mix of types)
 - Ralph Rd. (mostly post-WWII ranches & split-levels)Owner: Ralph Sevinor
Map: 63:16
http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20063/plan%20_0016.tif
5. Russell's Gardens, 1929 (94 bldgs.)
 - Auburndale Rd. (pre-WWII mix; later at east end)
 - Glendale Rd. (mostly pre-WWII 2-sty colonials, later at east end)Owner: Hyman B. Levine, Sarah F. Kline
Map: 56:22
<http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20056/plan%200022.tif>
6. Colonial Village, 1930 (52 bldgs.)
 - Pickwick Rd. (solid pre-WWII mix west end; post-WWII capes & ranches east end)Owner: McDonald-Sheeran, Inc.; Robert S. McCarthy
Map: 58:43
<http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20058/plan%200043.tif>
7. Hathaway Acres, 1937 (72 bldgs.)
 - Shetland Rd. (pre-WWII mix, mostly 2 sty colonials)
 - Hereford Rd. (pre-WWII mix, 2 sty colonials, capes, garrisons)
 - Leicester Rd., bet. Humphrey & Brook (pre-WWII mix, 2 sty colonials, capes, garrisons)Map: Engineering Dept, N-9
8. Barbara Tract, 1950 (33 bldgs.)
 - Trager Rd. (large ranches & split-levels)
 - Leicester Rd., east of Brook (large ranches & split-levels)Map: Eng. Dept. N-68
9. Ware Manor, 1934 (30 bldgs)
 - Rose Ave. (mostly pre-WWII 2 sty colonials)Owner: Joseph Martin, Inc.
Map: Eng. Dept. F-5-1608
10. Plan of house lots belonging to Geo. E. Smith, Jas. T. Phelps & John H. Langmaid, 1887 (43 bldgs.)
 - Ware Ln. undeveloped except at Brook Rd. end
 - Clifton Ave. to Brook Rd. (mostly pre-WWII 2 sty colonials)
 - Rockaway Ave., N side, west of Brook (mostly pre-WWII mix, a few late 19thC types)Owners: Geo. E. Smith, Jas. T. Phelps & John H. Langmaid
Map: 5:42
<http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20005/plan%200042.tif>

11. Ware Park, 1929 (32 bldgs.)

- Rockaway Ave., south side (mostly pre-WWII, mixed types)
- Marion Rd. (partially developed, Ware Pond & conservation area)
- Warren Rd. (partially developed, Ware Pond & conservation area)

Owner: Ralph Sevinor

Map: 56:65

<http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20056/plan%20065.tif>

12. Plan of building lots belonging to E.A. Tufts, 1924 (26 bldgs.)

- Rockaway Ave., east of Humphrey (mostly pre-WWII, mixed types)
- Marion Rd., east of Humphrey (mostly pre-WWII, mixed types)
- Wilson Rd. (late 20th C infill)

Owner: E.A. Tufts

Map: 40:50

<http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20040/plan%20050.tif>

13. Plan of Land of W.J. Oliver, 1923 (13 bldgs.)

- Humphrey St., (19th-century mansard house – Oliver)
- Marion Rd. at Humphrey (pre-WWII, mixed types)

Owner: W.J. Oliver

Map: 2552:1

http://www.salemdeeds.com/pltifs/RECORD%20BOOK%20PLANS/2552%20plan_0001.tif

Subdivisions west of Humphrey Street, north to south

14. Hour House Park, 1921 (55 bldgs.)

- Lafayette St., between Pleasant & Oak (pre-WWII, mixed types)
- Humphrey St., between Pleasant & Laurel (pre-WWII, mixed types)
- Doane St. (pre-WWII, mixed types)
- Laurel St. (pre-WWII, mixed types)
- Oak St., south of Lafayette (pre-WWII, mixed types)

Owner: Joseph Martin

Map: 36:49

<http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20036/plan%20049a.tif>

15. Maple Park, 1922 (50 bldgs.)

- Humphrey St., vic. Cedar St (pre-WWII, mixed types)
- Cedar St. (pre-WWII, mixed types)
- Cypress St. (pre-WWII, mixed types)
- Cherry St. (pre-WWII, mixed types)

Owner: Joseph Martin

Map: 37:13

<http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20037/plan%20013.tif>

16. Maple Park Addition, 1922 (22 bldgs.)

- Humphrey St., vic. Birch St. (pre-WWII, mixed types)
- Birch St., east end (pre-WWII, mixed types)
- Oak St., east end (pre-WWII, mixed types)

Owner: Joseph Martin

Map: 36:1

<http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20038/plan%20001.tif>

17. Martin Park, 1923 (18 bldgs.)

- Lafayette St., vic. Martin St. (pre-WWII, mixed types)
- Martin St. (pre-WWII, mixed types)
- Birch St., vic. Martin (pre-WWII, mixed types)

Owner: Joseph Martin & William J. Goldthwait

Map: 2549:492

http://www.salemdeeds.com/pltifs/RECORD%20BOOK%20PLANS/2549%20plan_0492.tif

18. Martin Park Addition, 1922 (20 bldgs.)

- Lafayette St. (pre-WWII, mixed types & 19th-century house)
- Birch St. (pre-WWII, mixed types)

Owner: Joseph Martin

Map: 38:1

<http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20038/plan%20001.tif>

19. Cedar Street Extension, 1950 (15 Bldgs.)

- Cedar St. (post-WWII ranches)

20. Tufts Street Subdivision, ca. 1925 (16 bldgs.)

- Tufts St. (2 sty colonials)

21. Tedesco Park, 1927 (80 bldgs.)

- Tedesco St., between Maple & Lindbergh (pre-WWII, mixed types)
- Lindbergh Rd. (pre-WWII, mixed types)
- Homestead Rd. (pre-WWII, mixed types)
- Columbia Rd. (pre-WWII, mixed types)
- Alden Rd. (pre-WWII, mixed types)
- Maple St., south side (pre-WWII, mixed types)

Owner: Ralph Sevinor

Map: 50:16

<http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20050/plan%20016a.tif>

22. Tedesco Manor, 1932 (63 bldgs.)

- Old Salem Rd., west side (pre-WWII, mixed types)
- Cliffside Rd. (pre-WWII, mixed types)
- Euclid Ave. (pre-WWII, mixed types)
- Hillcrest Rd. (pre-WWII, mixed types)
- Long View Dr. (pre-WWII, mixed types)

Owner: Hadaway Development, formerly Margaret B. Day (1922)

Map: Eng. Dept. D-2-1446

23. Londonderry Road subdivision, 1933 (99 bldgs.)
- Londonderry Rd., east side (pre-WWII, mixed types)
 - Trinity Rd. (pre-WWII, mixed types)
 - Miles Standish Rd. (pre-WWII, mixed types)
 - Westminster Rd. (pre-WWII, mixed types)
 - Canterbury Rd. (pre-WWII, mixed types)
 - Leggs Hill Rd., north side (pre-WWII, mixed types, some later)
- Owner: Angus H. MacDonald, Inc.
Map: 62:33
http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20062/plan%20_0033.tif
24. Stratford Road subdivision, 1956-1961 (& later) (65 bldgs.)
- Stratford Rd.
 - Field Brook Rd
 - Victoria Ln.
 - Angenica Ter.
 - Yorkshire Rd.
 - Riverside Dr.
- Owner: Stanley Napierski
25. Leggs Hill Park, 1926 (20 bldgs.)
- Mystic Rd. (pre-WWII, mixed types)
 - Florence Rd. (pre-WWII, mixed types)
- Owner: Charles Markowitz, Edward E. Hill
Map: 47:11
<http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20047/plan%20011b.tif>
26. Brookhouse Park, 1919 (44 bldgs.)
- Brookhouse Dr. (pre-WWII, mixed types)
 - Elmwood Rd. (pre-WWII, mixed types)
- Owner: Robert Brookhouse, Margaret B. Day
Map: 33:30
<http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20033/plan%20030.tif>
27. Tedesco Lawn, 1914 (52 bldgs.)
- Ruby Ave. (pre-WWII, mixed types)
 - Sapphire Ave. (pre-WWII, mixed types)
 - West St., north side (pre-WWII, mixed types)
- Owner: J.E. Burdett
Map: Eng. Dept. F-3-566
28. Plan of house lots belonging to the estate of William J. Goldthwait, 1914 (58 bldgs.)
- West St., south side (pre-WWII, mixed types)
 - Endicott Ave. (pre-WWII, mixed types)
 - Conant Rd. (pre-WWII, mixed types)
 - Winthrop Ave. (pre-WWII, mixed types)
- Owner: Estate of William J. Goldthwait
Map: Eng. Dept. C-1-312

Individual Properties (34)

Clifton Avenue: 8, 39, 40,

Humphrey Street: 50, 79, 87, 107, 109, 111, 131, 147, 166, 171, 175, 179, 187, 201, 206, 227, 245

Lafayette Street: 47, 73

Rockaway Avenue: 3, 5, 30, 34, 39, 43

Ruby Street: 33

Tedesco Street: 129, 143, 154

West Street: 1, 20

CLIFTON HEIGHTS



Subdivisions

1. Plan of land of Horace Ware at and near Bass Rock, 1877 (20 bldgs.)
 - a. Atlantic Ave., east side, between Pig Rock Ln. & Rockaway Ave.
 - b. Rockaway Ave., south side, east of Atlantic Ave.
 - c. Pig Rock Ln. (aka Neptune St.)
 - d. Surf St.
 - e. Spray Ave. (aka Ocean Spray Ave.)
 - f. Bass Rock St.

Owner: Horace Ware, Sophronia W. Sanborn, Lucy A. Ware & George P. Sanborn

Map: 979:138

http://www.salemdeeds.com/pltifs/RECORD%20BOOK%20PLANS/979%20plan_0138.tif

2. Clifton Heights, ca. 1900 (87 bldgs.)
 - a. Atlantic Ave., between Rockaway Ave. & Bartlett St.
 - b. Rockaway Ave., north side, between Brook Rd. & Atlantic Ocean
 - c. Bartlett St.
 - d. Clifton Ave., between Brook Rd. & Atlantic Ocean
 - e. Spray Ave., between Rockaway Ave. & Bartlett St.
 - f. Rockcliff Rd.
 - g. Orchard Cir.
 - h. Brook Rd. east side, between Clifton Ave. & Leicester Rd.

Owner: B.P. Ware Heirs (1912), Robert W. Rose & Mary H. Rose (1926)

Map: 1912, 48:3 (1926)

<http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20048/plan%20003b.tif>

3A Hathaway Farm, ca. 1900 (36 buildings)

- a. Atlantic Ave, east side between Bartlett St. & Clifton Heights Ln.
- b. Rolleson Rd.
- c. Hathaway Rd.
- d. Crown Way

3B Casino, ca. 1912 (77 bldgs.)

- a. Atlantic Ave, east side, between Clifton Heights Ln. & Ticehurst Ln.
- b. Clifton Heights Ln.
- c. Joel Rd.
- d. Casino Rd.
- e. Ticehurst Ln.

Owner: Estate of Elizabeth B. Hathaway

Map: 1912, 4522:1 (1951)

http://www.salemdeeds.com/pltifs/PLAN%20BOOK%201958/plan%20_0764.tif

3. Greystone Beach Subdivision, Section I, 1926 (66 bldgs.)

- a. Atlantic Ave., east side, between Cleveland Rd. & Adam Rd.
- b. Cleveland Rd. (mix of pre- and post-WWII houses)
- c. Greystone Rd. (mix of pre- and post-WWII houses)
- d. Jackson Rd. (mix of pre- and post-WWII houses)
- e. Madison Rd. (mix of pre- and post-WWII houses)
- f. Monroe Rd. (mix of pre- and post-WWII houses)
- g. Coolidge Rd. (mix of pre- and post-WWII houses)
- h. Grant Rd. (mix of pre- and post-WWII houses)
- i. Adam Rd. (mix of pre- and post-WWII houses)

Owner: Sterling Realty Co.

