

DEC 8 1989

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

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 Worcester Three-Deckers MRA Amendment
other names/site number _____

2. Location

street & number Various - See Attached Data Sheets N/A not for publication
city, town Worcester N/A vicinity
state Massachusetts code MA county worcester code 027 zip code _____

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	<u>189</u>	<u>48</u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	_____	_____ sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	_____	_____ structures
	<input type="checkbox"/> object	<u>189</u>	<u>2</u> objects
			<u>50</u> Total

Name of related multiple property listing: Worcester MRA
Number of contributing resources previously listed in the National Register _____

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.

Valerie A. Talmage
Signature of certifying official Executive Director, Massachusetts Historical State Historic Preservation Officer Date Dec 15, 1989
State or Federal agency and bureau _____

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:) Accept Cover

Beth J. Savage _____ 02-09-90
Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Domestic/Multiple Dwelling,
Secondary Structure

Current Functions (enter categories from instructions)

Domestic/Multiple Dwelling,
Secondary Structure**7. Description**

Architectural Classification

(enter categories from instructions)

Materials (enter categories from instructions)

foundation Brick
walls Wood Clapboard, Shingle Stucco, Brick
roof Asphalt
other _____Late Victorian/Italianate, Second Empire
Queen Anne, Stick Shingle
Late 19th Century Revivals/Colonial Revival
Late 19th Century American/Craftsman

Describe present and historic physical appearance.

Three-deckers form a distinctive element of Worcester's built environment. They dominate the landscape of most of the city's pre-1930 neighborhoods and include a remarkable variety of forms. The buildings included in this nomination are all three-story houses containing three flats on separate floors that open off common front and rear stairwells, with roughly equivalent floor space on each floor.

Three-deckers were more than isolated architectural forms scattered about the Worcester landscape. They were an integral part of the growth of Worcester's urban structure, and as such they reflected a spatial pattern of distribution over time, and a process of change in the form of the city's built environment in the fifty years between 1880 and 1930. The pattern of three-decker concentration and dispersal in Worcester related closely to more general trends in the city's late 19th and early 20th century expansion, and to major shifts in the modes of intraurban transportation. The earliest three-decker construction in Worcester occurred at the edge of the mid-19th century downtown core. By the mid-1880s, three-deckers were also clustered around the peripheral areas of concentrated industrial activity along the major rail corridors that radiated from the city center. In both cases, the location of what were essentially industrial workers' dwellings was limited to areas within easy walking distance of the place of work.

Worcester before 1890 was primarily a pedestrian city. No significant public transportation system existed before 1888, when the Citizens' Street Railway Company started operations. Prior to 1888, urban transit operations were limited to a horsecar line on Main Street and a narrow gauge railroad that ran from the city center to Lake Quinsigamond. In the 1890s however, electric streetcar service to large sections of the city began, and by the second decade of the 20th century, an extensive system of city and intraurban electric rail service was in operation.

The development of the streetcar network corresponded closely with the period of great boom in three-decker construction. At the same time, post-1890 three-decker construction sites were by no means strictly limited to the emerging urban transportation corridors. Three-decker construction continued

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to be intensive near the city center and around outlying industrial nodes, and the walk to work continued to be common. However, rapid transit made residential locations at the fringe of the built-up part of the city more accessible to workers, and a number of small-scale streetcar suburbs emerged in the early 20th century, where solid rows of Colonial Revival style three-deckers were characteristic landscape features. In these neighborhoods, location was not directly linked to the place of work, but was related to the accessibility of nearby streetcar lines. By the 1920s, more widespread use of the automobile for commuting meant that areas even more distant from work places were developed as three-decker suburbs. Before three-decker construction came to an end with the onset of the Great Depression, several outlying neighborhoods with rows of Colonial Revival and Craftsman style three-deckers appeared, many with multi-bay automobile garages located at the rear of the house lots.

Pre-1890

By 1890, three-deckers had been built in all the areas surrounding Worcester's Central Business District to the east, south and west. In general, three-deckers were concentrated in the sections of those neighborhoods nearest to the city's central area, and the vast majority of these buildings were located within a one mile radius of City Hall. Their location within this zone reflected the need for a high density housing form within the confines of the pedestrian core of the city. To the west of downtown, a concentration of houses had appeared in the eastern part of the Elm Park neighborhood, to the south of Highland Street around Dix Street, where the John Riordan Three-Decker, 8 Dix Street (c.1886, MHC 1686) is a representative example. Three-deckers were also scattered across the Piedmont neighborhood, from the western slope of Crown Hill across Chandler Street, particularly along Jacques Avenue. The Clara Simpson Three-Decker, 69 Piedmont Street (c.1888, MHC #1641), and the Gilbert Hadley Three-Decker, 31 Russell Street (1888, MHC #1609), are representative of the houses built in these western areas.

