

United States Department of the Interior
National Park Service

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National Register of Historic Places
Registration Form

NATIONAL
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Downtown Chelsea Residential Historic District

other names/site number _____

2. Location

street & number roughly bounded by Shurtleff, Marginal, & Division Streets, & N/A not for publication

city, town Chelsea Bellingham Square N/A vicinity

state Massachusetts code 025 county Suffolk code 025 zip code 02150

3. Classification

Ownership of Property

- private
- public-local
- public-State
- public-Federal

Category of Property

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

Contributing	Noncontributing
<u>166</u>	<u>15</u> buildings
<u>1</u>	_____ sites
_____	_____ structures
_____	_____ objects
<u>167</u>	<u>15</u> Total

Name of related multiple property listing:

N/A

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Valeri A Talmage
Signature of certifying official

4/28/88
Date

Executive Director, Massachusetts Historical Commission:
State or Federal agency and bureau State Historic Preservation Officer

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

- entered in the National Register.
 See continuation sheet.
- determined eligible for the National Register. See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:)

Patrick Ardner

6/22/88

Signature of the Keeper

Date of Action

6. Function or Use Downtown Chelsea Residential Historic District, Chelsea, MA

Historic Functions (enter categories from instructions)	Current Functions (enter categories from instructions)
<u>Domestic/single dwelling</u>	<u>Domestic/multiple dwelling</u>
<u>Domestic/multiple dwelling</u>	<u>Domestic/single dwelling</u>
<u>Commerce/department store</u>	<u>Commerce/department store</u>
<u>Education/school</u>	<u>Education/school</u>
	<u>Landscape/park</u> <u>Vacant/not in use</u>

7. Description

Architectural Classification (enter categories from instructions)	Materials (enter categories from instructions)
<u>Mid-19th c.- Greek Revival</u>	<u>foundation granite; brick</u>
<u>Late Victorian- Italianate</u>	<u>walls brick; wood/weatherboard</u>
<u>Late 19th & 20th c. Revivals- Colonial Revival, Classical Revival, Tudor Revival</u>	<u>roof asphalt; slate</u>
<u>Modern Movement- Moderne</u>	<u>other</u>

Describe present and historic physical appearance.

The Downtown Chelsea Residential Historic District, Chelsea, is an area of twenty acres roughly bound by Shurtleff Street to the east, Marginal Street and Miller Street to the south, the Chelsea Square Historic District (NR 1982) to the west, and the Bellingham Square Historic District (NR 1985) to the north. The district is bisected by a segment of the line of Chelsea's Great Fire of 1908, which destroyed over half of the original 19th-century buildings within the district boundaries. Today, the primarily residential district of 166 contributing buildings displays a range of architectural styles and types, chronicling the area's physical and sociological development from the early 19th century through the post-fire reconstruction which continued into the early 1930s. Two secondary commercial intersections, as well as several neighborhood corner stores, complement the residential buildings in scale and design. Most notable of the district's few institutional buildings is the Shurtleff School, which served as a catalyst for residential development during the post-fire reconstruction years. Approximately 15% of the total number of lots in the district are vacant, the majority of these on smaller side streets and alleyways in the section of the district which escaped destruction in the 1908 fire. Fifteen of the district's 181 buildings are non-contributing, seven due to age (post-1950s construction) and eight due to extensive alterations. The Downtown Chelsea Residential Historic District is visually cohesive, containing a concentration of the best preserved residential buildings in the area, and possesses integrity of location, design, setting, materials, and workmanship.

The density of building bespeaks the district's urban setting. Generally, buildings in the western and southern portions of the district (those areas untouched by the 1908 fire) occupy larger lots than do the post-fire buildings; the lot sizes of pre-fire buildings were largely determined by the earliest subdivision of property in the area ca. 1846. The closely placed arrangement of post-fire buildings in the northeastern and eastern portions of the district, however, reflects an early 20th-century replotting of building lots which occurred after the original neighborhood was completely obliterated by the 1908 fire. Most of the post-fire buildings take full advantage of the

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size of their respective building lots and the passageways between most of the detached buildings are less than ten feet in width. The setback of residential buildings from their respective streets is typically associated with some of the district's earliest homes; these houses predate the late 19th-century development boom which transformed the area from a semi-rural to an urban nature.

All of the district's pre-fire single-family houses and cottages, as well as a number of post-fire Colonial Revival three-family houses, are wood-frame. The pre-fire rowhouses and post-fire apartment blocks, stores, and institutional buildings are brick. Several early 20th-century garages--some commercial and other associated with residential dwellings--were designed to be fireproof; most of these fireproof garages are concrete with brick facades.

The district buildings are in fair to good condition overall. Alterations to contributing buildings are primarily confined to storefronts, entryways, and porches, with the greatest amount of post-1950 alteration evident on wood-frame residential dwellings and one-story brick commercial buildings. Projecting bays on some residential buildings located near the district's commercial cores have been indiscriminately stuccoed or clad with wood shingles. While the most prevalent modification to contributing buildings throughout the district is the addition of aluminum or vinyl siding, a majority of wood-frame buildings maintain their original shingled facades. Recent rehabilitations of a number of rowhouses and apartment blocks--primarily on Pearl Street and in the Shurtleff School vicinity--have upgraded the appearance of the overall streetscape at the center of the historic district.

Physical Development and Architectural Analysis

With a portion of its original buildings destroyed during Chelsea's 1908 fire, approximately two-thirds of the historic district area was rebuilt during a twenty-five year period, from 1908 to the early 1930s. The remainder of the district, untouched by fire, chronicles the area's architectural development from ca. 1825 through ca. 1922. The earliest buildings are located at the western and southern portions of the district, the two areas that were largely unaffected by destruction by fire and subsequent resizing of building lots. All but one of these early buildings were constructed for residential use.

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Residential Development

Perhaps the earliest buildings in the district (ca. 1825-1840) are 40 Division Street (Map #19/164), 69 Pearl Street (altered) (Map #19/127), and 80 Pearl Street (Map #19/135), all five-bay, gable-roof, double-pile houses with center-passage plans. Like the Greek Revival houses that would proliferate through the area in the mid-19th century, these buildings are oriented with gable-end to street. The main facades of these buildings, however, are the south elevations, which face the Chelsea River rather than the street. The result is three houses with Federal-inspired massing.

Greek Revival buildings in the district are generally of three types: the gable-end, side-entry plan with a temple front; the same plan minus the temple front; and the double house. Three temple front houses, 88, 92, and 96 Marginal Street (ca. 1842; Map #s 12/20, 12/21-22, 12/23-24), are the most high-style Greek Revival houses in the city (Photo #1). Part of what was originally a ten- or twelve-house row known as "Sea Captain's Row" along Marginal Street, each house commands a sweeping view of the Chelsea River to the south. Each house is wood-frame, 2 1/2-stories high and three bays across, with a side-entry plan, a pedimented gable room with projecting portico, and rear ell. Numbers 88 and 96 retain their giant fluted Doric columns (one is missing on #96), while greater alterations to #92 have obscured most of the original detailing. Original corner pilasters are also evident at #88. The facade of a former temple front house at 68 Marginal Street (Map #12/15) has been greatly altered, but the house is no doubt part of the original row. Another pedimented gable room appears on a house around the corner at 9 Shurtleff Street (ca. 1840s; Map #12/14). This house also has a three-bay, side-entry plan, and has been altered in a manner consistent with that of 92 Marginal, with replacement shingles on the exterior and shingle infill on the porches.

The district's typical Greek Revival vernacular (ca. 1840-1860) is a wood-frame house, 2 1/2-stories high with a gable-end, side-entry plan, and a heavy cornice with cornice returns, rakeboards, and an unadorned frieze. All of these houses, however, have been re-sided. The buildings with the least alteration may be found at 36 Division Street (Photo #2; Map #19/154), 50 Division Street (Map #19/155), and 1-3 Suffolk Street (Map #12/40-41); altered version survive at 5, 13, 15 and 17 Suffolk Street, 27 Shurtleff Street (Map #12/44), and 34 Division Street (Photos #2 and #3; Map #19/153).

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The Division Street houses retain six-panel doors with transoms of Federal-period inspiration. A former 2 1/2-story Greek Revival house at 15 Shurtleff Street was converted to a three-story roominghouse in the last quarter of the 19th century, at which time the third story was added and virtually all of the building's original detailing obscured or removed.

Finally, the district also includes some relatively well-preserved examples of the Greek Revival double house (ca. 1845). Double houses survive at 25 Suffolk Street (Photo #1), 88-90 Pearl Street (Map #19/138), and 59-61 Division Street (Map #19/146). These houses are wood-frame, 2 1/2-stories, with four or six bays across the street (gable-end) elevation. The first two buildings have entrances on the side (long) elevations. A three-bay entrance porch with fluted Doric columns is intact at 25 Suffolk, while the porch at 88-90 Pearl has been enclosed. Numbers 59-61 Division Street has paired entrance doors on the street (gable-end) facade. Another double house is 68 Pearl Street (Photos #4 and #5; Map #19/133), where the southern half of the house (66 Pearl) was later transformed into an Italianate mansard cottage (see below).

Typical working-class housing constructed outside Chelsea Square by speculative builders in the third quarter of the 19th century is the brick rowhouse, and two early examples are intact in the historic district. Of the row at 23-31 Division Street (Map #s 11/55, 11/54, 11/53, 19/151); numbers 27, 29, and 31 are the best preserved (Photo #3). These three-story, three-bay buildings have low-pitched roofs, plain brick cornices (although the cornice of #31 is dentillated), rectangular stone sills and lintels, and side-entry plans with recessed doors. The brick facade of #25 has been rebuilt, while the two upper stories of #23 have been removed. The entire row was built on speculation. Another row of thirteen brick houses once extended along the east side of Pearl Street and of these only four remain. The buildings at 77, 79, 87, and 89 Pearl Street (Map #s 19/124, 19/123, 19/119, 19/118) are all three stories high, three bays across, and distinguished from the earlier Division Street rowhouses by their elaborate Italianate ornament. The buildings have boldly scaled wood cornices, entablatures, and paired brackets. Italianate molded caps remain on the windows and doors of Numbers 77, 87, and 89.

New streets were cut through the district in the third quarter of the 19th century, following the 1857 sale of the U.S. Marine Hospital and ten acres of

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property to the City of Chelsea. Hawthorn Street, which previously reached only as far south as the intersection of Park Street and Central Avenue, was extended to Marginal Street. Congress Avenue, formerly known as Middlesex, was extended from its original terminus at Shurtleff Street northwest through the former hospital grounds to the intersection of Park and Pearl Streets. The newly created Park/Central/Hawthorn and Park/Pearl/Congress intersections eventually become small commercial centers in the residential district (described later). In accordance with subdivision of the hospital property, the smaller sidestreets of Ellsworth, Hawthorn Place, Hawthorn Court (Photo #7), and Miller Street (Photo #8) were also created. The existing street pattern of the historic district, then, was largely established by ca. 1860. The only exception is Essex Street, which did not connect Shurtleff, Hawthorn, and Pearl Streets until the late 1880s. (See Map #1)

While brick and wood-frame flat and bowfront rowhouses proliferated throughout the center of the district by the 1880s, today only four brick rows (ca. 1857-1875) survive. Number 12-16 Hawthorn Street (Map #s 12/4 and 12/7) is an intact row of three 2 1/2-story, two-bay rowhouses with brick quoins, a brick dentillated cornice, a mansard roof, and recessed entrances. A classical ornamental motif unifies the three houses. By contrast, the variety of entrance and window treatments at 28-46 Hawthorn Street (Photo #9; Map #s 20/18, 20/19, 20/20, 20/21, 20/22, 20/23, 20/24, 20/25, 20/26) suggests construction of individual houses by different real estate speculators over an extended period of time. Each rowhouse is 2 1/2-stories high (some have since been raised to a full three stories), three bays wide, with a raised basement and mansard roof. The cornices of 42-46 Hawthorn Street are bracketed. Paired entrances have stone lintels and are sometimes distinguished by wood corner brackets. Single entrances have elaborate bracketed canopies. Window openings are either segmental-arched or topped with a lintel. Some houses retain their original slate roofs and many retain original wood doors.

The two other remaining brick rows are 32-34 Shurtleff Street (Map #s 20/9 and 20/10) and 82-84 Pearl Street (Photo #10; Map #s 19/136 and C-19/137). Each of the four houses is 2 1/2-stories high, with a side entrance, a bow, and mansard roof. In each pair of rowhouses, entrances are paired at the center, flanked by the bows (the bow of 84 Pearl has been removed). All openings have stone lintels, and the Shurtleff Street block has the only octagonal bay dormer windows in the district. The bow-entrance-bow organization of the main

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facades on the two-house blocks is likely the progenitor of the Georgian Revival bowfront blocks so popular during the district's post-fire reconstruction period.