Map: 46:6

<http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20046/plan%20006.tif>

4. Greystone Heights, 1928 (25 bldgs.)

- a. Atlantic Ave., east side, between Adam Rd. & Gallison Ave.
- b. Summit Rd. (pre-WWII mixed)
- c. Vassar Rd. (pre-WWII mixed)
- d. West Orchard St. (pre-WWII mixed)
- e. Gallison Ave., south side between Atlantic Ave. & W. Orchard St. (pre-WWII mixed)

Owner: Homesites Realty Co.

Map: 55:27

<http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20055/plan%20027.tif>

5. Clifton Village, 1928 (37 bldgs.)

- a. Atlantic Ave., west side, vic. Garden Rd.
- b. Garden Rd. (mostly later ranches)
- c. Bristol Rd. (mostly later ranches)
- d. Cushing Rd. (mostly later ranches)
- e. Ames Rd. (mostly later ranches)

Map: Eng. Dept. R-3-13

6. Carlton Rd. – Drumlin Rd. Layout, 1949 (23 bldgs.)
 - a. Atlantic Ave, west side, between Carleton Rd. & Rockaway Ave.
 - b. Rockaway Ave., south side, between Carleton Rd. & Atlantic Ave.
 - c. Carlton Rd. (mixed 2 sty colonial & ranch)
 - d. Drumlin Rd. (mixed 2 sty colonial & ranch)
- Map: 77:78
http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20077/plan%20_0078.tif
7. Subdivision of land belonging to Patsy DiPrisco, 1953 (4 bldgs.)
 - a. 1 Garden Rd.
 - b. 357, 359 & 363 Atlantic Ave. (identical ranches)
8. Greystone Beach, Section 2, 1959 (86 bldgs.)
 - a. Atlantic Ave., west side, between McKinley Rd. & Buchanan Rd.
 - b. McKinley Rd. (post-WWII ranches & split levels)
 - c. Gerald Rd. north of McKinley Rd. (post-WWII ranches & split levels)
 - d. Lehman Rd. (post-WWII ranches & split levels)
 - e. Peter Cir. (post-WWII ranches & split levels)
 - f. Buchanan Rd. (post-WWII ranches & split levels)
 - g. Eisenhower Rd. (post-WWII ranches & split levels)
 - h. Yolande Rd. (post-WWII ranches & split levels)

Owner: Haley Greystone Corp., Eli Lehman Builders, Inc., John H. & Pauline L. Proctor
 Map: Eng. Dept. R-3-13

9. Atlantic Heights, ca. 1975 (73 bldgs.)
 - a. Atlantic Ave., west side, between Lawrence Dr. & Lucia Rd.
 - b. Lawrence Dr. (large ranches & split levels)
 - c. Gerald Rd. (large ranches & split levels)
 - d. Sandie Ln. (large ranches & split levels)
 - e. Lucia Rd. (includes Giordano subdivision, 1948) (large ranches & split levels)

Map:

Owner: Hathaway (1912), Chai Realty Trust, S. Feldman & L. Ginsberg, Trs. (1975)

Individual Properties (86)

Adams Road: 13, 15, 18

Atlantic Avenue: 354, 385-387, 393, 420, 434

Bartlett Street: 11, 12, 40

Casino Road: 20, 21, 23, 24, 26

Clifton Avenue: 57, 66, 69, 75, 79, 85, 118, 119, 122

Clifton Heights Lane: 22, 32, 33, 35, 37, 39, 42, 43, 46, 47

Community Road: 1

Coolidge Road: 12, 18

Crown Way: 3, 5, 11, 12, 14

Grant Road: 11

Greystone Road: 1, 9 (attached to 2 Jackson Rd.)

Hathaway Road: 2, 6, 12, 13, 14, 16

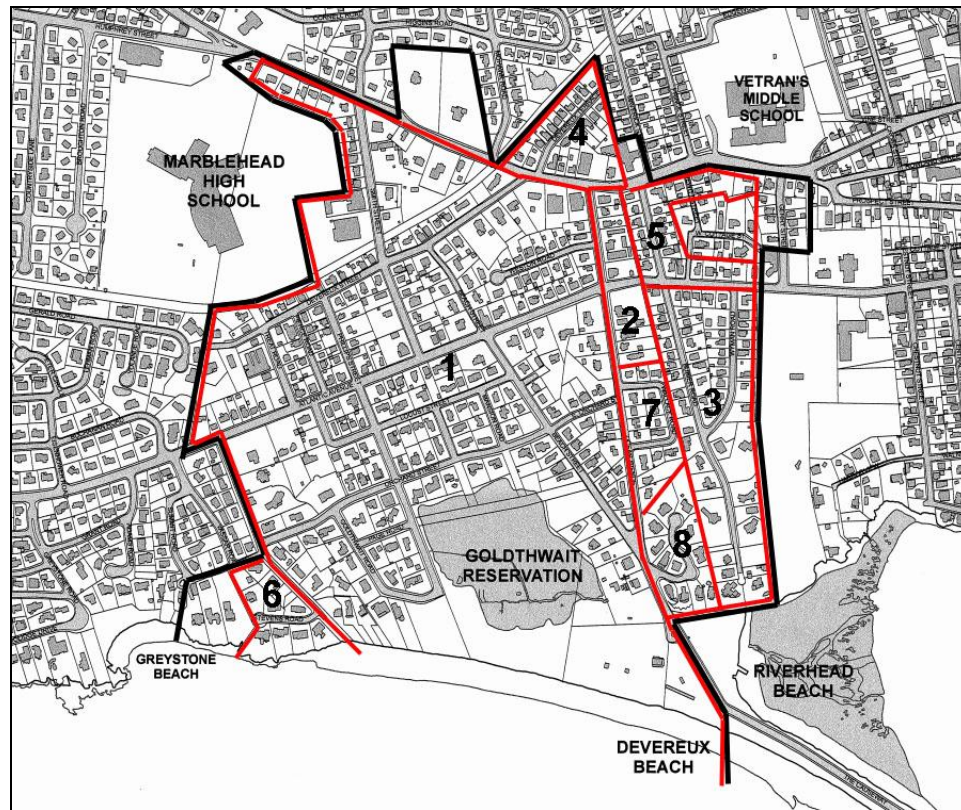
Jackson Road: 2 (attached to 9 Greystone Rd.)

Lawrence Drive: 6

Monroe Road: 7, 14

Orchard Circle: 3
Pig Rock Lane: 1, 6
Rockaway Avenue: 82, 93, 94, 107, 111, 115, 119
Spray Avenue: 4, 5, 9, 10
Surf Street: 2, 7, 8, 10, 16
Ticehurst Lane: 3, 30, 34, 36, 37, 38, 42, 43, 45, 47, 49

DEVEREUX



Subdivisions

1. House lots at the Smith Farm, 1891 (262 bldgs.)

- a. Beach St.
- b. Atlantic Ave.
- c. Devereux St.
- d. Pleasant St.
- e. Smith St.
- f. Walnut (Phillips) St.
- g. Valley St. (Prince Rd.)
- h. Beach (Gallison) Ave.
- i. Orchard St.
- j. Sterling (W. Orchard) St.

Owners: W.J. Goldthwait and the heirs of Henry F. Pitman

Map: 7:35

<http://www.salemdeeds.com/pltifs/PLAN%20BOOK%200007/plan%200035.tif>

1A. Plan of Second Division of the Smith Farm Lands, 1893 (78 bldgs.)

- k. Pleasant St.
- l. Smith St
- m. Devereux St.

- n. Walnut (Prince) St.
 - o. Valley St. (Prince Rd.)
 - p. Atlantic Ave.
 - q. Locust St.
- Owner: W.J. Goldthwait
 Map: 9:32
<http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20009/plan%20032.tif>
- 1B. Plan of house lots W.J. Goldthwait, 1898 (10 bldgs.)
- r. Bounded by Atlantic Ave., Valley St. (now Treat Rd.), Devereux St. & Pierce St.
- Map: 1640:1 (?)
http://www.salemdeeds.com/pltifs/RECORD%20BOOK%20PLANS/1640%20plan_0001.tif
- 1C. Land of Devereux Mansion Inc., 1933 (30 bldgs.)
- s. Bounded by Locust St., Beach St., Phillips St., & Page Rd.
- Owner: Devereux Mansion, Inc.
 Map: 64:45
http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20064/plan%20_0045.tif
- 1D. Goldthwait Trust, ca. 1900
- a. Meadow land bounded by Beach St., Orchard St., Gallison Ave. & Atlantic Ocean
- Map: 1912 atlas
2. Land belonging to Sarah J. Gilbert, ca. 1912 (39 bldgs.)
- a. Bounded by Ocean Ave., Pleasant St., Riverhead Beach & rear lot lines south side of Bubier Rd.
 - b. Includes Gilbert Heights Rd. & Wallace Rd.
- Map: 1912 Atlas
3. Subdivision Plan for Fort Glover Park, 1913 (71 lots)
- a. Bubier Rd.
 - b. Wyman Rd.
 - c. Atlantic Ter.
 - d. Atlantic Ave. east side between Bubier & Wyman
- Owner: Lilian A. Martin
 Map: 24:27
<http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20024/plan%20027.tif>
4. Devereux Park, 1916 (20 bldgs)
- a. Devereux Ter. (pre-WWII & Post-WWII mix)
 - b. Maverick St., south side east of RR (primarily end houses)
 - c. Pleasant St. (pre-WWII mix & infill)
- Owner: John O. Porter
 Map: 2350:1
http://www.salemdeeds.com/pltifs/RECORD%20BOOK%20PLANS/2350%20plan_0001.tif
5. Subdivision of Bubier Plains, 1918 (31 lots)
- a. Pleasant St., east side between Bubier Rd. & Gerry St.
 - b. Atlantic Ave. between Bubier Rd. & Wyman Rd.
 - c. Bubier Rd. between Atlantic & Pleasant

Owner: Amy Snow

Map: 31:24

<http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20031/plan%20024.tif>

6. Plan of Lots on Stevens Road, 1946 (9 bldgs.)

- a. Gallison Av.
- b. Stevens Rd.
- c. W Orchard St.

Owner: George Stevens

Map: 3462:1

http://www.salemdeeds.com/pltifs/PLAN%20BOOK%201946/plan%20_0294.tif

7. Lot Plan, Devereux Homes, Inc., 1947 (14 lots)

- a. Wallace Rd.
- b. Ocean Ave., at Wallace Rd.

Owner: Devereux Homes, Inc.

Map: 3574:278

<http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20031/plan%20024.tif>

8. Definitive Subdivision Plan for Gilbert Heights, 1986

- a. Gilbert Heights Rd.
- b. Atlantic Ave.