South of the city center, three-deckers were constructed in the Main South and University Park areas. The stylish Frank Reed Three-Decker, 913/915 Main Street (1888, MHC #1671) was located near the area's high status, single-family district. The largest neighborhood cluster occurred in the Wyman-Grand-Hancock Street area to the south of Main Street. Outstanding houses here included the Edward Stone Three-Decker, 8 Wyman Street (1886, MHC 1324), and the Daniel Hunt Three-Decker, 9 Wyman Street (1887, MHC #1325). Small clusters of three-deckers had also developed in the city's Island neighborhood. Here a rare surviving example from the area off Green Street near downtown is the James McPartland Three-Decker, 17 Pond Street (1888, MHC #1700); an unusual brick house from this period is the John Mark Three-Decker, 24 Sigel Street (1888, MHC #1333). Three-deckers were also built in the Cambridge neighborhood, particularly along Canterbury and Southgate Streets.

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A notable survival in this neighborhood is the Catherine Ahern Three-Decker, 215 Cambridge Street (c.1888, MHC #1623).

On the lower slopes of the hills of Worcester's East Side, two main nodes of three-decker construction had emerged by 1890. The first, centered on the west slope of Grafton Hill, included a number of streets to the east of Water Street. A notable survival from this area is the Bridget Shea Three-Decker, 21 Jefferson Street (c.1888, MHC #1650). Construction also extended to the south along Ward Street at the base of Vernon Hill. A smaller, separate cluster developed on the southern slope of Vernon Hill off Millbury Street, including the Philip Duke Three-Decker, 7 Maxwell Street (1888, MHC #1620). Another major focus of East Side three-decker development had developed on the southwest slope of Chandler Hill, where construction was particularly concentrated in the East Central Street-Gage Street areas north of Shrewsbury Street. By 1890, three-deckers had extended north from here along Eastern Avenue into the Belmont Street area. Virtually all the surviving three-deckers here from this period have had major alterations.

1891-1900

Three-decker construction in the 1890s spread from the established core areas, and generally moved further away from downtown. Three-deckers climbed the hills of Worcester's East Side, and spread further west and south. Only scattered construction took place in the northern sections of the city. West of downtown, construction was scattered along several streets off Highland Street west of the Dix Street core. These houses included the Thomas Doran Three-Decker, 27 John Street (1894, MHC #1681). In the Piedmont neighborhood, rows of new three-deckers were built on Townsend and Shawmut Streets north of Pleasant Street, and on Piedmont Street to the south. Of the houses built along Pleasant Street itself, a fine example is the John Wescott Three-Decker, 454 Pleasant Street (1892, MHC #1842); a second period building located nearby is the Edwin Johnson Three-Decker, 183 Austin Street (1892, MHC #1616). South of Chandler Street in the Piedmont area, three-decker rows appeared on Dewey, Bancroft and Preston Streets. Outstanding examples of this development include two three-deckers first owned by Thomas Lumb at 80 Dewey Street and 44 Winfield Street (both 1894, MHC #'s 1829 and 1849), and the Marion Battelle Three-Decker, 13 Preston Street (1896, MHC #1533). A fine survival at the southern end of the Dewey Street cluster is the Charles Hall Three-Decker, 68 Mason Street (1896, MHC #1625).

South of downtown in the Main South neighborhood. Three-decker development was also dispersed in the Florence Street area, including the Levi Flagg Three-Decker, 79 Florence Street (1900, MHC #1286). The Wyman Street cluster continued to grow, and a number of houses were built south of Main Street between Gates and Gardner Street, including the Wesley Davis Three-Decker, 7

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Albert Street (1890, MHC #1656). A row of three stylish three-deckers, which make up the Crystal Street Historic District, was built facing University Park in 1892. An unusually stylish Queen Anne three-decker constructed in this neighborhood was the Harry Ingraham Three-Decker, 19 Freeland Street (1892, MHC #1657). The greatest concentration of three-decker construction during this decade in the southern part of the city took place in the Cambridge neighborhood, an area that was becoming one of Worcester's major industrial districts. A rare, well-preserved survival from this period is the Elizabeth McCafferty Three-Decker, 45 Canterbury Street (1894, MHC #1826).