The other types of dwelling constructed in the district in the 1850s and 1860s was the single-family, mansard-roof Italianate cottage. The most intact examples survive at 26 Shurtleff Street (Map #12/11) and 66 Pearl Street (formerly one-half of a Greek Revival double house, Photo #4; Map #19/133), with more altered examples at 28 and 30 Shurtleff Street (Map #s 12/11 and 20/7). The Pearl Street building is two bays wide, and has a two-story bay window, a wood cornice and entablature with paired brackets, pedimented dormer windows, and an elaborate bracketed canopy. Ornament on the Shurtleff Street building is more restrained; 26 Shurtleff has a dentillated cornice, prominent entablature, and one-story bay window, with most ornament concentrated on the bracketed canopy.

The district's remaining buildings post-date the 1908 fire, which destroyed all building within the district boundaries north and east of the fire line (see Map #2). Post-fire reconstruction followed the pre-fire street pattern. New lot sizes, however, were generally larger, resulting in fewer buildings on each street than would have been found there in the 19th century. A 1914 atlas of Chelsea identifies the earliest buildings constructed after the fire, while a 1933 Sanborn map for the city shows redevelopment virtually complete. It is possible, then, to group the district's post-fire buildings into two categories: the earliest reconstruction (1908-ca. 1914) and subsequent reconstruction (ca. 1914-ca. 1933). Typically, the new residential buildings maintained a uniform cornice line at three stories and took one of four forms: the brick apartment block, which occasionally included a projecting two-story corner bay; the brick bay or bowfront rowhouse; the wood-frame triple-decker; or the wood-frame apartment building with corner bays. In addition, the district has a well-preserved four-square house, 119 Hawthorn Street, since adapted to commercial use.

A new form of multi-family housing first introduced into the historic district in the years of post-fire reconstruction was the brick apartment block. In this description, the term "brick apartment block" generally denotes any brick multi-family block--either flat, bowed, or bayed--the facade of which is symmetrically arranged such that one half of the building is the mirror image of the other half, both halves having been constructed at the same time.

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These blocks generally have either one entrance or paired entrances centered on the facade, end bays or bows, and richly detailed projecting modillioned cornices. Fine examples of Georgian Revival apartment blocks were constructed during the first five years (ca. 1908-1914) of reconstruction: 112-114 Shurtleff Street (Photo #11; Map #20/99), 116-118 Shurtleff Street (Photo #11; Map #20/137), 120-122 Shurtleff Street (Photo #11; Map #29/138-139), 12-14 Central Avenue (Map #29/158), 64 Hawthorn Street (Map #20/38), 144-146 Pearl Street (Map #s 20/63 and 20/64), and 168-170 Pearl Street (Map #s 29/6 and 29/6). Entrances typically have arched hood molds and window ornament generally consists of keystone lintels.

Brick apartment blocks with Classical Revival detailing generally date from the mid-1910s through the 1920s. Ornamental schemes on these buildings include stone quoins (60-62 Hawthorn Street; Map #20/28), rusticated ground stories [51 Shurtleff Street (Photo #21; Map #20/184), 78-80 Hawthorn Street (Map #20/76-77), 84-86 Hawthorn Street (Map #20/78-79)], and entrances flanked by stylized pilasters (52-54 and 85-87 Congress Avenue; Map #s 20/74-75 and 20/93-94). Departures from the district's typical brick apartment block theme include an austere flat facade with a cast concrete ground floor (172-174 Pearl Street; Map #29/8), panel brick designs and brick striated and/or corbelled cornices (70-72 Hawthorn Street; Map #20/41 and 52-54 Congress Avenue), a block with projecting one-story porch (135 Shurtleff Street; Map #29/133), and facades with end bays projecting from the second and third stories only [101-109 Shurtleff Street (Map #20/113-114), 52-54 Shurtleff Street (Map #20/91), 155 Pearl Street (Map #20/67), 139 Park Street (Map #20/72)].

Brick blocks with projecting two-story metal or wood corner bays were constructed at various intersections in the district during the second and third decades of the 20th century. The finest examples of these blocks have pressed tin bays and all date from ca. 1908 to 1914: 69-71 Congress Avenue (Map #20/97) at the Hawthorn Street intersection (Photo #13), 100 Hawthorn Street (Map #20/81) at the Park Street intersection (Photo #14), and 51 Essex Street (Map #20/6) at the Hawthorn Street intersection. Each Neo-classical Revival bay has a repeating swag motif separating the second and third stories and pilasters flanking each window opening. Plainer wood bays with simple paneled designs grace the corners of 26 Congress Avenue (ca. 1908-1914; Map #20/62), ca. 37 Congress Avenue (ca. 1908-1914; Map #20/48), and 42-50 Congress Avenue (1914-1933; Map #20/73). A corner bay at 70-72 Hawthorn Street (1914-1933; Map #20/41) has been covered with wood shingles. Finally,

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a Medieval Revival-style tin bay with pseudo-half timbering projects from the corner of 132 Pearl Street (ca. 1908-1924; Map #20/57), at the Congress Avenue intersection .

Wood-frame multi-family apartment buildings in the district also typically have the same full-height end bays, projecting cornices, and centered entrances as the brick blocks, but most of the wood-frame apartments have one-story entrance porches between the projecting bays. The earliest (ca. 1908-1914) of these buildings were constructed along Shurtleff Street at 57-61 Shurtleff (The Bartlett) (Map #20/183), 77-79 Shurtleff (Map #20/163), 95-97 Shurtleff (Map #20/116), and 128-130 Shurtleff (Map #29/140). Dwellings of similar construction erected later in the 1910s and into the 1920s include 33-35 Shurtleff (Map #12/42), 95-97, and 128-130 Shurtleff Street, 47 Congress (ground floor altered; Map #20/44), and 144 Park Street (entrance altered; Map #20/66). The only wood-frame apartment block with an extant two-level porch is located in a portion of the district untouched by the fire, at 70-72 Pearl Street (Photo #5; Map #19/134).

Some of the aforementioned projecting corner bays were attached to post-fire brick rowhouses, which for purpose of the description are defined as one or more asymmetrical entrance-plus-bay units that are detached, arranged in a row, or attached to other buildings. The earliest (ca. 1908-1914) post-fire bowfront rowhouses were built in the Shurtleff School neighborhood, at 73 Congress Avenue (Photo #13; Map #20/96), 75 Congress Avenue (Photo #13; Map #20/96), 61 Hawthorn Street (Map #20/82), and 156-160 Park Street (Map #20/70). Later (1914-1933) bowfront rowhouses remain at 152 and 154 Park Street (Map #s 20/68 and 20/69), and 151 Division Street (Map #29/13). Each of these bowfront units has the same heavy modillioned projecting cornice and Georgian Revival detailing as the bowfront apartment blocks. The earliest brick rowhouses completed after the 1908 fire were constructed in rows (51-59 Essex Street). The later rowhouse units were either detached or constructed as infill buildings, since fewer contiguous lots were available for sale and development [119 Shurtleff Street (Map #20/100), 37 Central Avenue (Map #20/109), 59 and 74 Hawthorn Street (Map #s 20/83 and 20/42)].

The last major type of residential building of the post-fire reconstruction period is the Colonial Revival triple-decker. The district contains several examples which retain their original detailing, such as shingle siding, projecting three-story porches, Palladian windows on the facades, and Queen Anne-inspired windows containing multiple lights of colored glass in stair

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halls. The best-preserved triple deckers in the district are: 69-71 and 99 Shurtleff Street (Map #s 20/165 and 20/115) from the early years of reconstruction (ca. 1908-1914); and 127, 129, and 131 Shurtleff Street (Map #s 29/136, 29/135, and 29/134) and 51 and 53 Hawthorn Street (Map #s 20/86 and 20/85) from the later period (1914-ca. 1933). Other houses have sustained some alterations, primarily to the porches: 44, 48, 50, and 52 Essex Street (Map #s 20/87, 20/88, 20/89, and 20/90), 77 Congress Avenue (Photo #13; Map #20/95), 37 and 144-146 Shurtleff Street (Map #s 12/42 and 29/143). The porches of 65 Shurtleff Street (Map #20/166) and 6 Ellsworth Street (Map #20/45) have been removed entirely. Two incised square posts between a pair of Tuscan columns support the formerly open second story of the porch at 75 Shurtleff. Three buildings which are currently triple-deckers were reconfigured from their original mid-to-late-19th-century design: 35 Hawthorn Street (Map #20/14) and 15 Shurtleff Street (originally two stories; Map #12/12) and 73 Pearl Street (originally two stories with a mansard roof; Map #19/125)),

Institutional Buildings

Residential redevelopment of the area was spurred by the completion of the new Shurtleff School (Map #20/98). The school occupies an entire block bound by Congress Avenue, Hawthorn Street, Central Avenue, and Shurtleff Street. One of the first architect-designed buildings completed in the city's post-fire years, the school was designed by the Boston architectural firm of Kilham & Hopkins. The massive three-story brick building consists of two buildings (completed 1909 and 1912 respectively) connected by an enclosed arcade along Hawthorn Street (Photo #15). The stone entry surrounds, dentillated projecting cornice, stepped parapet, and various decorative embellishments crisply contrast with the school's red brick walls.

One other institutional building in the historic district is the former Chelsea Veteran Firemen's Association building at 88 Hawthorn Street (ca. 1980-1914; Map #20/80). The 2-story brick building has a low-pitch roof, brick corbel cornice, and segmental-arch window and door openings. The building design is unlike any other in the historic district, yet is compatible in scale and materials with surrounding residential apartment blocks.

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Commercial Buildings

No commercial buildings in the historic district predate 1908 since the two developing commercial centers in the late 19th century were engulfed by the fire. Perhaps the best commercial building design in the district is also the earliest, the "Park Halls" at 108-110 Park Street (1908, Photo #16; Map #20/53) at Dempsey Square, where Park Street crosses Pearl Street. This Classical Revival brick building is three stories high and four bays wide, with a projecting cornice with modillions and storefront at the first floor level. Classical Revival-style ornament includes keystones and lintels over the windows, and contrasting quoins of a diminutive scale on the window surrounds.

A three-story brick block, with a projecting wood bay and modillioned cornice similar to those on the corner bays of brick residential blocks, is intact but in poor condition at 22-24 Congress Avenue (ca. 1908-1914; Map #20/60-61). The building's counterpart at 26 Congress Avenue (Map #20/62) has been refurbished, but the original wooden bay has been stuccoed over. Across the street at 15 Congress Avenue is the Hotel Stanley (ca. 1908-1913; Map #20/58), a plain three-story brick with a re-sided end bay and an altered entrance door.

The district's most hybrid Classical Revival commercial block is The Hawthorn Building at 113-117 Hawthorn Street (ca. 1914-1933, Photo #17; Map #29/153), a two-story brick block with a concrete storefront and stepped brick parapet. The storefront at the ground floor has an entablature with a dentillated cornice and fluted pilasters between the bays. At the parapet level, ornament is confined to three panels, each filled with a brick cross-hatched pattern.

A few brick commercial blocks were constructed in or near the district's two commercial centers between ca. 1915 and ca. 1930. These blocks give a Tudor Revival quality to the two commercial centers. Generally, each block is one story high with a stepped or pitched parapet of stone or brick, similar in design to the parapet of the Shurtleff School. The stepped-parapet blocks have inset rectangular panels [14 and 18-20 Congress Avenue (Map #s 29/16 and 20/59), 124-126 Pearl Street (Photo #16; Map #20/55)]. Rows of brick blocks with pitched parapets have cross-hatched decorative panels of brick [2-10 Central Avenue (Photo #17; Map #29/156-157), 102-108 Hawthorn Street (Map #29/1), 128-130 Pearl Street (Map #20/55)]. A number of brick garages

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constructed from the late 1910s through the 1920s are similar in design to these Tudor Revival commercial blocks (see below).

Other Buildings

The only industrial building in the historic district is a Classical Revival-style former shoe factory at 92-96 Pearl Street (ca. 1915, Photo #18; Map #19/139). The facade of the three-story brick building has a parapet with a projecting modillioned cornice, the only such roofline treatment in the district. Windows have been infilled with glass block at the first floor level and boarded over on upper levels, but original keystone and lintel treatments over the windows are intact.