Map: 222:46

Individual Properties (90)

Atlantic Avenue, east side: 160, 164, 170, 172, 176, 178, 180, 186

Atlantic Avenue, west side: 153, 159, 165, 171, 177, 181, 199, 203, 209

Beach Street: 3, 7

Bubier Road: 50, 63, 70, 71, 76

Devereux Street, east side: 6, 8, 16, 18, 30, 38, 42, 60

Devereux Street, west side: 15, 17, 19, 25, 29, 31, 33, 39, 43, 57

Gallison Avenue: 2, 12, 16

Gerry Street: 5, 6, 7, 8, 9, 10, 12

Gilbert Heights Road: 2, 3, 4, 5, 7

Hewitt Street: 11

Locust Street: 40, 47

Ocean Avenue: 2, 18, 19, 20, 26

Phillips Street: 1, 6, 7, 11

Pierce Street: 6, 7

Pleasant Street, east side: 216, 262, 264, 266, 270, 292

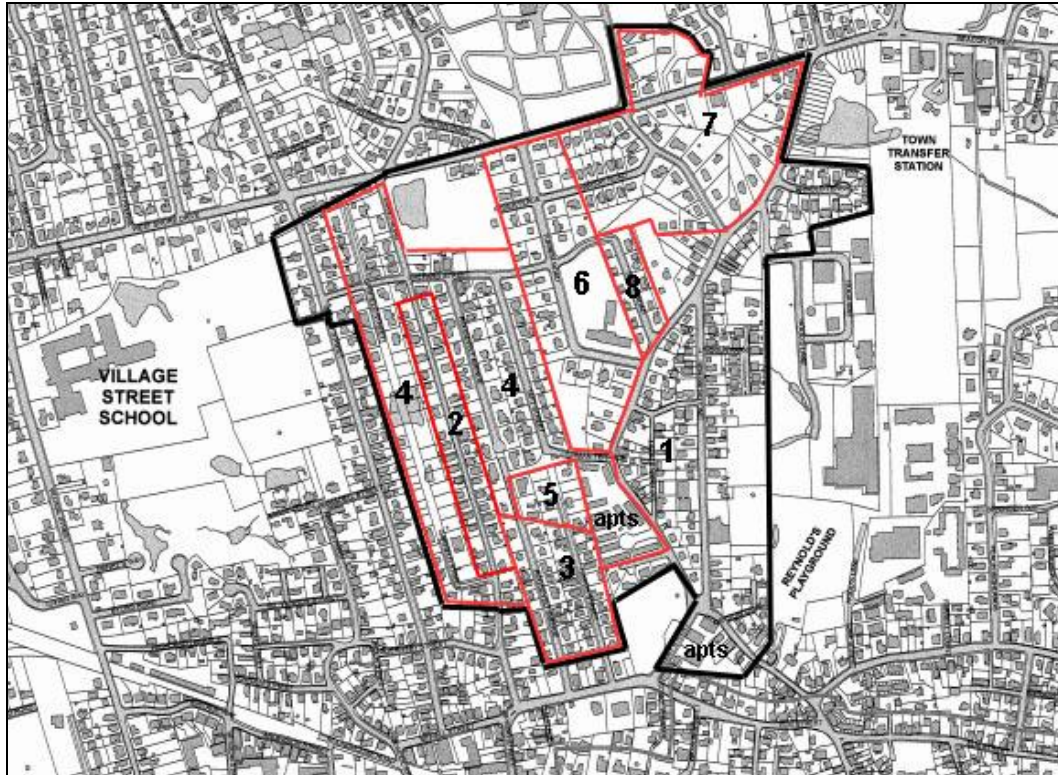
Pleasant Street, west side: 235 (Abbot Public Library), 257, 263

Smith Street: 4, 8, 10, 11, 12, 17, 32

Treat Road: 12

West Orchard Street: 16

GREEN STREET- CURTIS HEIGHTS



Subareas & Subdivisions

1. Green Street Area, 1871 (110 bldgs.)
 - a. Green St., NE side (solid late 19th c. houses)
 - b. Lattimer St. (mix of late 19th & early 20th c. houses)
 - c. Lincoln Ave. (early 20th c. houses, commercial properties & industrial sites)
 - d. Fairview Rd. (mix of late 19th & early 20th c. houses)
 - e. Cressy St. (mix of late 19th & early 20th c. houses; cemetery, public housing)
 - f. Meadow Ln. (mix of late 19th & early 20th c. houses)
 - g. Lincoln Pk. (late 20th c. townhouse dwellings)

Owner: James J.H. Gregory (Green & Lattimer from Powder House to Fairview Rd.)

Map: 855:1

http://www.salemdeeds.com/pltifs/RECORD%20BOOK%20PLANS/855%20plan_0001.tif

2. Evans Road Subdivision, 1910 (37 bldgs.)
 - a. Evans Rd. between Garfield & Shepard (solid pre-WWII mix)

Owner: Benjamin F. Martin

Map: 2010:1

http://www.salemdeeds.com/pltifs/RECORD%20BOOK%20PLANS/2010%20plan_0001.tif

3. Slee-Humphrey subdivision., ca. 1912 (45 bldgs.)
 - a. Curtis St. (mix of pre-WWII house types)
 - b. Roosevelt Ave. (mix of pre-WWII & post WWII houses)

Owners: Charles A. Slee & Herbert Humphrey
Map: 1912

4. Curtis Heights, 1917 (Mason H. Curtis Farm) (85 bldgs.)
 - a. Taft St. (Post-WWII garrisons)
 - b. Roosevelt Ave. (Pre-WWII & Post-WWII mix)
 - c. Garfield St. (late 20th c. at ends, gorge in center)
 - d. Shepard St. (Pre-WWII bungalows)

Owner: Curtis Heights Land Trust, M.H. Curtis Heirs

Maps: 30:32, 2368:1

http://www.salemdeeds.com/pltifs/RECORD%20BOOK%20PLANS/2368%20plan_0001.tif

5. Land of Natina F. Musto & Melvina C. Malone, 1925 (8 bldgs.)
 - a. Litchman Ter.
 - b. Curtis St.
 - c. Roosevelt Ave.

Owners: Natina F. Musto & Melvina C. Malone

Map: 45:5F

<http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20045/plan%20005d-e-f.tif>

6. Turner Estate Lot Plan, 1942 (34 bldgs.)
 - a. Turner Rd.
 - b. West Shore Dr.
 - c. Ramsey Rd.
 - d. Shepard St.
 - e. Green St.

Owner: Turner Estate

Map: 73:82

http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20073/plan%20_0082.tif

7. Lots belonging to Wallace W. Haley, 1956 (53 bldgs.)
 - a. Waterside Rd.
 - b. West Shore Dr.
 - c. Ramsey Rd.
 - d. Green St.

Owner: W.W. Haley Realty Trust

Map: 4337:600 & others

8. Green Acres, 1952 (12 bldgs.)
 - a. Susan Rd. (Post-WWII capes)

Owner: Dr. W.W. Haley

Map: 3903:600

http://www.salemdeeds.com/pltifs/PLAN%20BOOK%201952/plan%20_0397.tif

Individual Properties (44 buildings)

Cressy Street: 11 (public housing)

Curtis Street: 10, 21, 25, 35 (Litchman Terrace)

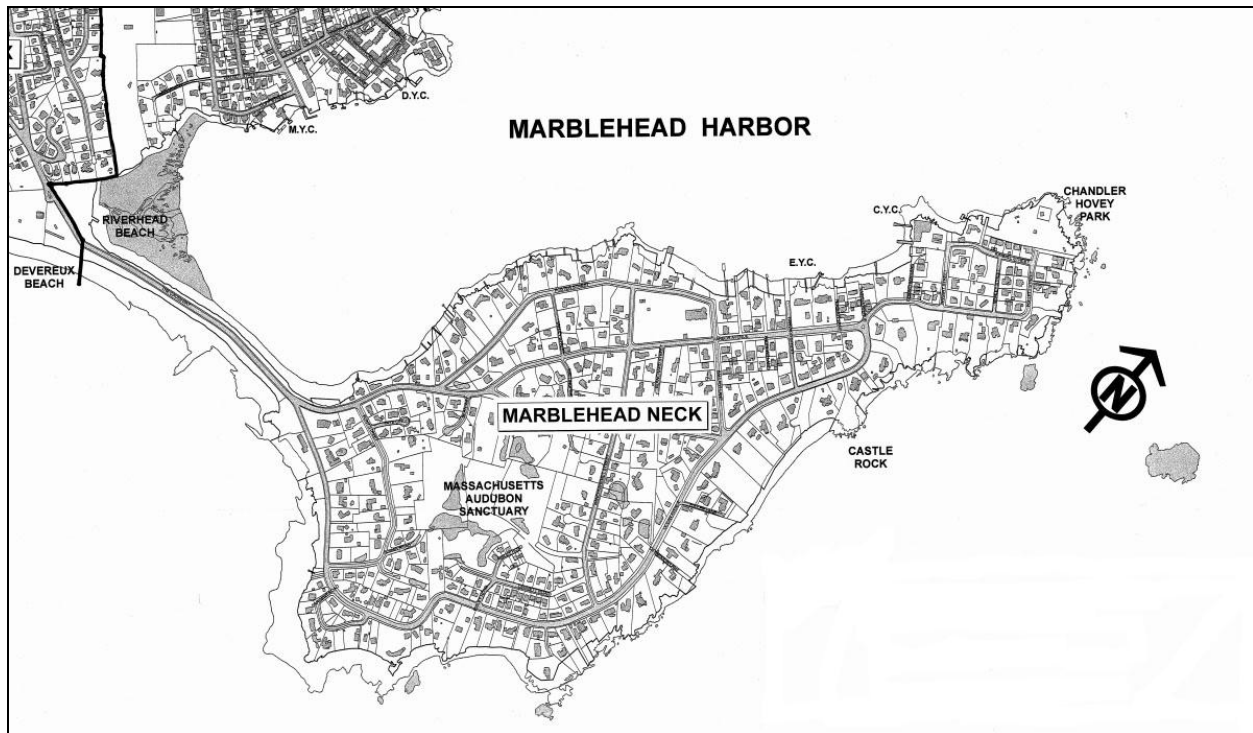
Evans: 23, 37, 38, 39, 40, 41

Green Street: 29, 51, 53, 55-57, 61, 63, 65, 71, 73, public housing, powder house

Lattimer Street: 1, 3, 9, 11, 12, 13, 14, 17, 19

Lincoln Avenue: 3, 5, 25, 27, 29, 33, 35, 37, 39, 49, 51, 53, 55

MARBLEHEAD NECK



Subdivisions

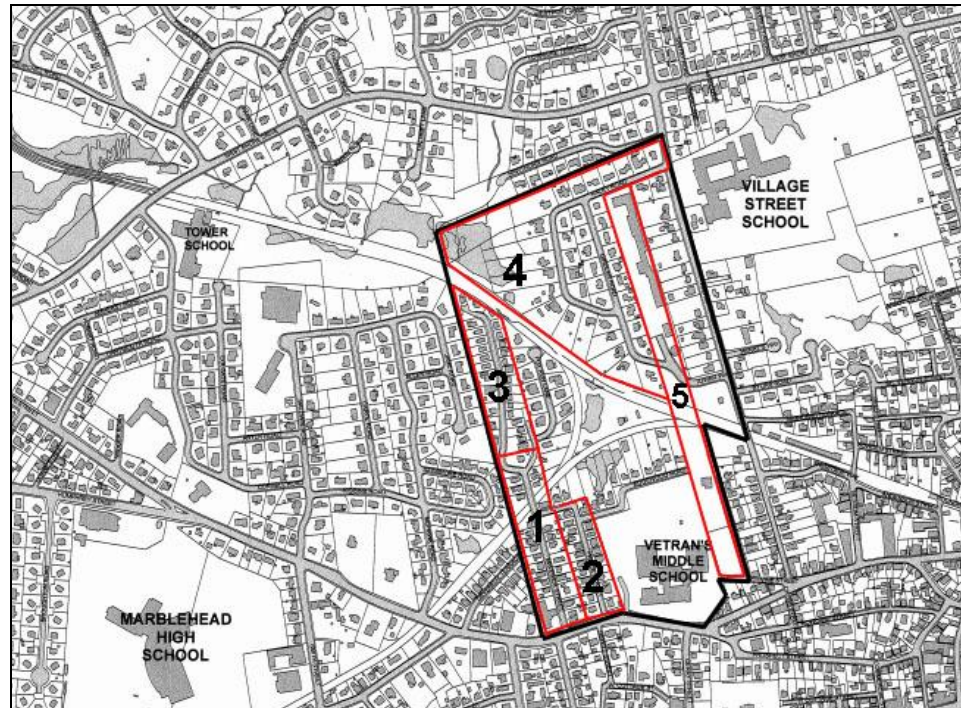
1. Plan of Marblehead Great Neck, 1872
Owner: Marblehead Great Neck Land Co.
Map: 887:300
http://www.salemdeeds.com/pltifs/RECORD%20BOOK%20PLANS/887%20plan_0300.tif
2. The Marblehead Neck Property of Bonelli-Adams Co., 1923 (165 lots)
 - a. Ocean Ave.
 - b. Sargent Rd.
 - c. Flint St.
 - d. Bonad Rd.
 - e. Bridge St.
 - f. Risley Rd.
 - g. Dennett Rd.
 - h. Nanepasemet St.Owner: Bonelli-Adams Co.
Map: 40:3
<http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20040/plan%20003.tif>