Construction continued to spread from the city's East Side three-decker core areas. Period examples on Grafton Hill include the Catharine Roynane Three-Decker, 18 Ingalls Street (1890, MHC #1259); the Patrick Murphy Three-Decker, 31 Jefferson Street (1900, MHC #1648); and the Patrick McGrath Three-Decker, 50 Dorchester Street (1890, MHC #1565). The concentration of buildings extended north across Grafton Street into the area at the bottom of Wall and Orient Streets, including the Richard O'Brien Three-Decker, 43 Suffolk Street (1890, MHC #1672), and the two houses of the Fay Street Historic District, both built in 1896. Building also extended south along the base of Vernon Hill. The secondary cluster on the south slope of Vernon Hill was extended up Esther Street to Upsala Street, including the Ludwig Anderson Three-Decker, 4 Fairbanks Street (1892, MHC #1615), and the David Hunt Three-Decker, 26 Louise Street (1900, MHC #1839). Elsewhere on the East Side, building activity spread from the west slope of Chandler Hill to Merrifield and Gage Streets, and pushed across Belmont Street. New development included the Mary Dean Three-Decker, 130 Belmont Street (1892, MHC #1653). Rows appeared on Hooper Street, Eastern Avenue and Rodney Street. Well-preserved examples of this development include the Sarah Monroe Three-Decker, 11 Rodney Street (1892, MHC #1665), and five buildings at 140, 146, 148, 152, and 154 Eastern Avenue (MHC #'s 1830, 1831, 1832, 1833 and 1834), all built in 1894. Other examples from this neighborhood are the Rodney Davis Three-Decker, 62 Catharine Street (1894, MHC #1624), and the Charles Lundberg Three-Decker, 67 Catharine Street (1892, MHC #1632).

1901-1910

In the first decade of the 20th century, three-deckers continued to be built further away from the city's core. Construction was most active on the city's East Side, but three-deckers were also spreading into Worcester's northern precincts and were pushing further to the west. In the north, three-deckers were built in the neighborhood near Indian Lake, and in the southern part of the Greendale area. However, few unaltered example from this period survive in these neighborhood to the west of downtown, only a few three-deckers were built in the Elm Park area, the most notable being a stylish, substantial Queen Anne row opposite the park on Elm Street that make up the Elm Street

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Historic District, built 1904-1906. There was also a downturn in three-decker construction in the Piedmont neighborhood. One example from this period is the B. E. Ridyard Three-Decker, 29 Dewey Street (1910, MHC #1828). The edge of West Side three-decker construction extended west of Park Avenue, including the Elvira Drew Three-Decker, 42 Abbott Street (1904, MHC #1535).

South of downtown, three-decker building continued in the Main South neighborhood. On the south side of Main Street, a long row of three-deckers was built on Freeland Street, where the unusually ornate Colonial Revival John McDermott Three-Decker, 21 Freeland Street (1910, MHC #1613), was also located. Another concentration in the area occurred in the Beacon-Ripley-Tainter Street area, the best example of which is the Ellen M. Smith Three-Decker, 22 Kilby Street (1908, MHC #1643). South of the Boston and Albany railroad corridor, construction in the Island neighborhood focused in the Crompton Park area, with a new row facing the park on Endicott Street, including the James O'Connor Three-Decker, 23 Endicott Street (1906, MHC 1645).

On the East Side, construction persisted in the Grafton Hill neighborhood, particularly on Blanche and Mott Streets, but the main area of new building shifted eastward into subdivisions between Dorchester and Grafton Streets, and spilled over into the western parts of the Bloomingdale and Hamilton Street neighborhoods. Construction also extended north along Wall Street toward Chrome Street, including the Arthur Provost Three-Decker, 30 Thorne Street (1910, MHC #1677), an unusual brick building. In the Vernon Hill neighborhood, new construction extended up the hill from Perry Avenue to Vernon Street, where a typical, stylish new house was the Peter Baker Three-Decker, 90 Vernon Street (1902, MHC #1847). On the lower slopes, construction included the Patrick McGuinness Three-Decker, 25 Suffield Street (1906, MHC #1617), a double three-decker. Three-decker construction moved almost completely out of the Shrewsbury neighborhood core area on Chandler Hill northward into the area north of Belmont Street. Here a representative house was the Lydia Blodgett Three-Decker, 167 Eastern Avenue (1906, MHC #1835). A concentration of new construction also took place in the nearby Everard Street-Stanton Street-Olga Avenue area, including the Paul Johnson Three-Decker, 7 Stanton Street (1908, MHC #1845). Along Lincoln Street to the north, new building pushed north to the area around Harlow and Ashmont Streets, including two gambrel-roofed houses built in 1910 by Lars Petterson at 2 and 4 Harlow Street (MHC #'s 1638 and 1637).