One final development in the architectural and functional character of the historic district is the construction between ca. 1915 and the early 1930s of fireproof buildings related to automobile transportation. These buildings, generally the last to be constructed during the post-fire redevelopment of the district, are located primarily in the westernmost portion of the district in the vicinity of the Park/Pearl/Congress Streets intersection. There is a Tudor Revival auto repair shop at 169-171 Pearl Street (Map #29/1) and three smaller shops constructed for auto repair and washing at 51-55, 153-155, and 157 Division Street (Map #s 19/147, 29/12, and 29/11).

Thirteen more fireproof garages, all one-story high and two bays wide, were constructed throughout the district between 1914 and ca. 1935. All of these garages were intended to accompany residential dwellings. Generally, the garages are of an undistinguished utilitarian design, but two examples, one located behind 152 Park Street (fronting Pearl Street; Map #20/68) and the other behind 113-117 Hawthorne Street (Map #29/153), are strikingly similar to the one-story, Tudor Revival commercial blocks constructed in the district during the same period. Another garage, behind 127 Shurtleff Street (Map #29/136), has wood siding and dentillated cornice similar to that of the Colonial Revival triple-decker house it complements. The garage adjacent to the Greek Revival house at 88 Marginal Street is non-contributing due to its more recent construction.

Two major auto-related buildings on Pearl Street are the former Chelsea Square Garage at 104-116 Pearl Street (1917, Photo #18; Map #19/141) and the former Pearl Street Garage, now the Greenhouse Apartments at 154 Pearl Street (1920; Map #29/4). Both buildings have brick curtain walls and reinforced concrete

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piers, floors, and roofs. The Chelsea Square and Pearl Street Garages had the capacity for 90 cars and 175 cars, respectively. The Chelsea Square Garage occupies a five-sided lot and has two principal facades, along Park and Pearl Streets, with the main entrance and a former storefront along Park Street. Multi-paned casement sash survive in many of the second-floor windows, and some first-floor windows have been infilled with glass block. Over each window is a decorative brick panel. Capping the Park Street facade is a stepped parapet with a segmental arch at the center; beneath the arch is the date of the building and a winged wheel, signifying travel by automobile. The Pearl Street Garage occupies a more residential site and consequently is more domestic in character. Two stories at the southern end, the building gives way to three stories at the northern end, one of which is the former storefront. Two projecting cornices run along the yellow brick facade, above the first and second story unornamented "punched-in" windows. A stepped parapet crowns the facade.

Intrusions

Only fifteen buildings in the district are noncontributing, seven due to recent (post-1950s) construction. Eight buildings were constructed during the district's period of significance but have been extensively altered: 23 Division Street (ca. 1850-1875; Map #B-11/56), where the top two stories of the rowhouses have been removed; 84 Pearl Street (ca. 1850-1875, Photo #10; Map #C-19/137), where the two-story bow has been removed from the facade; 111 Hawthorn Street (1914-1933, Photo #17; Map #I-29/154), 6 Ellsworth Street (1908-1913; Map #F-20/45), 35 Hawthorne Street (ca. 1880; Map #H-20/14), and 47 Congress Avenue (1908-1914; Map #M-20/44), all of which have completely reconfigured facades and resided exteriors; and a small storehouse at 66 Hawthorne Street (1914-1933; Map #G-20/39), which appears to have a new brick facade.

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Archaeological Description

No prehistoric sites are known to exist in the Downtown Chelsea Residential District or in close proximity (within one mile). The location of the district at the confluence of the Mystic and Chelsea Rivers in Boston Harbor indicates that prehistoric sites may be present. In general, however, the potential for prehistoric remains seems low as a result of extensive development of the locale during the historic period.

There is significant historical archaeological potential within the district. The location of the district relative to early settlements in the area plus the preservation of the western half and southernmost boundary of the district from the 1908 fire indicates that significant sites (e.g. agricultural/residential) dating to the 17th and early 18th centuries may be present. The effects of the 1908 fire and subsequent extensive repair of roads and reconstruction of buildings in the northeastern half of the district diminishes the likelihood for discovering significant archaeological remains there.

Archaeological testing and selective excavation may help in documenting buildings no longer extant in the district. Investigations in the Quigley Park area, the site of the burned Marine Hospital (early/mid-19th century) and one of the oldest continuously used sites in the district, may produce structural remains of the hospital, outbuildings, and occupation-related features (trash areas, privies, wells). Archaeological testing around the Marine Hospital barn extant on lower Hawthorn Street can help to precisely define the barn's date and method of construction, and whether or not features exist related to the use of the barn. Archaeological testing in vacant lots in the Pearl Street and Hawthorn Street areas may produce remains related to mid-to-late-19th-century rowhouses once located in those areas. Structural remains of the houses as well as occupation-related features may exist.

8. Statement of Significance Downtown Chelsea Residential Historic District, Chelsea, MA

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Architecture

Community Planning and Development

Period of Significance

ca. 1830 - ca. 1930

Significant Dates

1908

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

N/A

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Downtown Chelsea Residential Historic District is a visually cohesive group of buildings located in a primarily residential section of the city's downtown area. As an entity, the residential district historically complemented commercial development in Chelsea Square to the west, industrial activity along the riverfront to the south, and the city's institutional focus at Bellingham Square to the northeast. Many of the residential district's buildings were built on speculation, initially to meet the needs of a rapidly expanding population, and later on to meet the housing needs of a city devastated by the great fire of 1908. Bisected by a segment of the 1908 fire line, the district documents the range of architectural styles and residential building types that appeared in downtown Chelsea from ca. 1830 to ca. 1930, a period in the city's history marked by a rapid rise in population coupled with greater socio-economic diversity. Retaining integrity of location, design, setting, materials, and workmanship, the Downtown Chelsea Residential Historic District meets Criteria A and C of the National Register of Historic Places and is important at the local level.

Historical Background

The earliest development related to the significance of the historic district is the 1826 purchase of property by the federal government for the creation of the United States Marine Hospital. Consisting of ten acres carved out of the large Williams and Shurtleff farms fronting the Chelsea River, the hospital property was roughly bounded by what are today Pearl, Shurtleff, and Marginal Streets and Central Avenue (Map #1). Designed in 1827 by noted Boston architect Alexander Parris, the hospital was a 3 1/2-story granite building with a hipped roof, central entrance, and end pavilions (fig. 1). Prompted by reports of overcrowding,¹ the federal government vacated the building and sold the entire property to the city in 1857 (see below).² The old hospital between Hawthorn and Shurtleff Streets then housed the first Shurtleff School from 1857 until the building burned in Chelsea's Great Fire of 1908. The only

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9. Major Bibliographical References Downtown Chelsea Residential Historic District, Chelsea, MA

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested HPCA #11031MA
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # Captain's Row (1934)
- recorded by Historic American Engineering Record # _____

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

Massachusetts State Library, Boston, MA

10. Geographical Data

Acreage of property 20 acres

UTM References

A

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Zone Easting Northing

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Zone Easting Northing

C

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D

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See continuation sheet

Verbal Boundary Description

see assessors map

See continuation sheet

Boundary Justification

See continuation sheet

11. Form Prepared By

name/title Betsy Friedberg, National Register Director/MHC with Kathleen Kelly, Preservation Consultant
organization Massachusetts Historical Commission date November 1987
street & number 80 Boylston Street telephone (617) 727-8470
city or town Boston state Massachusetts zip code 02116

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original building remaining from the hospital complex is a large barn on Hawthorn Street. The city-owned site of the hospital remained vacant from 1908 until the 1920s, at which time it was landscaped and renamed Quigley Park.

Transportation between Chelsea and Boston was improved during the early decades of the 19th century. The Chelsea Bridge and Salem Turnpike Company opened a toll bridge over the Mystic River to Charlestown (1802-1803); the Winnisimmet Land Company operated a steam ferry to East Boston (1831-1832); and a roadway to East Boston from Marginal Street and Eastern Avenue in Chelsea was constructed across the Chelsea River (1834). All three transportation routes over the water helped spur development of the historic district and the surrounding area. The Chelsea waterfront became known as a summer resort that attracted wealthy Boston residents and sea captains, who perhaps were drawn to the town partly because the Marine Hospital was there. In the early 1840s, the sea captains built high-style Greek Revival temple-front homes along Marginal Street overlooking the Chelsea River.³ "Sea Captain's Row" was a focal point of the early-19th-century Chelsea resort community before the waterfront became clogged by mid-century with manufacturing and industrial activities. Four of what is believed to have once been ten to twelve temple-front houses are extant (88, 92, and 96 Marginal Street); one of these has been substantially altered (68 Marginal Street).

The orientation of buildings toward the waterfront is characteristic of early residential development in the district. In addition to Captain's Row, three vernacular Federal-period homes face the waterfront. Nothing is known about the builders and early inhabitants of these three houses (40 Division Street, 69 Pearl Street, and 80 Pearl Street), but the long-time owner of one house, Gustavus A. Godbold, was a shipsmith listed in the 1858 directory as one of the six wealthiest residents of Chelsea at that time.⁴

The construction of single-family homes continued through mid-century, with Greek Revival dwellings concentrated primarily on Division Street (34, 36, and 50 Division), and in the Suffolk Street/lower Shurtleff Street area (1-3, 5, 13, 15, and 17 Suffolk; 9, 15, and 27 Shurtleff). The latter area developed east of the ten-acre Marine Hospital property, and consequently was more removed from the commercial nature of Chelsea Square than Division and Pearl Streets. Historically, the Division Street/Pearl Street neighborhood immediately adjacent to Chelsea Square was a focal point for multiple-unit

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"tenement" dwellings and was more susceptible to mixed residential/light industrial usage as the 19th century progressed. By comparison, the Shurtleff neighborhood was less densely settled and managed to maintain its primarily residential character, although, here too, the neighborhood evolved into one of mainly multi-family rather than single-family dwellings by the end of the century. The Shurtleff neighborhood did, however, include some of the growing town's municipal and institutional buildings: the Town (later City) Hall (1835) and Hose House #3 (1835) on Shurtleff Street between Central and Congress Avenues. These buildings and others burned in the 1908 fire (see below).

Reduction of the Winnisimmet Ferry fare in 1846 and a rapid expansion in population contributed to a boom in land sales in downtown Chelsea by the late 1840s. (In a related development, Chelsea formed as an independent town in 1847.) An 1846 plan of the lands of the Winnisimmet Company shows virtually all lots in the historic district (surrounding the Marine Hospital property) plotted and sold.⁵ With the development of Chelsea Square as the town's commercial core, and the budding development of industries (India rubber, paints and varnishes, wallpaper, among others) along the waterfront, came the concomitant growth of the residential area, which gradually shed its early wealthy, single-family image and began to acquire greater associations with the working class.

Due in part to the subdivision of Williams and Shurtleff farms and an increased need for worker housing in the vicinity of Chelsea Square and the waterfront, the historic district was the target of an onslaught of speculative building by private individuals in the third quarter of the 19th century. Speculative building accelerated in 1857, when the federal government sold the Marine Hospital property to the newly incorporated City of Chelsea.⁶ Ten acres of undeveloped land in the new area, with Hawthorn Street as its spine, served for the first time as a physical and visual link between contemporaneous developments to the east and west (Map #1).

The bulk of housing constructed in the historic district during this period was intended for the working class, and rowhouses, both brick and wood-frame, were the predominant dwellings by 1875. Brick rowhouses were constructed along Division Street (23-31), Pearl Street (77-101; only 77-89 are extant), Hawthorn Street (12-16, 28-46, 56-60, 64-74, 55-71, 113-117; only 12-16 and 28-46 are extant), and Congress Avenue (70-78). Wood-frame rowhouses were

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constructed on Miller Street (1-4), Hawthorn Court (1-6), and Ellsworth Street (1-17, 2-16, and 33-45); none are extant. These long blocks of rowhouses west of Hawthorn Street gave way to primarily mansard cottages and two-family dwellings in the Shurtleff Street area. The mansard cottages especially (26, 28, and 30 Shurtleff Street) offered the working-class resident a modest, single-family alternative to the tenement-type living of the rowhouses.

The western half of the historic district, given its proximity to the commercial and industrial areas, was the focus for multi-family housing in the late 19th century. Fewer than 20% of the homes in this area appear to have been owner-occupied during the 1870s and 1880s. Several property owners could be considered among the wealthiest and most established businessmen in Chelsea in the mid-19th century according to the 1858 Chelsea Directory which listed men who paid \$100 or more in taxes to the city that year.⁷ Among them were John H. Wilkinson, a builder and later a dealer in real estate; Gustavus A. Godbold, a shipsmith from a family of Chelsea-based shipsmiths; William E. Donnell, a house- and ship-joiner; George W. Gerrish, a builder, and later a real estate and insurance agent with the highest tax obligation in the city (\$5500+ in 1858); William Pratt, a carpenter; and George N. Black, a non-resident who later owned a planing mill and lumber wharf near the Chelsea bridge to Charlestown. In addition to these individuals, members of three Chelsea families were multiple property owners in the historic district: the Bennets, the Chesleys, and the Slades, who eventually operated one of their family businesses from a building on Division Street (see below).