Neighborhood Area: approximately 370 properties total (136 depicted on 1912 map)

Individual properties

Abbot View: 6
Andrews Lane: 2, 8, 9
Ballast Lane: 4, 10, 11, 14, 16, 18, 21, 27
Barker Lane: 5
Brown Street: 30, 34, 38, 40
Corinthian Lane: 1, 3, 5, 9, 14, 15, 17
Cutter Court: 1
Desmoulin Lane: 1
Flint Street: 9, 12, 13, 15, 22, 26
Follett Street: 8, 9, 10, 11
Foster Street: 2, 6, 11, 12, 17, 22, 34, 35, 36, 47 (Eastern Yacht Club)
Harbor Avenue: 48, 49, 53, 59, 60, 61, 67, 84, 85, 86, 87, 89, 92, 97, 100, 101, 102, 103
Harvard Street: 5, 6
Kimball Avenue: 1, 2, 3, 4, 5, 7, 10, 11, 13, 15, 16
Lighthouse Lane: (lighthouse & park)
Manley Street: 5, 7
Nahant Street: 1 (Corinthian Club), 11
Nanepashemet Street: 33, 53, 61, 64, 67
Nashua Avenue: 4
Ocean Avenue: 204, 230, 246, 253, 257, 273, 279, 282, 283, 285, 286, 289, 291, 291B, 293, 295, 297,
325, 329, 334, 339, 341, 346, 353, 358, 362, 363, 372, 373, 375, 378, 381, 388, 391, 392, 393,
396, 400, 421, 425
Parker Lane: 1
Peabody Lane: 35
Point O'Rocks: 4
Risley Road: 6, 8
Valley Street: 5, 10
Wallingford Road: 5

MAVERICK



Subareas & Subdivisions

1. Maverick Street, from Pleasant St. to Maverick Pl., ca. 1880 (25 bldgs.)
 - a. Maverick St. (late 19th c. front gables & mansards)Owner: unknown, probably William J. Goldthwait
Map: 1884 town map
2. Land of William J. Goldthwait & John O. Porter, 1907 (20 bldgs.)
 - a. Prince St. (solid Pre-WWII bungalows & cottages, four-squares)Owners: Goldthwait & Porter
Map: 1898:1
http://www.salemdeeds.com/pltifs/RECORD%20BOOK%20PLANS/1898%20plan_0001.tif
3. Maverick Street, from Maverick Pl. to railroad, ca. 1900 (32 bldgs.)
 - a. Maverick St.
 - b. Maverick Pl.Owner: William J. Goldthwait
Map: 1912
4. Girdler & Haley Roads, 1954 (45 bldgs.)
 - a. Girdler Rd. (Post-WWII mixed capes, ranches & split-levels)
 - b. Haley Rd. (Post-WWII split-levels)Owner: Girdler?
Maps: 4051:401 & 405

http://www.salemdeeds.com/pltifs/PLAN%20BOOK%201954/plan%20_0206.tif
http://www.salemdeeds.com/pltifs/PLAN%20BOOK%201954/plan%20_0205.tif

5. Town Farm Lot, n.d.

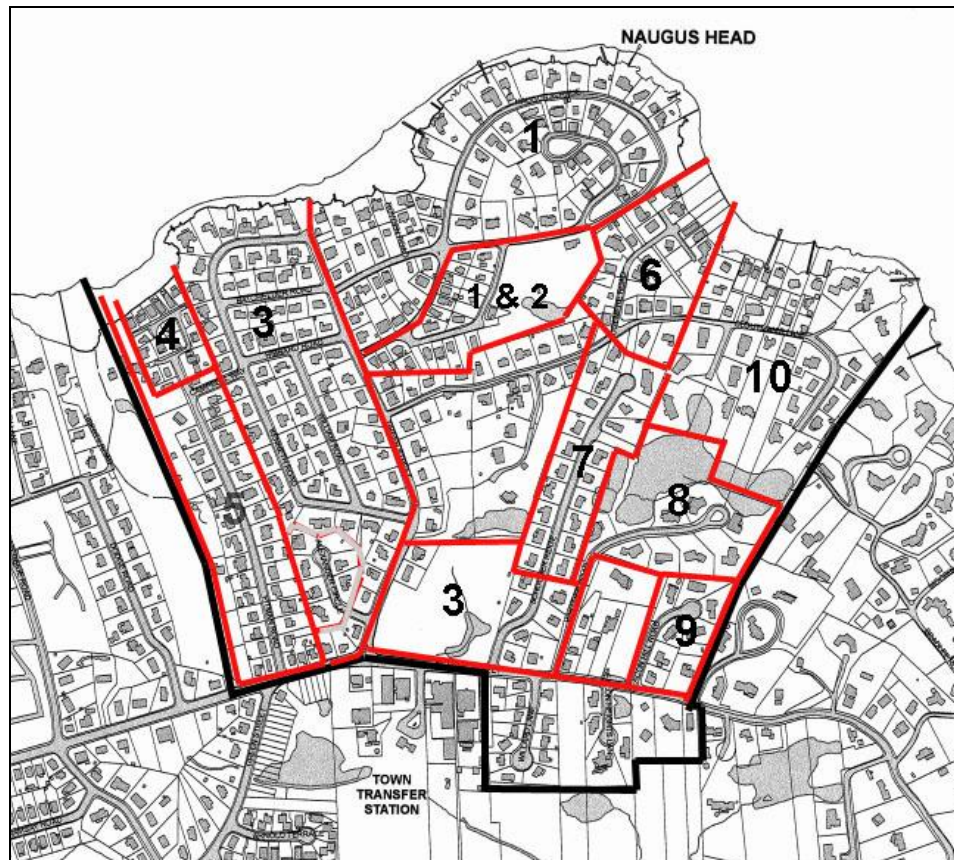
- a. Vine St.
- b. Tower Way
- c. Haley Rd.

Owner: Town of Marblehead
Map: 1912

Individual Properties (21 properties)

- Maverick Street: 1, 3, 8, 9, 10, 11, 12, 13, 14, 16, 17, 18, 19, 21, 22, 24, 27, 35, 57
- Pleasant Street: 227
- Prince Street: 1

NAUGUS HEAD



Subdivisions

1. Naugus Head, ca. 1900 (70 bldgs.)
 - a. Naugus Ave. (Pre-WWII & Post-WWII mix, altered)
 - b. Sparhawk Ter. (Pre-WWII & Post-WWII mix, altered)Owner: J.S. Martin Est. & others
Map: 1912
2. Naugus Park, 1925 (20 bldgs.)
 - a. Naugus Ave. (Pre-WWII & Post-WWII mix, altered)
 - b. Johns Rd. (Pre-WWII & Post-WWII mix, altered)
 - c. Bristlecomb Ave. (Pre-WWII & Post-WWII mix, altered)
 - d. East Rd. (Pre-WWII & Post-WWII mix, altered)
 - e. Intervale Rd. (Pre-WWII & Post-WWII mix, altered)Owner: John S. Martin Est.
Map: 47:25
<http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20047/plan%20025a.tif>

3. Land of Francis E. & Mary J. Courtis, ca. 1900
 - a. Green St., south sideOwner: Francis E. & Mary J. Courtis
Map: 1912

- 3A. Beacon Heights, 1924 & 1954 (7 bldgs.)
 - a. Schooner Ridge (late 20th c.)
 - b. Beacon St. (vacant)Owner: Joseph Martin, Margaret H. Goodwin
Map: 2611:329
http://www.salemdeeds.com/pltifs/RECORD%20BOOK%20PLANS/2611%20plan_0329.tif

- 3B. Beacon Heights, Sections A & B, 1947 (40 bldgs.)
 - b. Green St. (Post-WWII, mostly capes, altered)
 - c. Kenneth Rd. (Post-WWII, mostly capes, altered)
 - d. Hibbard Rd. (Post-WWII, mostly capes, altered)
 - e. Batchelder Rd. (Post-WWII, mostly capes, altered)Owner: Beacon Heights, Inc.
Map: 3525:469, 3549:410, 76:12
http://www.salemdeeds.com/pltifs/PLAN%20BOOK%201947/plan%20_0237.tif
http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20076/plan%20_0012.tif

- 3C. Beacon Heights, Section C, 1954 (50 bldgs.)
 - a. Green St. (Post-WWII mix)
 - b. Kenneth Rd. (Post-WWII mix)
 - c. William Rd. (Post-WWII mix)
 - d. Alexander Ct. (Post-WWII mix)Owner: Walter T. Foss
Map: 4086:241
http://www.salemdeeds.com/pltifs/PLAN%20BOOK%201954/plan%20_0523.tif

4. Pitman Field, 1925 (15 bldgs.)
 - a. Pitman Rd., west of Campbell (Pre-WWII mix, altered, infill)
 - b. Pitman Park (Pre-WWII mix, altered, infill)Owner: Pitman Field Association
Map: 46:26
<http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20046/plan%20026b-c.tif>

5. Pitman Road, ca. 1960 (35 bldgs.)
 - a. Pitman Rd. (Post-WWII mix, altered)Owner: Walter T. Foss

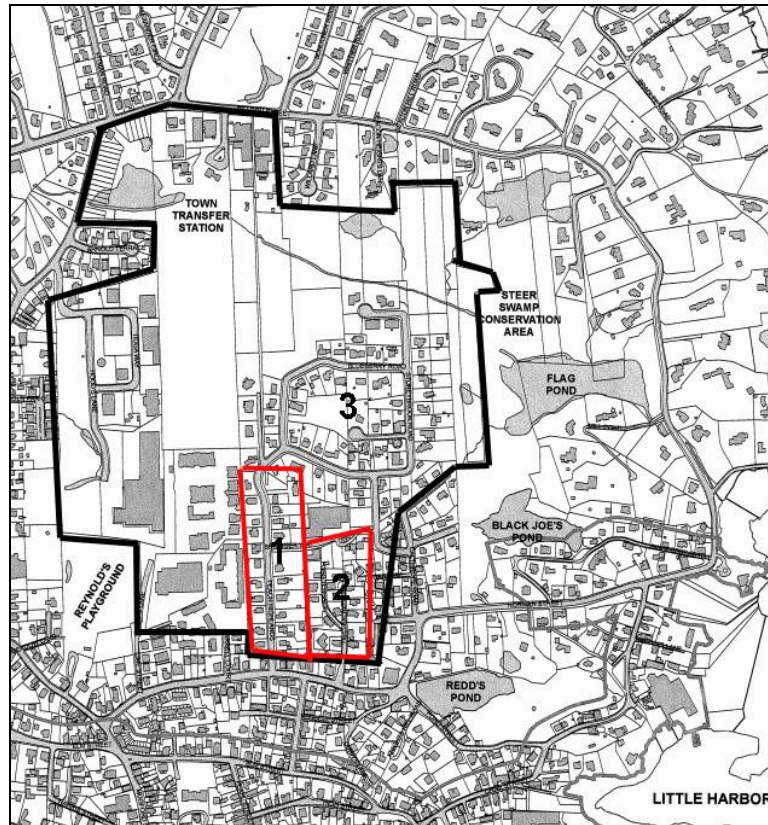
6. Edgemere, 1926 (20 bldgs.)
 - a. Cloutman's Ln.
 - b. Edgemere Rd.Owner: John S. Griffiths, Gilbert L. Pitman, Katherine E. Monahan
Map: 49:18
<http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20049/plan%20018a.tif>