1911-1920.

During the second decade of the 20th century, most three-decker construction continued to concentrate on Worcester's East Side. While building slowed with the filling up of the city's inner neighborhoods, smaller bursts of building activity occurred further out, in sections to the northeast and southwest. In

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the north, new construction in the Greendale neighborhood extended northward in subdivisions to the east of West Boylston Street, including two more houses built by Lars Petterson at 76 and 80 Fairhaven Road (both 1918, MHC #'s 1667 and 1836), and the Swan Larson Three-Decker, 12 Summerhill Avenue (1918, MHC #1846). To the west of downtown, there was a slight resurgence of construction in the Elm Park neighborhood. Few three-deckers were built in the Piedmont neighborhood. Across Park Avenue, three-deckers were scattered between May and Pleasant Streets. A fine example that faces Elm Park is the Helen Dodge Three-Decker, 570 Pleasant Street (1912, MHC #1843). In the Columbus Park area, a row was constructed on Lovell Street, including the Samuel Hirst Three-Decker, 90 Lovell Street (1918, MHC #1611).

In the southern part of the city, building activity continued in the Main South neighborhood, where there was a major surge of construction in the western half of the neighborhood on Beaver, Clement, Agawam, Irene and Lucien Streets. Representative of this building boom are the five Colonial Revival houses of the Beaver Street Historic District (all 1916). South of Main Street intensive new construction extended along Hitchcock Road and Ives, Haynes and Freeland Streets. A fine representative example from this area is the Thomas Crabtree Three-Decker, 22 Haynes Street (1912, MHC #1837). Few houses were built in the Cambridge neighborhood, but these included the outstanding Colonial Revival Andrew McCarron Three-Decker, 3 Pitt Street (1918, MHC #1663).

On the East Side the wave of concentrated building moved from the Grafton Hill neighborhood east into the Hamilton Street and Bloomingdale areas, particularly along Plantation Street, but also on the parallel streets to the east. Notable survivals include the Morris Levenson Three-Decker, 38 Plantation Street (1920, MHC #1660), and the Edna Stoliker Three-Decker, 41 Plantation Street (1916, MHC #1659). To the north in the Bloomingdale neighborhood, a house representative of the more modest buildings of this eastern extension of development was the Anthony Zemaitis Three-Decker, 35 Dartmouth Street (1914, MHC #1678). Elsewhere on the East Side, a major sweep of three-decker construction on Vernon Hill pushed south between Sterling and Vernon Streets to Fifth Avenue. Representative of the subdivisions on these streets that extended down the steep western slope of the hill are several houses in the View Street Historic District and the Euclid Avenue-Montrose Street Historic District. On the East Side, houses also moved into the eastern extreme of the Shrewsbury Street neighborhood, in the triangle of lots between Belmont and Shrewsbury Streets. These included the Louis Delsignore Three-Decker, 12 Imperial Road (1916, MHC #1838). North of Belmont Street construction came to a dead end at Green Hill Park, where the last neighborhood construction occurred in the Stanton Street-Olga Avenue area, including the Knut Erikson Three-Decker, 19 Stanton Street (1912, MHC #1630), and the Charles Magnuson Three-Decker, 56/58 Olga Avenue (1912, MHC #1628).

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Further north, construction was scattered along either side of Lincoln Street, with a concentration in the Paine Street-Harlow Street area, including the Anthony Massad Three-Decker, 14 Harlow Street (1912, MHC #1662), and the Frank McPartland Three-Decker, 61 Paine Street (1912, MHC #1841).