Of these families and individuals, Godbold was the only one to ever occupy his property, according to listings in city directories from 1858 to 1886. Most of the above-named owners conducted their business from offices in Chelsea Square, mainly along Broadway and Winnisimmet Street. Gerrish was probably the most widely known in the immediate area, having developed a number of properties in and around Chelsea Square, including the Gerrish Block on Winnisimmet Street and a number of rowhouses in the historic district.

The historic district was essentially built up by the end of the 1880s, and at that time the socio-economic nature of the area began to undergo significant changes. Since the early 1880s, Chelsea was connected to greater Boston by trolley, the tracks of which ran from Meridian Street in East Boston, over a bridge over the Chelsea River, continuing up Pearl Street through the historic

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district. Better accessibility to Boston is reflected in a noticeable increase in the number of district residents working in Boston beginning in the 1880s, according to city directories of that decade. However, the improvements in transportation to Boston contributed to the decline of Chelsea Square as an important commercial center and the attendant decline of the surrounding residential area. Affluent residents abandoned downtown Chelsea for more attractive quarters in the outlying suburban areas. Consequently, by the 1890s many of the long-established property owners had sold their holdings, opening the way for an influx of the lower classes during the same period. No longer were real estate agents, investors, and company owners the typical owners of properties in the historic district. Instead, the area was home to, and the houses apparently owned by, grocers, peddlers, and other tradesmen whose places of business were located in the vicinity of the commercial strip between Chelsea and Bellingham Squares. The 1890s also marked the introduction of immigrants into the area. A substantial number of these new residents were Eastern European Jews and later, in the early 20th century, Italian Catholics. A common socio-economic status, in addition to strong ethnic and religious presences, remained constant in the historic district through the latter part of the 19th century. Whereas, in the 1870s, many buildings in the western half of the district served residential uses, by the late 1880s, the character of that area had changed somewhat. A limited number of commercial and small-scale industrial ventures, the kinds of activities previously confined to Chelsea Square proper, operated from the block bound by Division, Park, and Pearl Streets: the carriage factory of John Uart (the site of 92-96 Pearl Street), the paper box factory of the Cardy family (the site of a garage at 51-55 Division Street), and the cigar factory of the Slade family (now the site of 47-49 Division Street).⁸ Little is known about the history of these business concerns. Members of all three families resided in the immediate area, some owning into the early decades of the 20th century the property from which their respective businesses operated. While none of the factories mentioned above are extant, the construction of a new shoe factory at 92-96 Pearl Street as late as 1915 reinforced the shift in land use that had evolved in this portion of the historic district during the late 19th century.

Chelsea's Great Fire of April 1908 leveled nearly 500 acres at the center of the city, covering an area 1 1/2-miles long and 3/4-mile wide (Map #2). The taxable value of destroyed property was placed at \$12.4 million and other

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personal property increased the total loss to \$20 million.⁹ Most of the city's municipal and institutional buildings were destroyed. Those within the boundaries of the historic district included City Hall (ca. 1835) at the southwest corner of Shurtleff Street and Central Avenue, Hose House No. 3 (ca. 1835) directly south of City Hall, First Baptist Church at the northwest corner of Shurtleff Street and Central Avenue, Chelsea Water Works Pumping Station at the southwest corner of Park and Hawthorn Streets, St. Luke's Episcopal Church on Hawthorn Street across from the pumping station, and Shurtleff School (former Marine Hospital, ca. 1826) on Essex Street between Hawthorn and Shurtleff Streets. The fire also burned a substantial portion of the commercial district along Broadway northeast of Chelsea Square, but the industrial area along the waterfront and portions of Marginal Street survived intact.

The most serious loss, however, was housing; an estimated 17,452 people were left homeless by the fire.¹⁰ Residential neighborhoods were leveled, including virtually the entire development on the south slope of Mt. Bellingham. The Boston & Maine Railroad tracks at the northern boundary of the burned area appeared to have acted as a fire break, preventing the destruction of even more residences further north in the vicinity of Powder Horn Hill.¹¹ The fire line can be traced through the historic district, up Suffolk Street to Shurtleff Street, northeast on Shurtleff to Quigley Park, where it proceeded westward through the intersection of Pearl and Park Streets with Congress Avenue. Buildings flanking the fire line, as well as all buildings north of the line, were destroyed (Map #22). Some of the lots adjacent to the fire line remained vacant as late as the early 1930s (see below).

In the historic district, the predominant house type destroyed was the brick or wood-frame mansard rowhouse. Blocks of these rowhouses stood on the portions of Shurtleff, Hawthorn, and Ellsworth Streets north of the fire line, in addition to Congress and Central Avenues. Two-family houses scattered throughout the district, particularly on Shurtleff Street north of Congress, were destroyed, as was a block of single-family homes on Pearl Street between Congress Avenue and Fourth Street.¹² Several factors determined that the half of the historic district destroyed by fire would be rebuilt for residential use: 1) the primarily residential character of neighboring buildings in the half of the historic district which escaped destruction;

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2) the post-fire relocation to Bellingham Square of the city's insitutional core; 3) the construction of the new Shurtleff elementary school; and, most importantly, 4) the city's desperate need for housing in the wake of the fire.

Construction of the Shurtleff School in 1909 spurred redevelopment in the burned half of the historic district. The first building to be constructed in the Bellingham Square vicinity after the fire, this new building replaced the first Shurtleff School building located two blocks south on Essex Street. Organized as the Park Street grammar school for girls in 1844, the school changed locations and eventually its name by 1866, when boys were first admitted. Between 1888 and 1890, the student body, previously divided between the old hospital building and the second floor of City Hall, was combined in the Essex Street building, and the school continued there until the building was destroyed in 1908.¹³ At the new building's dedication on December 18, 1909, Alton E. Briggs, principal of Chelsea High School observed: the Shurtleff district was surely to be largely populated, as there was every inducement there for the people to build, so the board wisely laid out plans for a large and substantial building.¹⁴

The school, which cost the city \$177,000,¹⁵ occupies the entire block bound by Congress and Central Avenues, and Hawthorn and Shurtleff Streets. In 1912, a new wing was added to house the primary grades.¹⁶

In order to help Chelsea manage its post-fire redevelopment, Acting Massachusetts Governor Eben Draper created in June 1908 a city commission which replaced the mayor-aldermen system of government and centralized virtually all political authority in the city. Known as the Board of Control, the commission was chaired by civil engineer and Chelsea resident William McClintock, and included four other present or former residents: another civil engineer, a Boston Banker, a manufacturing executive, and Alton Briggs.¹⁷ The Board of Control adopted a major city ordinance which attempted to organize reconstruction by creating zoning, building, and fire codes. The Board was also responsible for the location of the public buildings. In spite of the Board of Control's mission of monitoring growth, real estate speculation and the interest of individual developers rather than a citywide plan steered the rapid residential development of the city and especially the downtown area in the two decades following the fire.

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One real estate agent, Charles J. Donahoe, purchased and subsequently resold more than forty properties in the Shurtleff School neighborhood between 1908 and ca. 1920.¹⁸ Donahoe was a former trustee of the Metropolitan Real Estate Association, established in 1899 for the purpose of accumulating and conserving Chelsea properties for the use and benefit of the association's members. Most of the trustees were businessmen who worked and lived in the vicinity of Bellingham Square during their tenure with the association, which is known to have continued at least until 1910.¹⁹ Donahoe is known to have been involved with the post-fire development of at least two post-fire properties in the historic district, 101-109 Shurtleff Street and 37 Central Avenue.

Walter Merriam Pratt, a historian and Chelsea resident, observed that as a result of the fire Chelsea would "never again . . . be the residential city that it was fifty years ago."²⁰ He also predicted: "the city has a glorious future before it . . . It will be rebuilt, bigger and better in every way. It will be a different kind of city, however. The conservative people, who have lived in their old houses year after year, although the environment about them had changed, will in many cases rebuild in different sections of the town."²¹

That the environment of the historic district changed in the decades preceding the fire has already been discussed. A comparison of the 1896 (pre-fire) and 1914 (post-fire) atlases for Chelsea reveals that few families rebuilt their homes or even retained their ownership of property in the historic district. From 1908 into the 1910s, families with names such as Petrocelli, Cosco, Randazzo, Goren, Bennett, Holmes, Cohen, Levine, Ellis, and Butler resided in the older, western half of the historic district, which appears to have maintained an ethnic mix of residents following the fire. In the eastern half of the district, however, the exodus of many of the city's natives and long-time residents opened the way for the formation of a more cohesive ethnic community in conjunction with new residential construction there. The post-fire section of the historic district became associated with middle- and working-class Jews, who were either recent immigrants or the offspring of the immigrants who had started to arrive in Chelsea in the third quarter of the 19th century. Chelsea's Jewish residents comprised nearly one-third of the total population in the years immediately following the fire, and as a group they played a significant role in the revitalization of the city. Their

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presence was felt throughout the historic district, which had a higher percentage of Jewish residents in the decades following the fire than ever before. Jewish residents owned most of the earliest post-fire residential and mixed residential/commercial buildings in the historic district: A. Weinstein et al. (51-59 Essex Street), R. Kaufman (60-62 Hawthorn Street), M. Rosenthal (64 Hawthorn Street), Sarah Rosen (112-114, 116-118, and 120-122 Shurtleff Street), Israel Marnoy (101-109 Shurtleff Street), Moses Richmond (100 Hawthorn Street, 50 and 52 Essex Street), S. Goldman (6 Ellsworth Street), H. Levine (37-39 Congress Avenue), and Hyman Feldman et al. (156-160 Park Street and 161-165 Pearl Street).²²

While architect-designed houses generally are not known to have existed in the historic district before the fire, the use of architects in the post-fire redevelopment is commensurate with the large-scale rebuilding at that time, primarily in the form of the apartment building or combination housing/commercial blocks. Chelsea resident/architect Samuel S. Eisenberg designed Classical Revival-style buildings for construction throughout the Bellingham Square vicinity in the 1910s and early 1920s; most notable of these are the Chelsea Free Hebrew School (1923) at the corner of Washington Avenue and Chestnut Street, and the Executive Building (1916) at the corner of Broadway and Fourth Street.²³ Eisenberg, who designed an eleven-unit apartment building with corner store at 101-109 Shurtleff Street, likely designed several buildings in the rebuilt section of the historic district.

In addition to the new Shurtleff School property, the Park/Pearl/Congress intersection and the Hawthorn/Park/Central intersection were the only other burned areas of the historic district in which housing was not the primary emphasis of reconstruction. These two major intersections in the district, in close proximity to the commercial activity of Chelsea Square and the reconstruction of the city's municipal buildings then underway in Bellingham Square, were redeveloped primarily as neighborhood commercial space. The Hawthorn/Park/Central intersection was largely developed between ca. 1914 and ca. 1930 with one-story commercial blocks in the Tudor Revival style (102-108 Hawthorn Street, 2-10 Central Avenue); two notable exceptions are Classical Revival commercial/residential blocks at 100 Hawthorn Street, developed immediately after the fire by multiple property owner Moses Richmond, and the Hawthorn Building at 113-117 Hawthorn Street. With the exception of a single variety store on Park Street, this intersection does not appear to have been a neighborhood commercial center in the historic district's pre-fire days.

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The Park/Pearl/Congress intersection, on the other hand, was historically an area of mixed commercial and residential use, with houses interspersed among commercial buildings. In the late 1880s, this intersection contained a bakery, Chinese laundry, drugstore, grocer, barber, candy store, and printing and sewing machine shop.²⁴ The 1908 fire line bisected the intersection; a ca. 1871 Engine House at the corner of Park and Cross Street (now in the Chelsea Square Historic District) survived intact, but virtually all of the remaining buildings were destroyed. By 1914, some lots have been redeveloped as three-story buildings with commercial ground floors and residential space above (132 Pearl Street; 37 Congress Avenue; 108-110 Park Street). Infill construction between ca. 1915 and ca. 1930 consisted primarily of one-story Tudor Revival commercial blocks (124-126 and 128-130 Pearl Street; 14 and 18-20 Congress Avenue) and apartment buildings with corner stores (22-24 and 42-50 Congress Avenue).