7. Schooner Ridge, 1975 (17 bldgs.)
 - a. Schooner Ridge (late 20th c.)
8. Whittier Road, 1987 (7 bldgs.)
Owner: Loutrell
9. Beacon Hill Road, 1987 (8 bldgs.)
Owner: Bruce Chapman
10. Cloutman Point, ca. 1875
Owner: James J.H. Gregory
Map: 1912

Individual Properties (19)

Cloutman's Lane: 7, 34, 40, 44, 46, 47, 48, 49, 50
Edgemere Road: 9, 10, 16
Green Street: 166
Naugus Avenue: 90, 92
Pitman Road, 76, 80
Sparhawk Terrace: 4, 12

PEACH HIGHLANDS



Subdivisions

1. Peach Highlands, ca. 1900
 - a. Peach Highlands, west of Pond St. (Pre-WWII & Post-WWII mix)
 - b. Pond St. (Pre-WWII)Owner: S. & F.W. Peach
- 1A. Plan of Peach Highlands, 1935 (24 bldgs.)
 - c. Peach Highlands, west of Pond St. (Pre-WWII & Post-WWII mix)
 - d. Pond St. (Pre-WWII)Owner: Allie M. Peach
Map: 64:76
<http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20064/plan%200076.tif>
2. Hillside Avenue-Foss Terrace, 1900 (22 bldgs.)
 - a. Hillside Ave.
 - b. Foss Ter.
 - c. Pond St.Owners: William H. Goodwin, etc.
Map: 1912 map

3. Calthrope, Stony Brook & Cheever, ca. 1947

Individual Properties

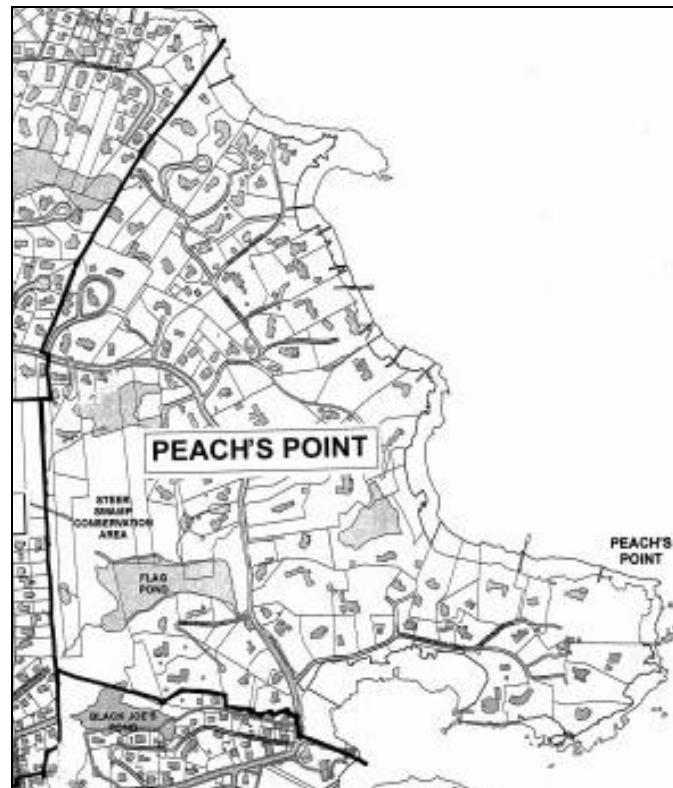
Peach Highlands: 5

Hillside Avenue: 2, 5, 8, 15, 21

Foss Terrace: 8, 14

Pond Street: 32, 34, 36, 38, 42-44, 46, 50

PEACH'S POINT



Neighborhood Area: approximately 95 properties total (26 depicted on 1912 map)

Peach's Point Area (95 bldgs.)

Individual Properties (26)

Anchorage Lane: 4

Beacon Street: 81, 99, 100

Bradlee Road: 10, 17, 21, 32

Bradlee's End: 1, 4, 11

Broadmere Way: 4

Crowinshield Road: 4, 17, 20, 22

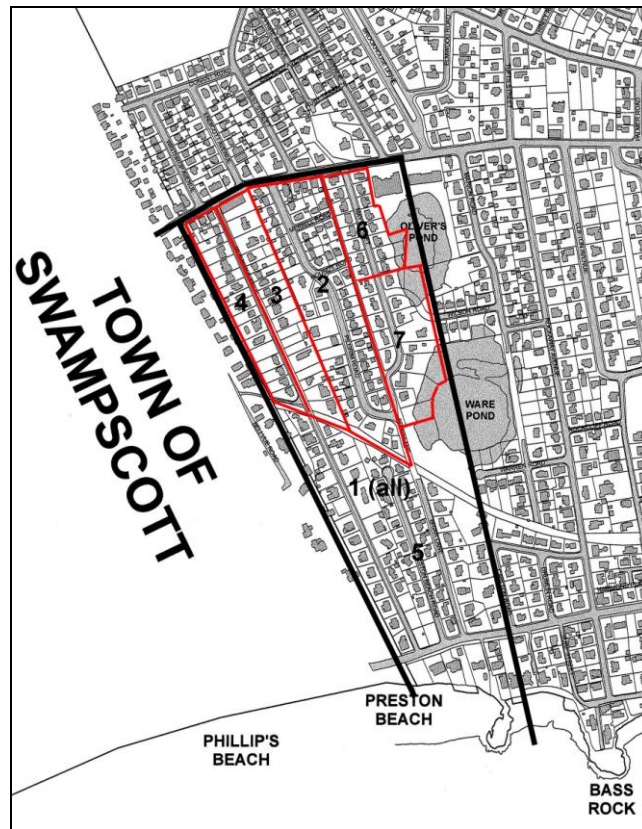
Davenport Road: 1

Davis Road: 2, 12, 19

Eustis Road: 3, 4, 5

Mooring Road: 3, 7, 10

PRESTON BEACH



Subareas & Subdivisions

1. Plan of a portion of the Brookhouse estate, 1886
 - a. Land between Humphrey Street and the ocean (not a subdivision)Map: 1181:300
http://www.salemdeeds.com/pltifs/RECORD%20BOOK%20PLANS/1181%20plan_0300.tif
2. Plan of building sites on the Roundy estate, 1923 (53 properties)
 - a. Pilgrim Rd. (Pre-WWII mixed, distinctive side-wing four-squares)
 - b. Merrill Rd. (Pre-WWII mixed, distinctive side-wing four-squares)
 - c. Roundey Rd. (Pre-WWII mixed, distinctive side-wing four-squares)Owner: Arthur G. Wadleigh
Map: 41:1
<http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20041/plan%20001.tif>
3. Sea View Park, 1925 (21 parcels)
 - a. Seaview Ave., north side, east of Humphrey St.owner by Isaac Kemelman
Map: 44:3-A
<http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20044/plan%20003a.tif>

4. Plan of land, 1926 (14 parcels)
 - a. Seaview Ave., south side east of Humphrey St. (Pre-WWII & Post-WWII mix & later)
Owner: Joseph Skolnick
Map: 45:45-F
<http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20045/plan%20045f.tif>
5. Preston Beach Road, laid out in 1927 (24 bldgs.)
Map: Marblehead Engineering Dept. Archive, E-1-814
http://www.salemdeeds.com/pltifs/RECORD%20BOOK%20PLANS/2723%20plan_0401.tif
6. Land on May Street, 1950 (16 bldgs.)
 - a. May St.
 - b. Humphrey St.Owner: Baker Circle Development Corp.
Map: 3720:360
http://www.salemdeeds.com/pltifs/PLAN%20BOOK%201950/plan%20_0059.tif
7. Lots on May Street, Section 2, 1950 (13 bldgs.)
 - a. May St.
 - b. Briar Ln.
 - c. Wilson Rd.Owner: Baker Circle Development Corp.
Map: 80:57
http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20080/plan%20_0057.tif

Individual Properties (15)

Atlantic Avenue: 436, 446, 450, 452

Briar Lane: 5 (associated with 10 Carleton Rd.)

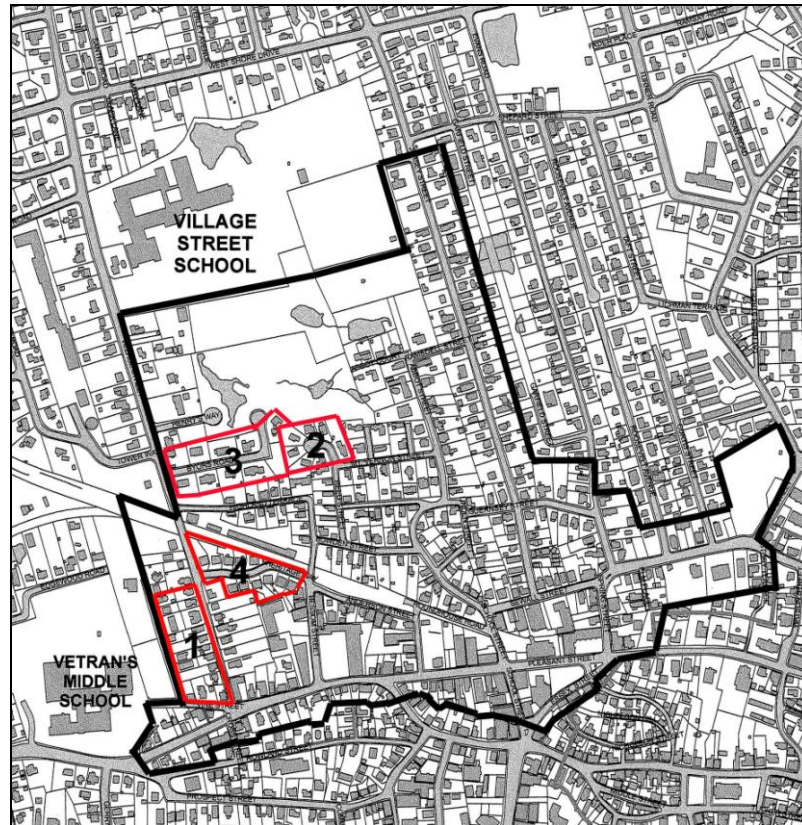
Carleton Road: 10 (with outbuilding at 5 Briar Lane)

Humphrey Street: 250

Seaview Avenue: 58, 60, 64, 69, 70, 74

Shuman Road: 10, 12, 14

REED'S HILL



Subdivisions

1. Plan of the Sally Goodwin Estate, 1884 (20 bldgs.)
 - Village Street, south side, between Pleasant & HighlandOwner: Sally Goodwin estate
Map: 3:5
<http://www.salemdeeds.com/pltifs/PLAN%20BOOK%200003/plan%200005.tif>
2. Reed Street Subdivision, ca. 1975
 - Reed St., west end
3. Byors Road Subdivision, ca. 1975
4. Heritage Way Condominiums, 1975
Owner: Heritage Way Condominium Trust
Map: 6250:105
http://www.salemdeeds.com/pltifs/PLAN%20BOOK%201976/plan%20_0193.tif