1921-1930

Three-decker construction came to an end in many of Worcester's neighborhoods in the 1920s. Yet a few areas experienced a continuation of the building boom of the previous decade. This was particularly the case on some of the hills of the city's East Side. In the north some infilling occurred in the Greendale neighborhood, such as the Colonial Revival Thomas Giguere Three-Decker, 18 Fairhaven Road (1930, MHC #1668). Little construction took place in the Elm Park neighborhood, and virtually none in the Piedmont neighborhood. The only West Side area of activity was the Columbus Park area. Construction continued in the Main South area, but in the Cambridge and Island neighborhoods very few houses were built.

The level of construction activity was much higher on the East Side. Houses continued to be built in the northeastern corner of the Grafton Hill neighborhood, including the fine Colonial Revival houses of the Houghton Street Historic District, built between 1920 and 1926. East of here, three-deckers continued to be built in the Hamilton Street area where rows of three-deckers were built on the streets east of Plantation Street, particularly Ingleside Avenue, including the four houses of the Ingleside Avenue Historic District (all 1928), and Fairmont Avenue, including the Henry Bousquet Three-Decker, 8/10 Fairmont Avenue (1928, MHC #1684), a double three-decker. By far the greatest concentration of three-decker construction in the 1920s occurred in the Vernon Hill area, as the area of expansion of the previous decade was completely filled with three-deckers. On the steep upper western hillslope, these included houses on the subdivisions within the View Street Historic District and the Euclid Avenue-Montrose Street Historic District. Building also took place at the bottom of the hill along Perry Avenue, including the four Craftsman and Colonial Revival houses of the Perry Avenue Historic District (1928). Development of three-decker automobile suburbs also extended south along Providence Street, including the houses of the Providence Street Historic District (1926-1930), and the David Dworman Three-Decker, 159 Providence Street (1926, MHC #1844). Auto suburb development also pushed east into subdivisions between Providence Street and Granite Street. The best-preserved examples of this last phase of three-decker development are the five houses of the Woodford Street Historic District (1926).

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Three-decker construction came to an end in the early years of the Great Depression, and was not renewed in the revival of local residential building that followed World War Two. While three-deckers have remained an important part of the city's housing stock, the half century following the end of their era of construction has seen both a significant attrition in their numbers and a widespread and pervasive transformation of their exterior fabric and appearance. Between 1950 and 1972, 823 three-deckers were demolished. Until recently, arson, vandalism, and demolition were significant causes of loss, approaching epidemic proportions in some areas, such as Grafton Hill. Three-deckers also incurred heavy losses through demolition associated with several large-scale urban renewal projects. Since 1961, three construction projects have involved the destruction of hundreds of three-deckers. The building of the Worcester Expressway (I-290), the Laurel-Clayton renewal area, and the Elm Park renewal area swept through some of the city's oldest three-decker locales. Elsewhere, changes in land use, as along Park Avenue, have resulted in the loss of scores of additional buildings.

Physical destruction, however, has not been the only agent of transformation of Worcester's three-decker landscape. Insensitive exterior maintenance and renovation techniques have wreaked widespread changes in the appearance of the vast majority of the city's surviving three-deckers. The popular perceptions of the costs in time and money of maintenance of wood-clad buildings have resulted in the encasement in aluminum or vinyl siding of most. In the process, distinctive ornamentation has most often been lost as trimwork is stripped, window casements are covered, original sash and doors are concealed by storm windows and doors, and textured wood shingles and banding patterns are obliterated or hidden from view. Porches have suffered multiple disfigurements. Spindle or stick balustrades have been encased in siding, as are turned columns or posts. Alternatively, these elements have been replaced by cast iron pieces, or the entire porch has been enclosed, destroying or hiding the entry, balustrade, support columns and bracketing. In many cases, the troublesome porch has been removed altogether. In the process of modernization, Worcester's three-decker renovators of the last half century have, one by one, transformed a collection of stylistically complex and varied buildings into a more uniform mass of canned, boxish shells. The dramatic rise of city real estate values in the 1980s has only accelerated this process of change in the local landscape. Of the city's extant three-deckers, only a small proportion have been both well-maintained and unaltered over the last fifty years.

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Three-deckers were constructed in a number of styles, each popular for a distinct period in different neighborhoods before fading from favor as fashion changed. The buildings included in this nomination may be classed in the following styles, arranged in approximate chronological order: Italianate (pre-1895), Stick Style (pre-1895), Queen Anne (1890-1910), Colonial Revival (1900-1930), Gambrel (1900-1930), and Craftsman (1925-1930). Although each style had its period of dominance, its sway was seldom absolute, and considerable overlap occurred. Conservative preference for one type could result in its construction long after its period of popularity.