An additional development of historical significance in the later phase (ca. 1915 - ca. 1930) of the district's post-fire reconstruction is related to the increased popularity and availability of automobile transportation during that period. The historic district was readily accessible by automobile due to its proximity to the bridges to Charlestown and East Boston, and to a lesser extent, to the Revere Beach Parkway constructed in the north end of the city in the 1930s. Two large fireproof garages, the Chelsea Square Garage (104-116 Pearl Street) and the Pearl Street Garage (154 Pearl Street), were constructed within four years near the Park/Pearl/Congress intersection, on lots which appear to have remained vacant since the 1908 fire. In fact, the entire block bound by Pearl, Park, Congress, Ellsworth, and Essex Streets (with the exception of the aforementioned 37 Congress Avenue) was given over to the business of automobile transportation in the early 1930s.²⁶ The sales, service painting, and repair of automobiles were undertaken in at least five different establishments in this block of the district. Of approximately five buildings, only a repair garage at 12 Essex Street is extant. An automobile showroom (140 Pearl Street) and several one-story, fireproof garages were also constructed in the district in the 1920s. The largest of the garages, 169-171 Pearl Street, 153-155 Division Street, and 157 Division Street, were commercial garages and repair shops, while an additional thirteen fireproof garages were built to accompany certain residential buildings located throughout the district.

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After peaking in the 1920s, Chelsea's population began a steady decline which continued through the 1970s. Concurrently, post-fire reconstruction of the downtown residential area east of Chelsea Square was virtually complete by the early 1930s, with no new construction in the historic district in the two decades that followed. A downward trend in local economic conditions in the 1950s and 1960s led to a drop in real estate prices, which precipitated a new immigrant influx in the residential area and contributed to deterioration of residential neighborhoods. This decline has been reversed in the historic district in recent years, due in large part to private investment in the rehabilitation of several buildings, among them 77 Pearl Street, 79 Pearl Street, 87 Pearl Street, 89 Pearl Street, 154 Pearl Street, 100 Hawthorn Street, 108-110 Park Street, 101-109 Shurtleff Street, 88 Marginal Street, and select rowhouses on lower Hawthorn Street.

The majority of the district's vacant lots appear on secondary roads or alleys such as Ellsworth Street, Miller Street, and Hawthorn Court, in addition to lower Hawthorn Street and Pearl Street near the Essex Street intersection. Without exception, these multiple adjacent vacant lots were the locations of brick or wood-frame rowhouses constructed in the second half of the 19th century and demolished at unknown dates. The architectural styles of the demolished Hawthorn and Pearl Street Buildings are still amply represented, however, along those same streets. It is little wonder that most of the vacant lots can be found in the oldest section of the district, that which was not rebuilt in the early decades of the 20th century.

While empty lots are evidence of a decline in recent decades, the historic district has not been infilled with a great deal of new construction; of only fifteen buildings in the district deemed noncontributing, seven are so designated due to their 1950s through 1986 vintage. Generally, the district's extant wood-frame buildings have sustained greater alteration than the brick buildings, but these alterations have been largely cosmetic and have not obscured the original massing or architectural style of the buildings. Alterations consist primarily of new siding or shingle cladding, evident on the Suffolk Street and Division Street Greek Revival houses and the lower Shurtleff Street mansard cottages, and infill or reconstruction of front porches, evident on Marginal Street, Suffolk Street, and some triple-deckers on Essex Street. Only eight buildings in the district are considered noncontributing as a result of extensive alterations: 23 Division Street; 84 Pearl Street; 6 Ellsworth Street, 35, 66, and 111 Hawthorn Street, and 47

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Congress Avenue. The architectural and historical integrity of the district as a whole remains strong, in light of the number and condition of extant buildings, the architectural styles and development patterns represented, and the district's continued use as a residential area.

Archaeological Significance

Historic archaeological resources in the Downtown Chelsea Residential District have a high potential for documenting the changing social, cultural, and economic patterns that characterized Chelsea's evolution from an early rural settlement to a concentrated residential/urban area.

Archaeological survivals from the 17th and 18th centuries would help document a period of Chelsea's settlement from which little survives. Analyses of structural and feature remains from the Marine Hospital offer potential sources of information pertaining to 19th-century government health care and the general practice of medicine during this period. Similar features and remains around the Marine Hospital barn may provide insights into medical-related transportation methods and the evolution of emergency medical transportation services. Features and remains of mid- to late-19th-century rowhouses are likely to yield information related to the district's concentrated residential development, particularly the social, cultural, and economic lives of its inhabitants and their relationships to landlords, developers and the town.

Archaeological survivals may also help document social responses to the 1908 catastrophic fire which destroyed much of the district and left many residents homeless.

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Downtown Chelsea Residential Historic
District, Chelsea, Massachusetts

- 1 Lois Craig, et.al., The Federal Presence (Cambridge, MA: The MIT Press, 1984), p.79.
- 2 Municipal Register of the City of Chelsea (Boston: Wright & Potter Printing Co., 1883), pp. 142-143.
- 3 Historic American Building Survey (1934).
- 4 Chelsea City Directory (1858), p. 120.
- 5 J. H. Shearer, Eng., Plans for the Lands of the Winnisimmet Co. and Others in Chelsea and Malden (1846).
- 6 Municipal Register of the City of Chelsea, pp. 142-143.
- 7 Chelsea City Directory (1858), p. 120.
- 8 Sanborn Map of the City of Chelsea (1889).
- 9 Walter Merriam Pratt, The Burning of Chelsea (Boston: Sampson Publishing Co., 1908), p. 33.
- 10 Pratt, p. 32.
- 11 Pratt, p. 135.
- 12 Comparison of 1889 Sanborn Map with Atlas of the City of Chelsea (1914).
- 13 Shurtleff Shavings, Vol. 9, No. 3 (Chelsea, MA, April 1929).
- 14 Chelsea Gazette (December 18, 1909), p. 1.
- 15 The Chelsea Evening Record (December 17, 1909), p. 2.
- 16 Shurtleff Shavings.
- 17 Edward Kopf, The Intimate City: A Study of Urban Social Order in Chelsea, MA 1906-1915 (Ann Arbor: University Microfilms International, 1974), p. 60.
- 18 Suffolk County (MA) Registry of Deeds. Grantee and Grantor Indices for 1900-1920; various deeds listed under Donohoe.

continued

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Downtown Chelsea Residential Historic
District, Chelsea, Massachusetts

- 19 Suffolk County (MA) Registry of Deeds. Declaration of Trust for Metropolitan Real Estate Association (Book 3420/Page 572).
- 20 Pratt, p. 145.
- 21 Pratt, p. 134.
- 22 Atlas of the City of Chelsea (1914).
- 23 Massachusetts Historical Commission. Bellingham Square (Chelsea, MA) NRHP district nomination, September 1984.
- 24 Sanborn Map, Chelsea, MA (1889).
- 25 Comparison of Atlas of the City of Chelsea (1914) and Sanborn Map of Chelsea, MA (1933).
- 26 Sanborn Map of Chelsea, MA (1933).

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Downtown Chelsea Residential Historic
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Suffolk County (MA) Registry of Deeds. Grantee and Grantor indices for
1900-1920; various relevant deeds, including Declaration of Trust for
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Continuation Sheet**

Downtown Chelsea Residential Historic
District, Chelsea, Massachusetts

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Boundary Justification

The Downtown Chelsea Residential District contains an historically, visually, and functionally cohesive group of the best-preserved residential buildings in downtown Chelsea. The district boundary excludes residential buildings to the east, which have sustained a greater degree of alteration resulting in a loss of architectural and historical integrity. By virtue of its residential emphasis, the district is distinguished from the primarily commercial nature of the Chelsea Square Historic District to the immediate west, the institutional nature of the Bellingham Square Historic District immediately north and northwest, and the industrial zone along the waterfront to the south.

Geographic Data

Quad- Boston North
Scale- 1:25000

UTM References

Point	Zone	Easting	Northing
A	19	332070	4694960
B	19	332440	4694670
C	19	332420	4694520
D	19	332090	4694660
E	19	332130	4694820
F	19	332480	4695010
G	19	332510	4695020

Downtown Chelsea Residential District, Chelsea, MA
District Data Sheet

<u>MAP #</u>	<u>Historic Name</u>	<u>Street Address</u>	<u>Date of Construction</u>	<u>Status</u>	<u>Style</u>	<u>Resource</u>
19/153		34 Division St.	ca. 1840s	C	Greek Revival	B
19/154		36 Division St.	ca. 1840s	C	Greek Revival	B
19/164	Godbold House	40 Division St.	ca. 1825-1840	C	Federal/Greek Revival	B
19/164	garage		1914-1933	C	Early 20th c. Utilitarian	B
19/155		50 Division St.	ca. 1845	C	Greek Revival	B
A-19/155		52 Division St.	c.1960s	NC		B
B-11/56	Bennett Houses	23 Division St.	1850-1875	NC	altered rowhouse	B
11/55	"	23 Division St.	1850-1875	C	Greek Revival rowhouse	B
11/54	"	27 Division St.	1850-1875	C	Greek Revival rowhouse	B
11/53	"	29 Division St.	1850-1875	C	Greek Revival rowhouse	B
19/151	"	31 Division St.	1850-1875	C	Greek Revival rowhouse	B
19/150	Donnell House	33-35 Division St.	1885-1895	C	Colonial Revival	B
19/149		37 Division St.	1885-1895	C	Colonial Revival	B
19/148		47-49 Division St.	1895-1915	C	Colonial Revival	B
19/147	garage	51-55 Division St.	1915-1933	C	Early 20th c.	B
19/146	Cardy House	59-61 Division St.	ca. 1845	C	Greek Revival	B
rear of 20/64		127 Division St.	1908-1914	C	Class. Rev. rowhouse	B
rear of 20/64		129 Division St.	1908-1914	C	Class. Rev. rowhouse	B
29/13		151 Division St.	1908-1914	C	Georg. Rev. rowhouse	B
29/12	garage	153-155 Division St.	1914-1933	C	Early 20th c.	B
29/11	garage	157 Division St.	1914-1933	C	Early 20th c.	B
19/133	Ellis House	66 Pearl St.	ca. 1850-1860	C	Mansard cottage	B
19/133		68 Pearl St.	ca. 1845	C	Greek Revival	B
19/134	Oakes House	70-72 Pearl St.	ca. 1890-1914	C	Colonial Revival	B
19/134	garage		1914-1933	C	Early 20c.Utilitarian	B
19/135	Slade Family House	80 Pearl St.	ca. 1825-1840	C	Federal/Greek Revival	B
19/136	Slade Family House	82 Pearl St.	1850-1875	C	Italianate rowhouse	B
C-19/137		84 Pearl St.	1850-1875	NC	altered Italianate rowhouse	B
19/138	Pratt (later Uart) House	88-90 Pearl St.	ca. 1845	C	Greek Revival	B
19/139	Kashishian Shoe Factory	92-96 Pearl St.	ca. 1915	C	Classical Revival	B
19/141	Chelsea Square Garage	104-116 Pearl St.	1917	C	Classical Revival	B
20/55		124-126 Pearl St.	1914-1933	C	Tudor Revival	B
20/55		128-130 Pearl St.	1914-1933	C	Tudor Revival	B
20/57		132 Pearl St.	1908-1914	C	Medieval Revival	B
20/63		140 Pearl St.	1914-1933	C	Classical Revival	B