Individual Properties

Total in neighborhood :approximately 427 properties total (286 depicted on 1912 map)

Number of buildings indicated on street on 1912 map

Abbot Court: 2

Abbot Street: 13

Anderson Street: 8

Bessom Street: 5

Bowden Street: 15

Elm Street: 11

Essex Street: 2

Evans Road: 8

Guernsey Street: 11

Hazel Court (now Phillips Court): 2

Highland Terrace: 10

Jefferson Street: 5

Jersey Street: 39

Linden Street: 11

Mt. Vernon Street: 9

Pleasant Street: 66

Reed Street: 5

School Street: 4

Sewall Street: 27

Spring Street: 3

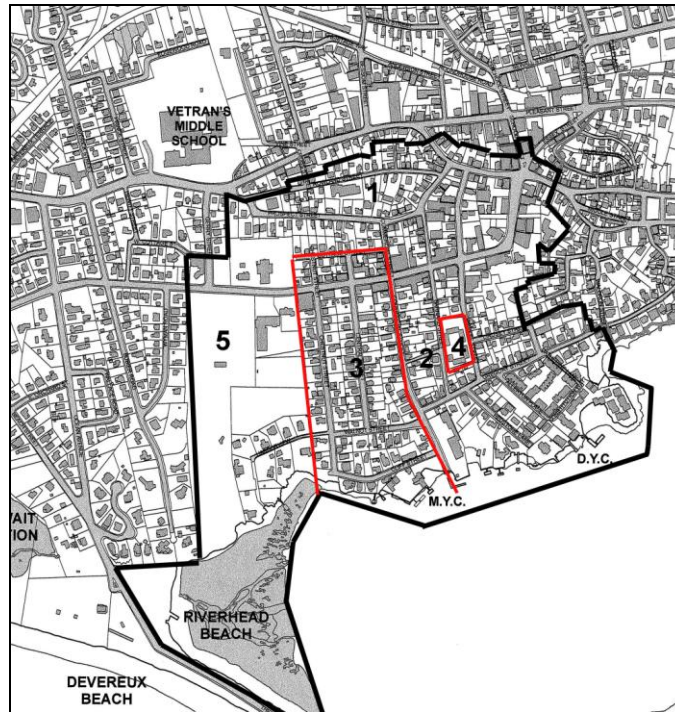
Story Terrace: 5

Symonds Court (now Pitman Court): 2

Village Street: 19

Vine Street: 5

THE SHIPYARD



Areas & Subdivisions

1. Prospect Street – Rowland Street Area (95 buildings)
 - i. Prospect St.
 - j. Rowland St.
 - k. Washington St.
 - l. Cottage St.Owner: unknown
Map: 1852
2. Commercial Street – Barnard Street – Hawkes Street – Red Stone Cove Area (95 bldgs.)
 - m. Commercial St.
 - n. Barnard St.Owner: Edmund Kimball
Map: 1852
3. House lots in Marblehead belonging to Messrs Bassett & Fabens, 1852 (125 bldgs.)
 - a. Commercial St.
 - b. Central St.
 - c. Chestnut St.
 - d. Cottage St.
 - e. Walnut St.
 - f. Cliff St.Owner: Joseph M. Bassett & William Fabens
Map: 502:300

http://www.salemdeeds.com/pltifs/RECORD%20BOOK%20PLANS/502%20plan_0300.tif

4. Atlantic Avenue Corridor, ca. 1890 (40 bldgs.)
 - a. Atlantic Ave.

Map: 1912

5. Harbor View Colony, ca. 1900 (8 bldgs.)
 - a. Harborview

Owner: Hannah Graves & James C. Graves

Map: 1912, 1924

http://www.salemdeeds.com/pltifs/RECORD%20BOOK%20PLANS/2622%20plan_0339.tif

6. Seaside Park, ca. 1902 (listed on National Register)
 - a. Atlantic Ave.

Owner: Town of Marblehead

Map: 1912

7. Hawkes Street Veterans Housing, 1949 (6 buildings)

- a. Hawkes St.

- b. Barnard St.

Owner: Marblehead Housing Authority

Map: 77:96

http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20077/plan%20_0096.tif

Neighborhood Area: approximately 407 properties total (292 depicted on 1912 map)

Number of Properties on 1912, map by street

Allerton Place: 5

Atlantic Avenue: 17

Barnard Street: 12

Central Street: 19

Chestnut Street: 28

Cliff Street: 14

Commercial Street: 31

Cottage Street: 12

Gregory Street: 30

Harbor View: 8

Hawkes Street: 19

Lindsey Street: 9

Nashua Place (now Redstone Lane): 7

Prospect Street: 33

Rowland Street: 21

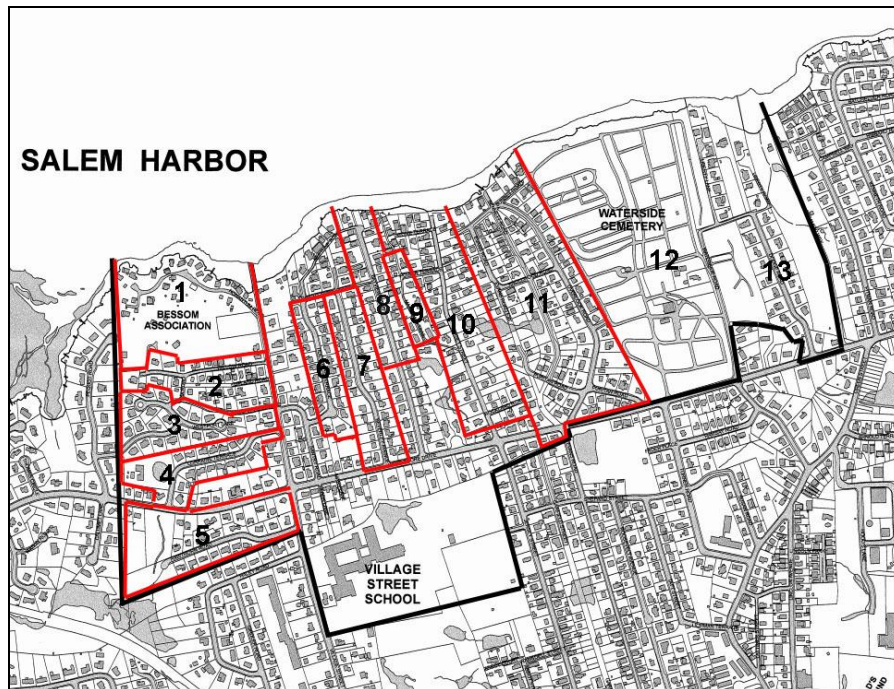
School Street: 1

Seaside Park: 1

Walnut Street: 11

Washington Street: 24

WEST SHORE



Subareas & Subdivisions

1. Nonantum Association Colony, ca. 1900 (32 bldgs.)
 - a. Nonantum Rd. (Pre-WWII & Post-WWII cottages, alts & rebuilds)Owner: B.V. Bessom (1912), Bessom Associates, Inc.
2. Willow & Upland Roads, ca. 1900 (30 bldgs.)
 - a. Willow Rd. (Pre-WWII & Post-WWII cottages, alts & rebuilds)
 - b. Upland Rd. (Pre-WWII & Post-WWII cottages, alts & rebuilds)Owner: H.F. Snow & H.F. Ramsden (1912)
3. West Ledge, 1997 (22 bldgs.)
 - a. West Ledge Rd.
 - b. Westport Ln.
 - c. Buena Vista Rd.Owner: Buena Vista Realty Trust et al.
Map: 317:15
http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20315/plan%20_0081.tif
4. Lorraine Terrace, 1962 (15 bldgs.)
 - a. Lorraine Terrace (2 sty Garrisons, later splits & raised ranches)Owner: Marblehead Building Corp.
Map: 99:5
http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20099/plan%200005_0002.tif

5. Hawthorn Road, 1959 (23 bldgs.)
 - a. Hawthorn Rd.
 - b. West Shore Dr.Owner: Leon R. Bouchard
Map: 111:36
http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20111/plan%20_0036.tif
6. Tidewinds Terrace, 1959 (24 bldgs.)
 - a. Tidewinds Ter. (Post-WWII split-levels, mix at west end)Owner: John E. Thomas
Map: 93:45
http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20093/plan%20_0045.tif
7. Land of Wilfred Hall, 1953 (36 bldgs.)
 - a. Beverly Ave. (Post-WWII mix)Owner: Wilfred Hall
Map: 4120:298
http://www.salemdeeds.com/pltifs/PLAN%20BOOK%201954/plan%20_0828.tif
8. Bayviewe Park, 1922 (50 parcels; 31 bldgs)
 - a. Bayview Rd. (Pre-WWII & Post-WWII mix, alts)Owner: Citizens Realty Trust
Map: 37:39
<http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20037/plan%200039.tif>
9. Plan of Harris Beach, Section #2, 1927 (16 bldgs.)
 - a. Manataug Trail (Harris Homestead & Pre-WWII cottages, alt.)Owner: Ella F. Harris
Map: 54:62
<http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20054/plan%200062.tif>
- 10A. Plan of land owned by Robert Girdler Harris, ca. 1900 (52 bldgs)
 - a. Jersey Street Ext. (Pre-WWII & Post-WWII mix, alts)
 - b. Stone Ter. (Pre-WWII & Post-WWII mix, alts)
 - c. Power Ter. (Pre-WWII & Post-WWII mix, alts)Owner: Robert G. Harris
Map: 25:45 (1913)
<http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20025/plan%200045.tif>
- 10B. Porters Beach, 1917 (41 bldgs.)
 - a. Jersey Street Ext. (Pre-WWII & Post-WWII mix, alts)
 - b. Puritan Rd. (Pre-WWII & Post-WWII mix, alts)
 - c. Rockland Rd. (Pre-WWII & Post-WWII mix, alts)Owner: John O. Porter
Map: 30:24
<http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20030/plan%200024.tif>

11. Ocean Park, 1921(100 bldgs.)

- a. Overlook Rd. (Pre-WWII west of Knollwood/Post-WWII east of Knollwood)
- b. Bennett Rd. (Pre-WWII west of Knollwood/Post-WWII east of Knollwood)
- c. Evans Rd. (Pre-WWII west of Knollwood/Post-WWII east of Knollwood)
- d. Sunset Rd. (Pre-WWII cottages, alt)
- e. Knollwood Rd. (Pre-WWII cottages, alt)
- f. Puritan Rd. (Post-WWII mix)
- g. Morgan Ln. (Post-WWII mix)

Owner: Citizens Realty Trust

Map: 35:35

<http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20035/plan%20035.tif>

12. Waterside & Harbor View cemeteries

13. Dodge Road, ca. 1959 (20 bldgs.)

- h. Dodge Rd. (Post-WWII & later mix)

Individual Properties (2)

Cemetery Road: 50-52

Manataug Trail: 11

Waterside Rd: 50-52

WYMAN WOODS



Subareas & Subdivisions

1. Chapel Pines, 1933, (105 bldgs)
 - a. Lafayette St. (Pre-WWII mixed types w/Post-WWII & later infill)
 - b. Robert Rd. (Pre-WWII mixed types w/Post-WWII & later infill)
 - c. Tully Rd. (Pre-WWII mixed types w/Post-WWII & later infill)
 - d. Everett Paine Blvd. (Pre-WWII mixed types w/Post-WWII & later infill)
 - e. Warwick Ter, (late 20th c. houses, added to plan)
 - f. Arthur Ave. (Pre-WWII mixed types w/Post-WWII & later infill)
 - g. Carna Rd. (Pre-WWII mixed types w/Post-WWII & later infill)

Owner: Thomas A. McNulty, Joseph Martin, Inc., developers

Map: 62:36

http://www.salemdeeds.com/pltifs/PLAN%20BOOK%200062/plan%20_0036.tif

2. Marblehead Cliffs, 1937-1970 (220 bldgs)
 - a. West Shore Dr.
 - b. Rainbow Rd. (Pre-WWII capes & colonials)
 - c. Ridge Rd. (Pre-WWII & Post-WWII ranches & colonials)
 - d. Ratlin Rd. (Post-WWII ranches & colonials)
 - e. Calumet Rd. (Post-WWII ranches & colonials)
 - f. Arrowhead Rd. (Pre-WWII & Post-WWII ranches & colonials)
 - g. Churchill Rd. (Pre-WWII & Post-WWII ranches & colonials)

- h. Shorewood Rd. (Pre-WWII & Post-WWII ranches & colonials)
 - i. Crestwood Rd. (Post-WWII ranches & colonials)
 - j. Driftwood Rd. (Post-WWII ranches & colonials)
 - k. Pinecliff Dr. (Post-WWII ranches & colonials)
 - l. Indianhead Cir. (Post-WWII ranches & colonials)
 - m. Thomas Cir. (Post-WWII ranches & colonials)
 - n. Pequot Rd. (Post-WWII ranches & colonials)
- Owner: Marblehead Cliffs Realty Trust
 Maps: 44:67 (1937), 81:77 (1951)
http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20067/plan%20_0044.tif (1937)
http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20081/plan%20_0077.tif (1951)
3. Devereux Heights, 1940 (40 bldgs.)
- a. Mohawk Rd, bet. Pleasant St. & Sagamore Rd. (Pre-WWII colonials)
 - b. Sagamore Rd. (Pre-WWII colonials)
- Owner: Marblehead Cliffs, Inc.
 Map: 3234:293, 3291:237
http://www.salemdeeds.com/pltifs/PLAN%20BOOK%201940/plan%20_0211.tif
4. Eames Estate, 1947 (55 bldgs.)
- a. Dartmouth Rd. (Post-WWII capes, colonials, ranches)
 - b. Amherst Rd. (Post-WWII capes, colonials, ranches)
 - c. Hobart Rd. (Post-WWII capes, colonials, ranches)
 - d. Cornell Rd. (Post-WWII capes, colonials, ranches)
 - e. Lafayette St. (Post-WWII capes, colonials, ranches)
- Owner: Eames Estate?
 Map: 75:82
http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20075/plan%20_0082.tif
5. Haley Village, 1955-1958 (65 bldgs.)
- a. Higgins Rd. (raised ranches & split levels)
 - b. Carol Rd. (Modern split-levels)
 - c. Jane Rd. (Modern split-levels)
 - d. Ellen Rd. (raised ranches & split levels)
 - e. Mohawk Rd. (raised ranches & split levels)
- Owner: Wallace W. Haley, Silver Circle Construction Co.
 Maps: 4170:1, 4484:304
http://www.salemdeeds.com/pltifs/PLAN%20BOOK%201955/plan%20_0389.tif
http://www.salemdeeds.com/pltifs/PLAN%20BOOK%201958/plan%20_0441.tif
6. Twelve Acres, 1960 (45 bldgs.)
- a. Cornell Rd.(large ranches & split-levels)
 - b. Colgate Rd. (large ranches & split-levels)
 - c. Dartmouth Rd. (large ranches & split-levels)
 - d. Baldwin Rd. (large ranches & split-levels)
 - e. Arlyn Rd. (large ranches & split-levels)
- Owner: Twelve Acres Associates
 Map: 94:5
http://www.salemdeeds.com/pltifs/PLAN%20BOOK%20094/plan%20_0005.tif

Individual Properties (4)

Amherst Road: 29

Arrowhead Road: 11

Shorewood Drive: 1

Lafayette Street: 11, 135 (Wyman Chapel)

Widger Road: 1 (hospital)

APPENDIX IV

List of Teardowns, 2001-2014



Robert S. Ives, Jr.
Commissioner

**Town of Marblehead
Office of
BUILDING COMMISSIONER**

Mary A. Alley Municipal Building
7 Widger Road, Marblehead, MA 01945



tel: 781-631-2220
fax: 781-631-2617

BUILDINGS TORN DOWN
To be replaced by new footprint and construction

2001

1/01	7 Arthur Avenue	sfd
2/01	123 Tedesco Street	sfd
4/01	25 Flint Street	sfd
7/01	6 Manataug Trail	sfd
10/01	4 Bonad Road	sfd
10/01	34 Foster Street	sfd
10/01	24 Willow Road	sfd
11/01	117 Lafayette Street	sfd
11/01	41 Arthur Avenue	sfd

2002

1/02	7 Rockland Road	sfd
4/02	76 Nanepashemet Street	sfd
5/02	20 Casino Road	sfd
9/02	10 Risley Road	sfd
9/02	207 Atlantic Avenue	sfd
10/02	35 Roosevelt Avenue	sfd

2003

2/03	10 Faye Circle	sfd
2/03	77 Humphrey Street	sfd
3/03	245 W. Shore Drive	sfd
4/03	8 Nonantum Road	sfd
6/03	43 Phillips Street	sfd
7/03	7 Norman Street	comm.
8/03	79 Naugus Avenue	sfd
9/03	9 Ferry Lane	comm
10/03	3 Orchard Circle	sfd
10/03	2 Wallingford Road	sfd
11/03	9 Atlantic Avenue	comm.
12/03	12 Turner Road	sfd

2004

1/04	6 Bradlee's End	sfd
1/04	69 Bayview Road	sfd
2/04	12 Vassar Road	sfd
4/04	16 Atlantic Avenue	comm
4/04	24 Pequot Road	sfd
4/04	1 Upland Road	sfd
5/04	7 Manley Street	sfd
5/04	81 Naugus Avenue	sfd
6/04	19 Roosevelt Avenue	sfd
8/04	8 Central Street	sfd to comm
9/04	275 Ocean Avenue	sfd
9/04	12 Turner Road	sfd
10/04	24 Robert Road	sfd
10/04	59 Naugus Avenue	sfd
10/04	7 W. Orchard Street	sfd
10/04	38 Peach Highlands	sfd
11/04	24 Arrowhead Road	sfd

2005

3/05	1 Sargent Road	sfd
3/05	5 Bonad Road	sfd
5/05	115 Tedesco Street	sfd
6/05	16 Chestnut Street	sfd
6/05	2 Rockaway Street	sfd
7/05	367 Ocean Avenue	sfd
8/05	20 Elmwood Road	sfd
8/05	2 Robert Road	sfd
9/05	220-222 Humphrey St	sfd to 40B
10/05	7 McKinley Road	sfd
11/05	9 Bradlee Road	sfd
12/05	22 Willow Road	sfd

BUILDINGS TORN DOWN

*To be replaced by new footprint and construction
2012 and later also includes new construction*

2006

5/06 59 Cloutman Lane sfd
9/06 121 Village Street sfd
9/06 10 Spring Street sfd to mixed
11/06 83 Naugus Avenue sfd
11/06 33 Willow Road sfd
12/06 7 Cleveland Road sfd

2007

4/07 16 Foster Street sfd
6/07 11 Atlantic Avenue comm
8/07 90 Naugus Avenue sfd
8/07 63 Beach Street sfd
9/07 11 Bridge Street sfd
9/07 15 Harbor Avenue sfd
9/07 30 Nanepashamet Street sfd

2008

4/08 446 Atlantic Avenue sfd
4/08 6 Harbor View sfd
7/08 4 Nashua Avenue sfd
7/08 39 Atlantic Ave sfd to comm
11/08 274 Ocean Ave sfd
11/08 216 Ocean Ave sfd

2009

3/09 46 Clifton Heights Ln sfd
3/09 12 Churchill Road sfd
4/09 75 Beach Street sfd
4/09 19 Barnard Street tfd to sfd
7/09 18 Greystone Road sfd
10/09 12 Goldthwait Road sfd
11/09 10 West Orchard Street sfd
12/09 378 Ocean Avenue sfd

2010

1/10 8 Cowell Street sfd
3/10 11 Intervale Road sfd
5/10 154 Tedesco Street club
8/10 24 Norman Street sfd
9/10 14 Bayview Road sfd
11/10 9 Risley Road sfd
12/6 33 Clifton Hts Lane sfd

2011

3/11 19 Arrowhead Road sfd
3/11 150 Front Street sfd
5/11 13 Cottage Street sfd
5/11 6 Rowland Street sfd
5/11 4 Bradlee's End sfd
6/11 6 Abbot View sfd
7/11 24 Foster Street sfd
7/11 129 Pleasant St sfd to comm
7/11 121 Pleasant St comm.

2012

3/12 15 Hewitt Street sfd-new lot
3/12 90 Harbor Ave sfd-td
4/12 67 Beach St sfd-td
4/12 108 Jersey St sfd-td
7/12 30 Bayview Rd sfd-td
7/12 7 Camille Ter sfd-new lot
8/12 37 Nanepashemet St sfd-td
8/12 12 Anderson St sfd-td-new lot
9/12 9 Camille Ter sfd-new lot
11/12 77 Bubier Rd sfd-td
11/12 8 Camille Ter sfd-new lot
11/12 2 Camille Ter sfd-new lot

2013

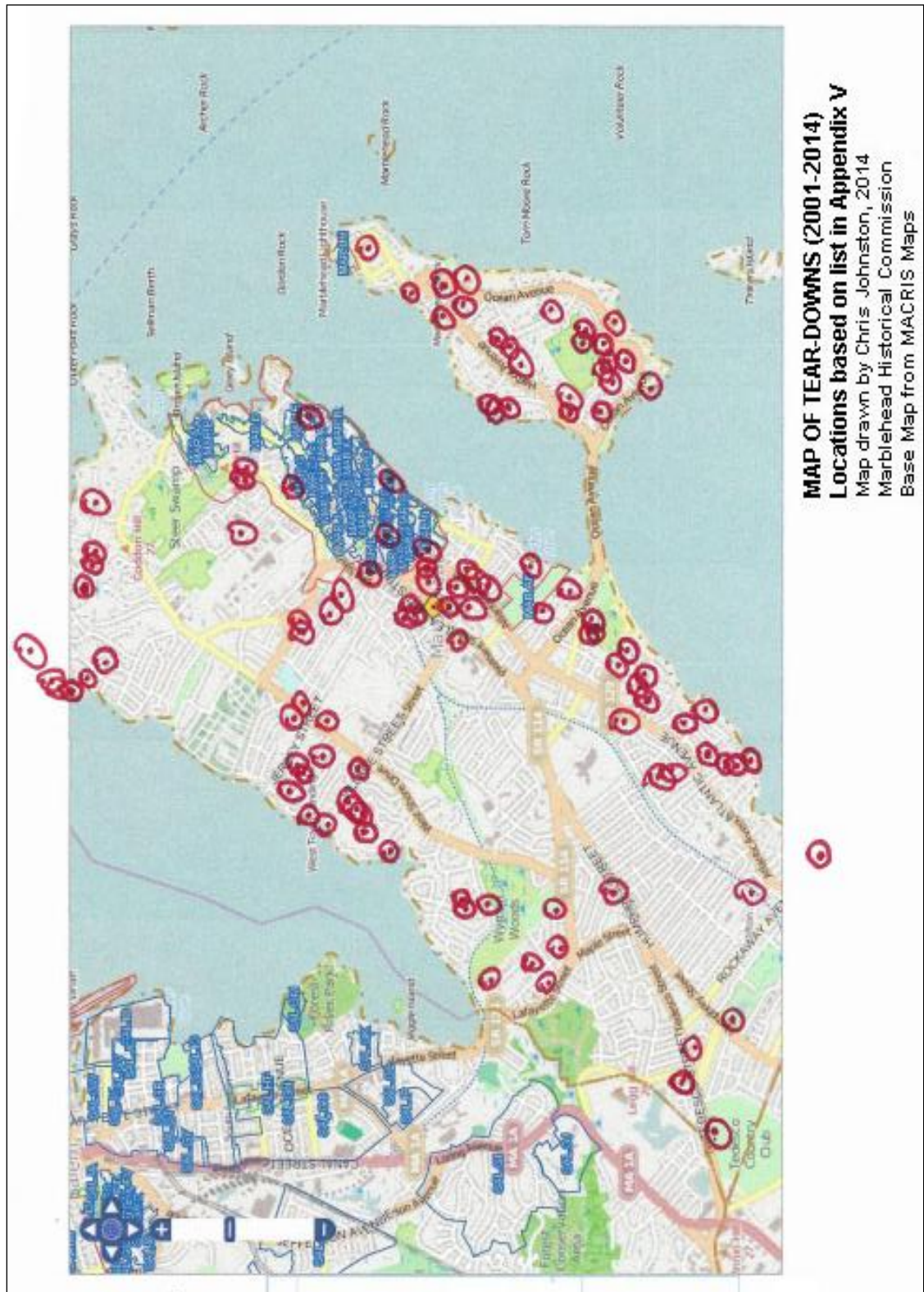
1/13 10 Camille Ter sfd-new lot
2/13 12 Coolidge Rd sfd-td
4/13 6 Camille Ter sfd-new lot
5/13 26 Barnard St sfd-exist lot
5/13 191 Green St sfd-exist lot
6/13 4 Camille Ter sfd-new lot
9/13 15 McKinley Rd sfd-td
9/13 207A,B Pleasant St duplx-tdsfd
10/13 25 Neptune Rd sfd-td
10/13 7 Bradlee Rd sfd-exist lot
10/13 27 Wyman Rd sfd-td