Downtown Chelsea Residential District, Chelsea, MA
District Data Sheet

<u>MAP#</u>	<u>Historic Name</u>	<u>Street Address</u>	<u>Date of Construction</u>	<u>Status</u>	<u>Style</u>	<u>Resource</u>
20/63		144 Pearl St.	1908-1914	C	Georgian Revival rowhouse	B
20/64		146 Pearl St.	1908-1914	C	Georgian Revival rowhouse	B
29/4	Pearl Street Garage	154 Pearl St.	1920	C	Classical Revival	B
29/6		168 Pearl St.	1908-1914	C	Georgian Revival rowhouse	B
29/7		170 Pearl St.	1908-1914	C	Georgian Revival rowhouse	B
29/8		172-174 Pearl St.	1908-1914	C	Classical Revival apt.	B
19/127		69 Pearl St.	ca. 1825-1840	C	Federal/Greek Revival	B
19/125	Nickerson House	73 Pearl St.	ca. 1890	C	Colonial Revival	B
19/126		73 1/2 Pearl St.	ca. 1875	C	Mansard Cottage	B
19/124		77 Pearl St.	1850-1875	C	Italianate rowhouse	B
19/123	P.S. Shaw Houses	79 Pearl St.	1850-1875	C	Italianate rowhouse	B
19/119	"	87 Pearl St.	1850-1875	C	Italianate rowhouse	B
19/118	Nickerson House	89 Pearl St.	1850-1875	C	Italianate rowhouse	B
20/66		153 Pearl St.	1914-1933	C	early 20th c. vernacular	B
20/67		155 Pearl St.	1914-1933	C	Georgian Revival apt.	B
29/3		161-165 Pearl St.	1908-1914	C	Classical Revival	B
29/1		169-171 Pearl St.	1914-1933	C	Tudor Revival garage	B
20/53	Park Halls	108-110 Park St.	1908-1914	C	Classical Revival	B
20/54		114 Park St.	1914-1933	C	Classical Revival	B
20/66		144 Park St.	1914-1933	C	20th c. vernacular	B
20/67		148 Park St.	1914-1933	C	Georgian Revival	B
20/68		152 Park St.	1914-1933	C	Georgian Revival rowhouse	B
20/68		garage	1914-1933	C	Tudor Revival garage	B
20/69		154 Park St	1914-1933	C	Georgian Revival rowhouse	B
20/70		156-160 Park St.	1908-1914	C	Georgian Revival rowhouse	B
D-19/157		65-71 Park St.	ca. 1970s	NC		B
E-20/50		115 Park St.	ca. 1965	NC		B
20/72		139 Park St.	1914-1933	C	Georgian Revival	B
20/71		141 Park St.	1914-1933	C	Classical Revival	B
F-20/45		6 Ellsworth St.	1908-1913	NC	Colonial Revival	B
20/27	Gerrish House	44 Ellsworth St.	1880-1890	C	Late 19th. c. vernacular	B
12/4	Cunningham Houses	12 Hawthorn St.	1857-1875	C	Italianate Mansard rowhouse	B
12/7	Cunningham Houses	14 Hawthorn St.	1857-1875	C	Italianate Mansard rowhouse	B

Downtown Chelsea Residential District, Chelsea, MA
District Data Sheet

<u>MAP #</u>	<u>Historic Name</u>	<u>Street Address</u>	<u>Date of Construction</u>	<u>Status</u>	<u>Style</u>	<u>Resource</u>
12/7	Cunningham House	16 Hawthorn St.	1857-1875	C	Italianate Mansard rowhouse	B
20/18	Gerrish Houses	28 Hawthorn St.	1857-1875	C	Italianate Mansard rowhouse	B
20/18		garage	1914-1933	C	Early 20th c. Utilitarian	B
20/19	Gerrish Houses	30 Hawthorn St.	1857-1875	C	Italianate Mansard rowhouse	B
20/20	"	32 Hawthorn St.	1857-1875	C	Italianate Mansard rowhouse	B
20/21		34 Hawthorn St.	1857-1875	C	Italianate Mansard rowhouse	B
20/22		36 Hawthorn St.	1857-1875	C	Italianate Mansard rowhouse	B
20/23		38 Hawthorn St.	1857-1875	C	Italianate Mansard rowhouse	B
20/23		garage	1914-1933	C	Early 20th c. Utilitarian	B
20/24		40 Hawthorn St.	1857-1875	C	Italianate Mansard rowhouse	B
20/25	Black House	42 Hawthorn St.	1857-1875	C	Italianate Mansard rowhouse	B
20/26		44 Hawthorn St.	1857-1875	C	Italianate Mansard rowhouse	B
20/26		46 Hawthorn St.	1857-1875	C	Italianate Mansard rowhouse	B
20/26		garage	1914-1933	C	Early 20th c. Utilitarian	B
20/28		52 Hawthorn St.	1914-1933	C	Early 20th c. Vernacular	B
20/37		56-60 Hawthorn St.	1908-1914	C	Classical Revival	B
20/38		64 Hawthorn St.	1908-1914	C	Georgian Revival	B
G-20/39		66 Hawthorn St.	1914-1933	NC		B
20/41		70-72 Hawthorn St.	1914-1933	C	Classical Revival	B
20/42		74 Hawthorn St.	1916	C	Classical Revival	B
20/76-77		78-80 Hawthorn St.	1914-1933	C	Classical Revival	B
20/78-79		84-86 Hawthorn St.	1914-1933	C	Classical Revival	B
20/80	Chelsea Veteran Firemen's Assoc.	88 Hawthorn St.	1908-1914	C		B
20/81	Richmond Building	100 Hawthorn St.	1908-1914	C	Neo-Classical Revival	B
29/1		102-108 Hawthorn St.	1914-1933	C	Tudor Revival	B
H-20/14		35 Hawthorn St.	ca. 1880	NC	altered Colonial Revival	B
20/13	Marine Hospital Barn	39-41 Hawthorn St.	ca. 1840s	C		B
20/86		51 Hawthorn St.	1914-1933	C	Colonial Rev. Triple-decker	B
20/85		53 Hawthorn St.	1914-1933	C	Colonial Rev. Triple-decker	B
20/83		59 Hawthorn St.	1914-1933	C	Classical Revival Rowhouse	B
20/82		61 Hawthorn St.	1908-1914	C	Georgian Revival Rowhouse	B
I-29/154		111 Hawthorn St.	1914-1933	NC		B
29/153	Hawthorne Building	113-117 Hawthorn St.	1914-1933	C	Classical Revival Commercial	B
29/153		garage	1914-1933	C	Tudor Revival	B
29/152		119 Hawthorn St.	1914-1933	C	Four-Square	B

Downtown Chelsea Residential District, Chelsea, MA
District Data Sheet

<u>MAP#</u>	<u>Historic Name</u>	<u>Street Address</u>	<u>Date of Construction</u>	<u>Status</u>	<u>Style</u>	<u>Resource</u>
12/11		26 Shurtleff St.	1857-1875	C	Mansard Cottage	B
12/11		garage	1914-1933	C	Early 20th c. Utilitarian	B
20/7		28 Shurtleff St.	1857-1875	C	Mansard Cottage	B
20/8		30 Shurtleff St.	1857-1875	C	Mansard Cottage	B
20/9		32 Shurtleff St.	1857-1875	C	Mansard Cottage	B
20/10		34 Shurtleff St.	1857-1875	C	Mansard Cottage	B
20/91		52-54 Shurtleff St.	1914-1933	C	Classical Revival apt.	B
20/99	Rosen Houses	112-114 Shurtleff St.	1908-1914	C	Georgian Revival apt.	B
20/137	"	116-118 Shurtleff St.	1908-1914	C	Georgian Revival apt.	B
29/138-139	"	120-122 Shurtleff St.	1908-1914	C	Georgian Revival apt.	B
29/140	Bean House	128-130 Shurtleff St.	1908-1914	C	Classical Revival	B
29/141	Jones House	136 Shurtleff St.	1908-1914	C	Classical Revival	B
J-29/142	Shurtleff St. Synagogue	140 Shurtleff St.	ca. 1960s	NC		B
29/143		144-146 Shurtleff St.	ca. 1915-1925	C	Classical Revival	B
12/14		9 Shurtleff St.	1840-1860	C	altered Greek Revival	B
12/12		15 Shurtleff St.	1840-1860	C	altered Greek Revival	B
12/44		27 Shurtleff St.	1840-1860	C	Greek Revival	B
12/43		33-35 Shurtleff St.	1908-1914	C	Classical Revival	B
12/42		37 Shurtleff St.	1908-1914	C	Col. Rev. Triple-decker	B
20/184		51 Shurtleff St.	1914-1933	C	Classical Revival	B
20/183	The Bartlett	57-61 Shurtleff St.	1908-1914	C	Classical Revival	B
20/166	Fitch House	65 Shurtleff St.	1908-1914	C	Col. Rev. Triple-decker	B
20/165	Harris House	69-71 Shurtleff St.	1908-1914	C	Col. Rev. Triple-decker	B
20/164	"	75 Shurtleff St.	1908-1914	C	Col. Rev. Triple-decker	B
20/163	Greer Houses	77-81 Shurtleff St.	1908-1914	C	Col. Rev. Triple-decker	B
20/163		garage	ca. 1935	C	early 20th c. Utilitarian	B
20/116	Matz Houses	95-97 Shurtleff St.	1908-1914	C	Classical Revival	B
20/115	"	99 Shurtleff St.	1908-1914	C	Col. Rev. Triple-decker	B
20/113-114	Marnoy Building	101-109 Shurtleff St.	1916	C	Classical Revival	B
K-20/20		111 Shurtleff St.	ca. 1970s	NC		B
L-20/101		113-117 Shurtleff St.	1986	NC		B
20/100		119 Shurtleff St.	ca. 1915-1920	C	Classical Revival Rowhouse	B
29/136		127 Shurtleff St.	ca. 1915-1920	C	Col. Rev. Triple-decker	B
29/136		garage	1914-1933	C	early 20th c. Utilitarian	B
29/135		129 Shurtleff St.	ca. 1915-1920	C	Col. Rev. Triple-decker	B
20/98	153 Shurtleff School (MC #153)	82-88 Shurtleff St.	1909, 1912	C	Colonial Revival	B

Downtown Chelsea Residential District, Chelsea, MA
District Data Sheet

<u>MAP#</u>	<u>Historic Name</u>	<u>Street Address</u>	<u>Date of Construction</u>	<u>Status</u>	<u>Style</u>	<u>Resource</u>
29/134	Collins House	131 Shurtleff St.	ca. 1915-1920	C	Col. Rev. Triple-decker	B
29/133		135 Shurtleff St.	1908-1914	C	Classical Revival	B
29/156-157		2-10 Central Ave.	1914-1933	C	Tudor Revival commercial	B
29/158		12-14 Central Ave.	1908-1914	C	Georgian Revival apt.	B
20/112		29 Central Ave.	1914-1933	C	Classical Rev. commercial	B
20/111		35 Central Ave.	1914-1933	C	Classical Revival	B
20/110		garage	1914-1933	C	Early 20th c. Utilitarian	B
20/109		37 Central Ave.	1915	C	Classical Revival	B
29/16		14 Congress Ave.	1908-1914	C	Tudor Revival	B
20/59	18-20 Congress Ave.	1914-1933	C	Tudor Revival	B	
20/60-61	22-24 Congress Ave.	1908-1914	C	Classical Revival	B	
20/62	26 Congress Ave.	1908-1914	C	altered Classical Revival	B	
20/65	32 Congress Ave.	1908-1914	C	Georgian Revival	B	
20/73	42-50 Congress Ave.	1914-1933	C	Classical Revival	B	
20/74-75	52-54 Congress Ave.	1914-1933	C	Classical Revival apt.	B	
20/75	garage	1914-1933	C	early 20th c. Utilitarian	B	
20/58	15 Congress Ave.	1908-1914	C	altered Classical Revival	B	
20/48	37 Congress Ave.	1908-1914	C	Classical Revival	B	
M-20/44	47 Congress Ave.	1908-1914	NC	altered Classical Revival	B	
20/97	69-71 Congress Ave.	1908-1914	C	Georgian Revival	B	
20/96	73 Congress Ave	1908-1914	C	Georgian Revival rowhouse	B	
20/96	75 Congress Ave.	1908-1914	C	Georgian Revival rowhouse	B	
20/95	77 Congress Ave.	1914-1925	C	altered Colonial Revival	B	
20/93-94	85-87 Congress Ave.	1914-1925	C	Classical Rev. apt. bldg.	B	
20/92	89-91 Congress Ave.	1908-1914	C	Early 20th c. apt.	B	
20/47	Quigley Park	12 Essex St.	1914-1933	C		B
20/87		44 Essex St.	1914-1920	C	Col. Rev. Triple-decker	B
20/88		48 Essex St.	1908-1914	C	Col. Rev. Triple-decker	B
20/89		50 Essex St.	1908-1914	C	Col. Rev. Triple-decker	B
20/90		52 Essex St.	1908-1914	C	Col. Rev. Triple-decker	B
20/12		Essex St.	ca. 1920s	C		Si
20/6		51 Essex St.	1908-1914	C	2nd Renaissance. Revival	B
						rowhouse

Downtown Chelsea Residential District, Chelsea, MA
District Data Sheet

<u>MAP#</u>	<u>Historic Name</u>	<u>Street Address</u>	<u>Date of Construction</u>	<u>Status</u>	<u>Style</u>	<u>Resource</u>
20/5		53 Essex St.	1908-1914	C	2nd Renaissance Rev. rowhouse	B
20/4		55 Essex St.	1908-1914	C	2nd Renaissance Rev. rowhouse	B
20/3		57 Essex St.	1908-1914	C	2nd Renaissance Rev. rowhouse	B
20/2		59 Essex St.	1908-1914	C	2nd Renaissance Rev. rowhouse	B
12/40-41		1-3 Suffolk St.	1840-1860	C	Greek Revival	B
N-12/15	Captain's Row	68 Marginal St.	ca. 1842	NC	altered Greek Revival	B
12/15		garage	1914-1933	C	Early 20th c. Utilitarian	B
12/20 (MHC #52)	Captain's Row	88 Marginal St.	ca. 1842	C	Greek Revival	B
O-12/20		garage	ca. 1950	NC	Mid-20th c. Utilitarian	B
12/21-22(MHC #52)	Captain's Row	92 Marginal St.	ca. 1842	C	Greek Revival	B
12/23-24(MHC #53)	Captain's Row	96 Marginal St.	ca. 1842	C	Greek Revival	B