2104

2/14 4 Corn Pt sfd-exist lot

APPENDIX V

Map of Teardowns, 2001-2014



APPENDIX VI

Sample Scope of Work for Survey Projects

Sample Scope of Work for Survey Projects

**TOWN OF MARBLEHEAD
CHIEF PROCUREMENT OFFICER
ABBOT HALL
188 WASHINGTON STREET
MARBLEHEAD, MA 01945**

Town of Marblehead Historic Properties Survey

SCOPE OF WORK

PROJECT OBJECTIVES

The purpose of this project will be to undertake an intensive-level survey of cultural and architectural resources in the Town of Marblehead. This project will be structured to provide professional cultural and architectural resource survey expertise to the community. Specific project goals are as follows:

- 1) To conduct a community-wide survey to assess and document approximately ____ selected cultural and architectural resources, following Massachusetts Historical Commission (MHC) survey standards and methodology.
- 2) To identify contexts for National Register evaluation and to apply the National Register criteria to all resources identified in the survey;
- 3) To submit to MHC a list of individual properties and/or districts that are recommended for nomination to the National Register of Historic Places.

PROFESSIONAL QUALIFICATIONS

Applicants should have the academic and professional credentials and work experience attesting to the capacity to perform the required work program. The following minimum criteria should be met.

- Bachelor's Degree in Historic Preservation, Architectural History, History, Art History or a closely-related field and at least two years full-time working experience in an area relevant to the project; or
- Master's Degree in Historic Preservation, Architectural History, History, Art History or a closely-related field

METHODOLOGY

The Analytical Framework:

The community-wide survey project must incorporate MHC criteria and methodology, to current standards. (See MHC's *Historic Properties Survey Manual: Guidelines for the Identification of Historic and Archaeological Resources in Massachusetts* (1992), *Survey Technical Bulletin #1* (1993), *MHC Interim Survey Guidelines* (March 1999, et seq.), *MHC Interim Guidelines for Inventory Form Photographs* (2009), and MHC's *Interim Guidelines for Inventory Form Locational Information* (2009). Both MHC survey guidelines and the tasks and products of the survey Scope of Work meet the Secretary of the Interior's *Standards and Guidelines for Identification* (1983).

The MHC criteria for conducting a community-wide survey are designed to identify the full range of cultural resources. Cultural resources are the physical elements in the landscape that remain from historical patterns of human activity. There are many components of a community's historical development that are associated with the location and type of surviving cultural resources. A community-wide survey should therefore relate cultural resources to historic patterns of architectural development, land use, economic development, social and demographic history, and events that had an impact on the community. The community-wide survey should recognize ethnic and cultural diversity within the community, and seek to identify cultural resources associated with the history of the minority social and cultural groups and individuals that may have played a role in the community's history.

The *MHC Reconnaissance Survey Town Report* for the town and the corresponding MHC Reconnaissance Survey Regional Report, existing survey forms and National Register nominations on file with the MHC will provide a preliminary framework and base of information for this analysis. Individual forms and area forms will expand upon the information in the *Town Report* and will relate inventoried properties to the significant themes in the historical development of the town.

Phase Meetings:

The project consists of four phases. Project personnel, both the consultant and the project coordinator, will meet with MHC staff at MHC offices in Boston to review project progress and products at the end of each phase. Work to be carried out during each phase and products due at the end of each phase, are described below.

The Inventory:

The community-wide survey will consider the full range of cultural resources in terms of period, theme, property type, architectural form and style, and geographic distribution. The survey will consider all periods of architectural and historic development from the period of first colonial European presence to circa 1960. Significant themes of historical and architectural development will be identified, and resources will be related to these themes.

The community survey will identify buildings and structures that are architecturally and historically significant in the history and development of the community. The survey will include both representative and outstanding examples of the building forms, types, and styles present in the community.

MHC individual property and area inventory forms, maps and National Register recommendations will be completed and submitted to MHC in accordance with the survey guidelines set forth in the MHC's *Historic Properties Survey Manual: Guidelines for the Identification of Historic and Archaeological Resources in Massachusetts* (1992) and *Survey Technical Bulletin #1* (1993), *MHC Interim Survey Guidelines* (March 1999 et seq.), and *MHC Interim Guidelines for Inventory Form Photographs* (2009), *MHC Interim Guidelines for Inventory Form Locational Information* (2009), as well as the Secretary of the Interior's Standards and Guidelines for Identification (1983, copies available from the MHC). These publications and memoranda are all incorporated into this contract by reference. The work to be carried out during each phase, and products due at the end of each phase, are described on the following pages.

SCOPE OF WORK

Phase I (6 weeks)

Tasks:

- Meet with local project coordinator of the Marblehead Historical Commission and MHC staff to discuss the scope and inventory methodology of the project and to assess the available documentary materials (Marblehead Historical Commission files, collections and existing research, maps, local histories, etc.);
- Select maps, including a working map and large-scale base map (assessor's parcel map is preferred), to identify inventoried areas and properties;
- Determine availability of electronic mapping and parcel data and of town-based GIS data suitable for use in the project;
- Review existing inventory forms on file at the Marblehead Historical Commission and at the MHC;
- Conduct initial research and reconnaissance survey to verify the types and geographical distribution of cultural resources, and to develop criteria for selecting properties to be extensively researched in the survey.

Products:

- Working maps and large scale base map(s) to be used to identify inventoried properties
- Methodology statement, specifying:
 1. Survey objectives;
 2. Criteria for selecting properties for survey;
 3. Procedures to be followed in the survey and forms of products to be created;
 4. Expectations about the kind, location, and character of historic properties to be recorded;
 5. An assessment of existing documentation;
 6. A brief description of the amount and kinds of information to be gathered about the properties;
 7. Bibliography.

Phase I will be completed by [date]

Phase II (8 weeks)

Tasks:

- Conduct continued architectural assessments and documentary research to identify important historic themes, events, and persons for the survey target areas, with particular attention to substantially synthesizing and supplementing the information already available. Research collections, should include relevant local, regional and state library and archive collections, as well as web-based research sites.
- Apply selection criteria and prepare list of specific properties to be surveyed.
- Complete representative draft inventory forms for different property types.
- Meet with Marblehead Historical Commission and MHC staff to review property lists and draft forms.

Products:

- List of properties to be surveyed, arranged alphabetically by street address
- Representative draft inventory forms, to be submitted in both hard copy and MS Word format.

Phase II will be completed by [date]

Phase III (20 weeks)

Tasks:

- Conduct intensive research of properties selected for inventory
- Identify contexts for National Register evaluation and apply National Register criteria to inventoried areas and resources;
- ◆ Prepare draft list of all areas and resources recommended for National Register nomination;
- Prepare inventory forms with photographs and property location maps. Forms for any surveyed properties listed in the State Register of Historic Places must be marked at top front with appropriate designation code and date.
- Submit draft inventory forms with photographs, draft National Register contexts, and National Register recommendation to MHC and Marblehead Historical Commission for review and comment (comments to be incorporated during Phase IV).
- In consultation with Marblehead Historical Commission, MHC survey and MACRIS staff, develop lettering and numbering system for inventoried properties.

Products:

- Unnumbered complete draft inventory forms for approximately ____ properties with photos and locus maps for all areas, buildings, sites, structures, and parks/landscapes. (This information may optionally be submitted in electronic form only for this project phase [CD or DVD].)
- Draft discussion of National Register contexts and list of all areas and resources recommended for National Register nomination

Phase III will be completed by [date]

Phase IV (7 weeks)

Tasks:

- Add inventory letters/numbers to forms, if these were not added in Phase III.
- Name MS Word files to conform to MHC file-naming convention.
- Complete National Register Criteria Statement forms to be attached to appropriate inventory forms.
- Prepare base map(s) identifying inventoried properties.
- Prepare street index of inventoried areas and properties.

Products:

- Hard-copy numbered MHC inventory forms for approximately _____ properties (two sets with original photographic prints: one for MHC and one for the Marblehead Historical Commission. Inventory forms must be printed on 24 lb. bond paper of at least 25% cotton fiber content. Photographs must be 3½" x 5½" or 4" x 6" digitally produced ink jet prints using MHC approved printer/paper/ink combinations that produce prints with a minimum 75-year permanence rating. (The paper inventory forms should incorporate the electronic version photograph(s) in addition to an attached photographic print. Only one archivally-permanent paper print, of the primary view, is required for most inventory forms.)
- Large-scale base map(s) with all inventoried areas and properties identified by inventory number (two sets: one for MHC and one for the Marblehead Historical Commission).
- Survey Final Report (four *paginated, unbound* copies (two for MHC, two for Marblehead Historical Commission) which will include the following sections:
 1. Abstract;
 2. Methodology statement, including survey objectives, assessment of previous research, selection criteria, procedures followed in the survey, description of products and accomplishments and an explanation of how results of survey differed from those expectations;
 3. Street index of inventoried properties. Areas will be listed separately at the beginning, arranged alphabetically by area name. Individually inventoried properties follow, arranged alphabetically by street name. Property name (if any) and inventory number also will be included on this list;
 4. Final discussion of National Register contexts and list of recommendations for areas and properties to be nominated to the National Register of Historic Places
 5. Further study recommendations; and
 6. Bibliography.
- CD containing a MS Word file for each inventory form. Each Word file should conform to MHC file naming convention, and incorporate photograph(s) and map(s). The CD should also include an MS Word version of the final survey report.

- A separate CD containing high-resolution TIF or JPG images for surveyed properties, identified by street address or MACRIS number, following MHC file naming convention for photographic images.

**The Survey Final Report must identify the community repository and/or municipal office(s) where completed survey documentation (inventory forms, base maps and final report) will be made available to the public.

Phase IV will be completed and submitted to the MHC and Marblehead Historical Commission by [date].