Vacant Lots (30 total)

Pearl St. -- Map #s 20/51, 20/52, 19/113-117, 19/120-122
 Ellsworth St. -- Map #s 19/130, 20/28A, 20/30-35, 20/46, 20/49
 Hawthorn St. -- Map #s 20/40, 20/17, 29/155
 Shurtleff St. -- Map #s 20/11, 12/13
 Congress Ave. -- Map # 20/43
 Marginal St. -- Map #s 12/16-19

KEY

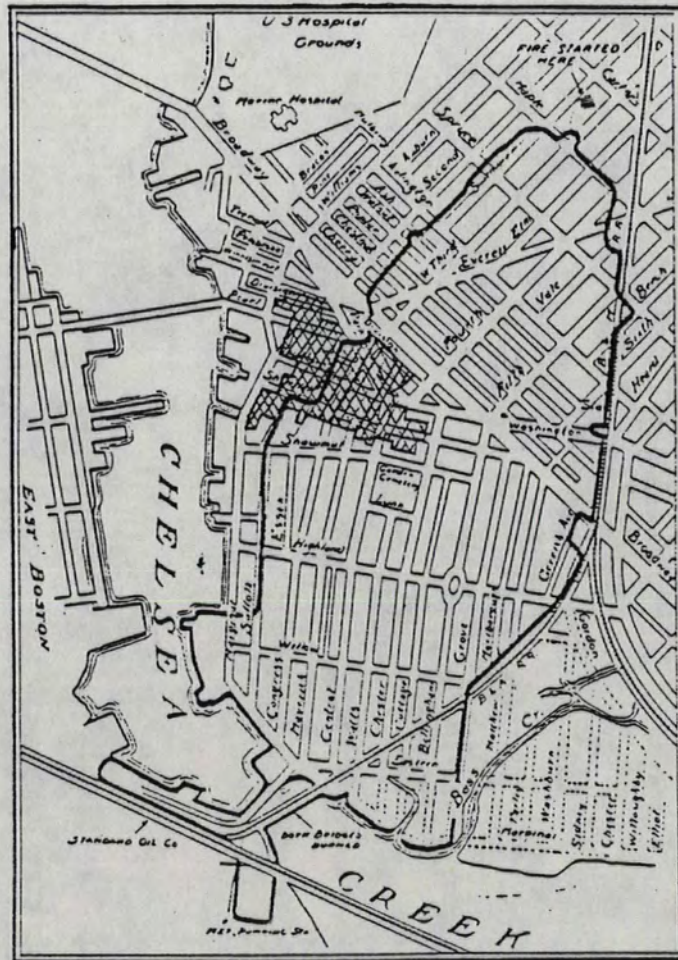
C.....contributing
 NC.....noncontributing

B.....buildings
 Si.....site

DISTRICT TOTALS

Contributing: 166B; 1Si
 Noncontributing: 15B

→ NORTH



Map #2. Downtown Chelsea Residential District (shaded) superimposed over area burned in Great Fire of 1908 (outlined).

Source: Pratt. The Burning of Chelsea. 1908.

88000719
PDIL

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Downtown Chelsea Residential Historic District
Suffolk County
MASSACHUSETTS

Substantive Review

Working No. MAY 11 1988
Fed. Reg. Date: 2/7/89
Date Due: 6/9/88 - 6/25/88
Action: ACCEPT 6-22-88
 RETURN
 REJECT
Federal Agency: _____

- resubmission
- nomination by person or local government
- owner objection
- appeal

Substantive Review: sample request appeal NR decision

Reviewer's comments:

Locally significant cohesive group of primarily residential buildings reflective of the evolution of architectural styles throughout the nineteenth and early twentieth centuries

Recom./Criteria Accept A+C
Reviewer Swan
Discipline Architectural History
Date 6/22/88
see continuation sheet

Nomination returned for: technical corrections cited below *and Chelsea's historical community development.*
 substantive reasons discussed below

1. Name _____

2. Location _____

3. Classification

Category	Ownership	Status	Present Use
	Public Acquisition	Accessible	

4. Owner of Property _____

5. Location of Legal Description _____

6. Representation in Existing Surveys

Has this property been determined eligible? yes no

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

- summary paragraph
- completeness
- clarity
- alterations/integrity
- dates
- boundary selection

8. Significance

Period _____ Areas of Significance—Check and justify below

Specific dates _____ Builder/Architect _____

Statement of Significance (*in one paragraph*) _____

- summary paragraph
- completeness
- clarity
- applicable criteria
- justification of areas checked
- relating significance to the resource
- context
- relationship of integrity to significance
- justification of exception
- other

9. Major Bibliographical References

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

UTM References _____

Verbal boundary description and justification _____

11. Form Prepared By

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

____ national ____ state ____ local

State Historic Preservation Officer signature _____

title _____ date _____

13. Other

- Maps
- Photographs
- Other

Questions concerning this nomination may be directed to _____

Signed _____ Date _____ Phone: _____



DOWNTOWN CHELSEA RESIDENTIAL DISTRICT
CHELSEA, MA

PHOTO # 1 of 18

View - Northeast from Marginal Street, showing portion of Captain's Row
with #88 Marginal Street (left) and #92 Marginal Street (right)
#25 Suffolk Street in distance

photographer/negative: American Landmarks, Inc.
72 Broad Street
Boston, MA 02110
1987



DOWNTOWN CHELSEA RESIDENTIAL DISTRICT

CHELSEA, MA

PHOTO #2 of 18

view - southwest, #34 and #36 Division Street

photographer + negative - American Landmarks, Inc.

72 Broad Street

Boston, MA 02110

1987



DOWNTOWN CHELSEA RESIDENTIAL DISTRICT

CHELSEA, MA

PHOTO #3 of 18

view - Northeast on Division Street, near intersection
with Williams Street

photographer/negative - American Landmarks, Inc.

72 Broad Street

Boston, MA 02110

1987



DOWNTOWN CHELSEA RESIDENTIAL DISTRICT
CHELSEA, MA

PHOTO #4 of 18

view - Northwest, 66-68 Pearl Street

photographer/negative - American Landmarks, Inc.

72 Broad Street

Boston, MA 02110

1987



DOWNTOWN CHELSEA RESIDENTIAL DISTRICT
CHELSEA, MA
PHOTO # 5 of 18

view - northeast on Pearl Street, toward intersection with Park Street at Dempsey Square

photographer/negative - American Landmarks, Inc.
72 Broad Street
Boston, MA 02110
1987



DOWNTOWN CHELSEA RESIDENTIAL DISTRICT

CHELSEA, MA

PHOTO # 6 of 18

VIEW - west from Shurtleff Street / Essex Street intersection to Hawthorn Street,
showing Quigley Park (site of U.S. Marine Hospital) and former
Marine Hospital barn.

photographer/negative - American Landmarks, Inc.

72 Broad Street,

Boston, MA 02110

1987



DOWNTOWN CHELSEA RESIDENTIAL DISTRICT

CHELSEA, MA

PHOTO # 7 of 18

view-northwest on Hawthorn Court toward Pearl Street, showing #46 Hawthorn Street (left foreground), #44 Ellsworth Street (left distance), #104-106 Pearl Street (center distance), and #52 Hawthorn Street (right foreground)

photographer/negative - American Landmarks, Inc.
72 Broad Street
Boston, MA 02110
1987



DOWNTOWN CHELSEA RESIDENTIAL DISTRICT

CHELSEA, MA

PHOTO # 8 of 18

view - northwest on Miller Street from Hawthorn Street to Pearl Street,
with #66-68 Pearl Street in distance, and corner of #12 Hawthorn
Street in foreground. structure to left is not in district

photographer/negative - American Landmarks, Inc.
72 Broad Street
Boston, MA 02110
1987



DOWNTOWN CHELSEA RESIDENTIAL DISTRICT
CHELSEA, MA

PHOTO #9 of 18

VIEW-Southwest on Hawthorn Street, toward Marginal Street and Chelsea River,
showing #12 through #52 Hawthorn Street (background to foreground)

photographer/negative - American Landmarks, Inc.
72 Broad Street
Boston, MA 02110
1987



DOWNTOWN CHELSEA RESIDENTIAL DISTRICT
CHELSEA, MA
PHOTO #10 of 18

view - #82-84 Pearl Street looking west
(#84 is noncontributing due to extensive alteration)

photographer/negative - American Landmarks, Inc.
72 Broad Street
Boston, MA 02110
1987



DOWNTOWN CHELSEA RESIDENTIAL DISTRICT
CHELSEA, MA
PHOTO # 11 of 18

View - northeast on Shurtleff Street from Central Avenue. The end of the block is
in Bellingham Square Historic District.

photographer/negative - American Landmarks, Inc.
72 Broad Street
Boston, MA 02110
1987



DOWNTOWN CHELSEA RESIDENTIAL DISTRICT
CHELSEA, MA
PHOTO #12 of 18

View - Southeast, #51 Shurtleff Street

Photographer/negative - American Landmarks, Inc
72 Broad Street
Boston, MA 02110
1987



DOWNTOWN CHELSEA RESIDENTIAL DISTRICT

CHELSEA, MA

PHOTO # 13 of 18

View - southeast on Congress Avenue between Hawthorn and Shurtleff Streets

photographer/negative - American Landmarks, Inc.

72 Broad Street

Boston, MA 02110

1987



Teresa Lipp / James D'Amico
REAL ESTATE

Teresa Lipp / James D'Amico
REAL ESTATE

DO NOT
ENTER



DOWNTOWN CHELSEA RESIDENTIAL DISTRICT

CHELSEA, MA

PHOTO # 14 of 18

View-southwest, #100 Hawthorn Street at Park Street intersection.
(Neo-classical metal bay)

photographer/negative - American Landmarks, Inc.
72 Broad Street
Boston, MA 02110

1987



DOWNTOWN CHELSEA RESIDENTIAL DISTRICT

CHELSEA, MA

PHOTO # 15 of 18

View-south, Shurtleff School from Central Avenue / Hawthorn Street / Park St. intersection

photographer/negative - American Landmarks, Inc.

72 Broad Street

Boston, MA 02110

1987



DOWNTOWN CHELSEA RESIDENTIAL DISTRICT

CHELSEA, MA

PHOTO #16 of 18

View - southwest, secondary commercial center, including (foreground to background) 128-130 Pearl, 124-126 Pearl, 114 Park Street, and 108-110 Park Street. Remaining buildings in Chelsea Square Historic District.

Photographer/negative - American Landmarks, Inc.
72 Broad Street
Boston, MA 02110
1987



GREAT SONGS
WJ
106.7

DOWNTOWN CHELSEA RESIDENTIAL DISTRICT
CHELSEA, MA

PHOTO # 17 of 18

view - East, neighborhood commercial center at Central Avenue/Hawthorn
Street/Park Street intersection, including (foreground to background)
2-10 Central Avenue, 111 Hawthorn, and 113-117 Hawthorn.
[Remaining buildings in Bellingham Square Historic District]

photographer/negative - American Landmarks, Inc.
72 Broad Street
Boston, MA 02110
1987



DOWNTOWN CHELSEA RESIDENTIAL DISTRICT
CHELSEA, MA

PHOTO # 18 of 18

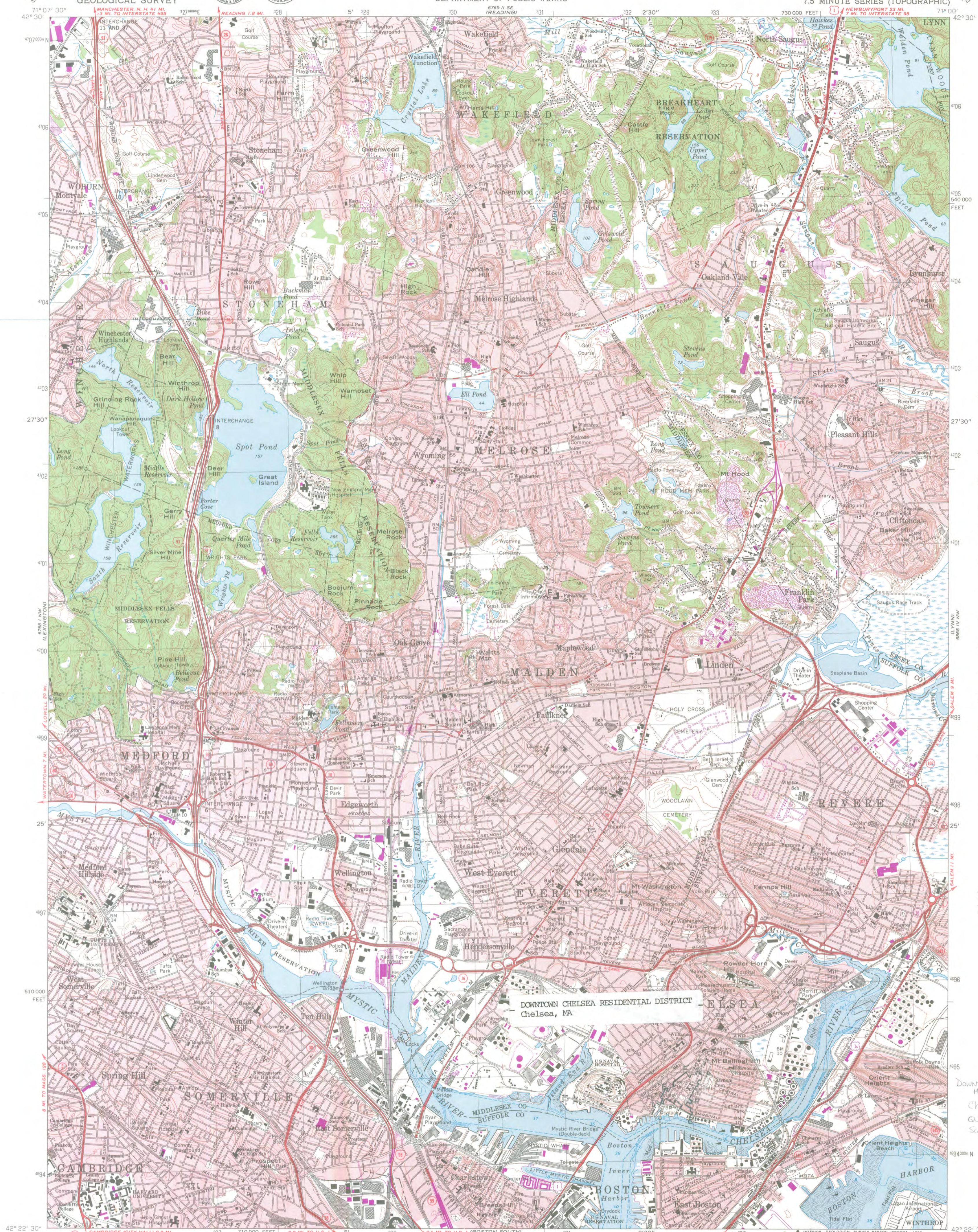
View-west, former Chelsea Square Garage, 104-116 Pearl Street

photographer/negative - American Landmarks, Inc.
72 Broad Street
Boston, MA 02110
1987



71° 07' 30" W
42° 22' 30" N

71° 00' W
42° 30' N



CONVERSION SCALES

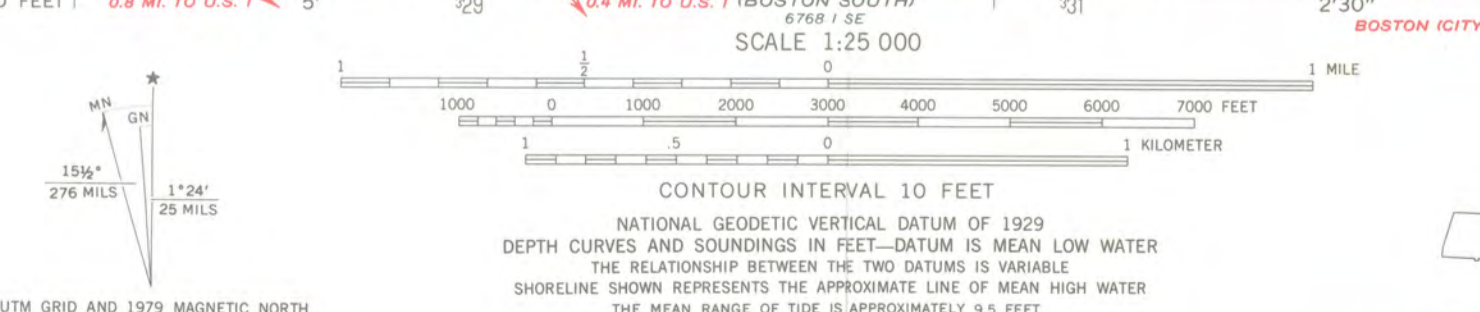


To convert feet to meters multiply by 3.048
To convert meters to feet multiply by 3.2808

DOWNTOWN CHELSEA RESIDENTIAL HISTORIC DISTRICT
Chelsea, Massachusetts
Quad - Boston North
Scale - 1:25,000

UTM References:
A 19/332070/4694960
B 19/332440/4694670
C 19/332420/4694520
D 19/332090/4694660
E 19/332130/4694820
F 19/332480/4695010
G 19/332510/4695000

Mapped, edited, and published by the Geological Survey
Control by USGS, USCGS, and Massachusetts Geodetic Survey
Topography by planetable surveys 1943. Revised from aerial photographs taken 1969. Field checked 1971
Selected hydrographic data compiled from USC&GS Chart 248 (1971)
This information is not intended for navigational purposes
Polyconic projection. 1927 North American datum
10,000-foot grid based on Massachusetts coordinate system, mainland zone
1000-meter Universal Transverse Mercator grid, zone 19
Boundaries in lidewater area from information supplied by Massachusetts Department of Public Works
Red tint indicates areas in which only landmark buildings are shown
There may be private inholdings within the boundaries of the National or State reservations shown on this map

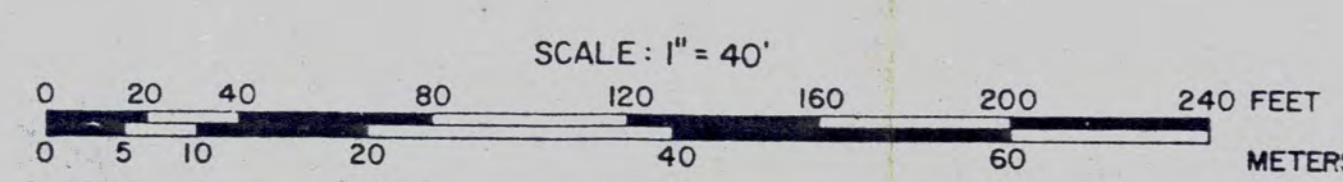


ROAD CLASSIFICATION
Primary highway, hard surface
Secondary highway, hard surface
Light-duty road, hard or improved surface
Unimproved road
Interstate Route
U. S. Route
State Route

CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
DEPTH CURVES AND SOUNDINGS IN FEET-DATUM IS MEAN LOW WATER
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 9.5 FEET

Revisions shown in purple compiled in cooperation with State of Massachusetts agencies from aerial photographs taken 1977 and other source data. This information not field checked. Map edited 1979

BOSTON NORTH, MASS.
N422.5-W7100/7.5
1971
PHOTOREVISED 1979
AMS 6788 1 N-SERIES V814

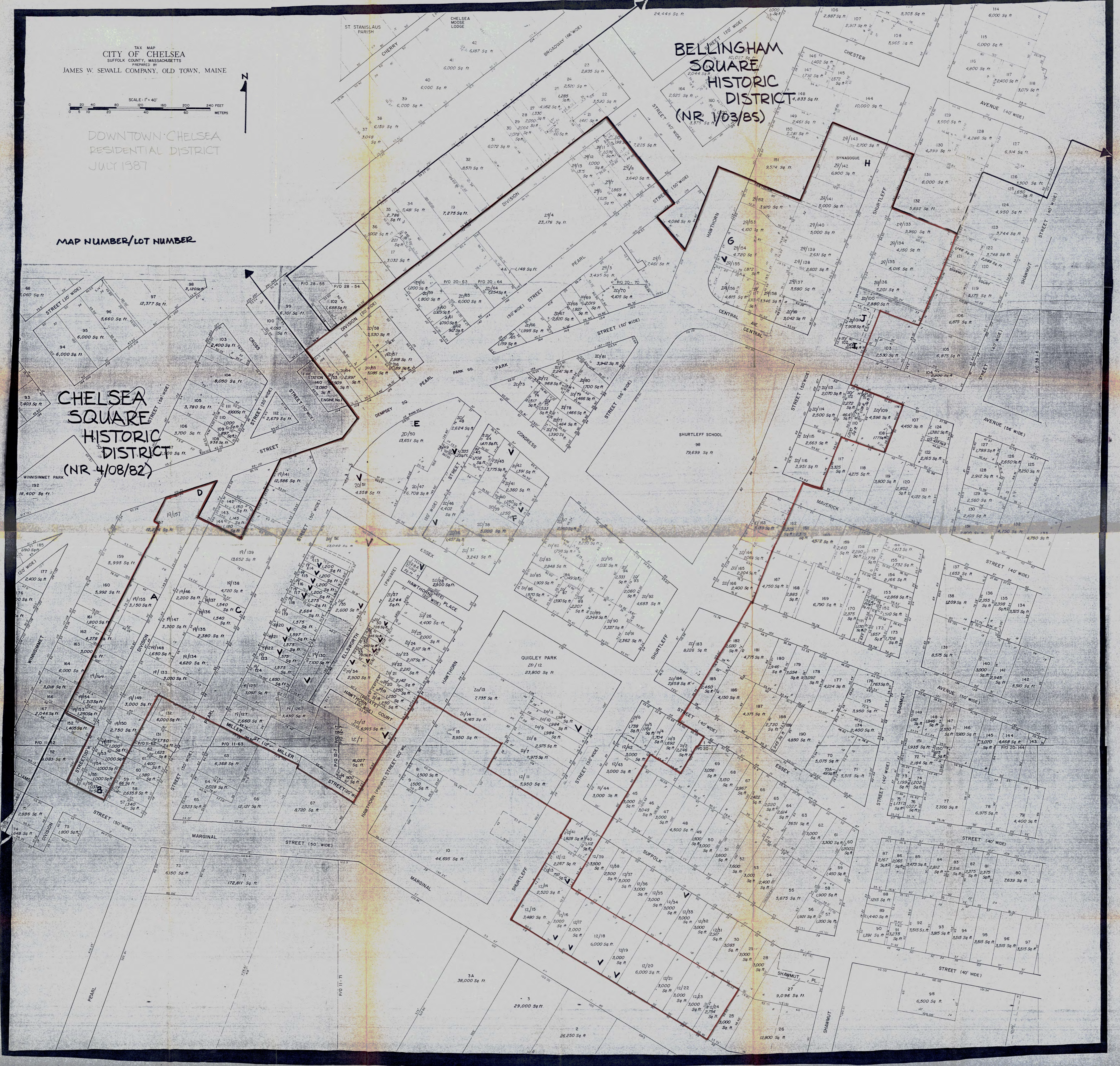


DOWNTOWN CHELSEA
RESIDENTIAL DISTRICT
JULY 1987

MAP NUMBER/LOT NUMBER

BELLINGHAM
SQUARE
HISTORIC
DISTRICT
(NR 1/03/BS)

CHELSEA
SQUARE
HISTORIC
DISTRICT
(NR 4/08/82)





April 28, 1988

Carol Shull
National Register of Historic Places
Department of the Interior
National Park Service
P.O. Box 37127
Washington, DC 20013-7127

Dear Ms. Shull:

Enclosed you will find the nomination forms for the following properties:

Amesbury, Lowell's Boat Shop, 459 Main Street

Barre, No. 4 Schoolhouse, Farrington Road

Chelsea, Downtown Chelsea Residential Historic District; roughly bounded
by Shurtleff, Marginal, and Division Streets and Bellingham Square; HPCA #11031MA

Dartmouth, Tucker Farm Historic District, 1178 Tucker Road

Grafton, Grafton Common Historic District; Worcester, Oak, Millbury,
Church, South, Upton, and North Streets; HPCA #11049MA

They have been voted eligible by the State Review Board and have been signed
by the State Historic Preservation Officer. Owners were notified of pending
State Review Board consideration 30-75 days before the meeting and were
afforded the opportunity to comment. No comments have been received to date.

Sincerely,

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

BF/es

Enclosure

MAY 11 1988

Massachusetts Historical Commission, Valerie A. Talmage, *Executive Director, State Historic Preservation Officer*
80 Boylston Street, Boston, Massachusetts 02116 (617) 727-8470

Office of the Secretary of State, Michael J. Connolly, *Secretary*