In ornamentation and plan, most three-deckers mirrored high style architecture. Indeed, much of the success of the house type was a consequence of its ability to mimic the aesthetic features of the current architectural fashion. The more formal the setting, the more prominent the streetscape, the more prestigious the location, the more likely that the three-deckers lining the street aspired to be replicas of high style design. By suggesting in its facade the popular image of the prosperous, the three-decker created an impression of the independent substance of its inhabitants. Even where intended for working class occupants and massed closely together, the three-decker retained its associations with middle class respectability, and projected the middle class, suburban aspirations of an upwardly mobile population.

Italianate and Stick Style (pre-1895)

The first distinctive, unequivocally three-decker types in Worcester resulted from the adaptation of elements from the Italianate Revival and Stick styles to a three-family house form. Most of these three-deckers pre-date 1890, although construction continued through the mid-1890s. Two features that distinguish the Italianate three-decker are its low-pitched, bracketed, hip roof, and its full-length, first floor porch. The rectangular plan usually includes a side-wall jog on the side opposite the main entry. The house is constructed of wood, with a brick foundation and clapboard siding, and the three-bay facade is often framed by corner boards. Windows are of 2/2 sash, often with bracketed caps, usually repeated in the treatment of the main entry frame. The entry itself is typically a panelled, double-leaf door, with rectangular glass panes. Representative of this most typical form are the Clara Simpson Three-Decker, 69 Piedmont Street (MHC #1641) and the Philip Duke Three Decker, 7 Maxwell Street (MHC #1620), both built in 1888. The Catherine Ahern Three-Decker, 215 Cambridge Street (MHC #1623), also built in 1888, shares many of these characteristics, although here the main entry has been

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shifted to the long elevation to accommodate the relation of the lot to the street.

In general, the woodwork of the porch reveals a high degree of craftsmanship, and lends elegance to this otherwise simple house form. The geometric lines of the Stick style balusters and frieze are complemented by curved, jigsaw-cut, paired bracketing. These brackets, which extend from chamfered posts to the friezes are often inlaid with a sunburst pattern, or are decorated with bull's eye applique. In some cases, more elaborate porching extended beyond the first floor. On the Gilbert Hadley Three Decker, 31 Russell Street (1888, MHC #1609) the first floor porch extends to the side wall, where it rises to three tiers. On the Wesley Davis Three-Decker, 7 Albert Street (1890, MHC #1656), the Stick style porch rises to three tiers in the entry bay. On a number of these early three-deckers, the Stick style ornament extends beyond the porch, and these early, Stick style three-deckers are distinguished from their Italianate counterparts by the use of roof gables to present additional ornament. The Edward Stone Three-Decker, 8 Wyman Street (1886, MHC #1324) is a particularly ornate example, with an elaborately detailed, full length, first floor porch, and a shallow, pitched roof. A second Stick style example is the Thomas Doran Three-Decker, 27 John Street (1894, MHC #1681). Here the plane of the main facade is broken by a shallow, square, projecting, three-story bay window, which rises to a projecting gable which contains an unusual semi-circular, spindlework starburst.

Queen Anne (1890-1910)

By the early 1890s, local three-decker design had entered a new phase. The minimally variegated and strongly rectilinear Italianate style was overtaken in the mid-1890s by a more ornate and architecturally complex form of the Queen Anne style. Despite marked contrasts between this emerging phase of building design and the earlier Italianate, many features of the older style were retained in the new. Paired brackets remained a distinctive decoration of the roof cornice overhang, although larger, more elaborate brackets appeared in the corners and around any projecting planes, as for example, on the two houses of the Fay Street Historic District (1896). Eaves were still wide, and the houses also retained their brick foundations. While the panelled, double-leaf door did not appear on all early Queen Anne three-deckers, it was a common and prominent remnant of the Italianate era.

Jogs were also retained, and appeared in conjunction with one of the three-deckers' characteristic features, the bay window. Bays and jogs provided additional light and space to interior rooms. Initially added only to the main facade, bay windows soon appeared on the lateral walls, as on the Levi Flagg Three-Decker, 79 Florence Street (1900, MHC #1286), with its two side-wall bays. The bay window affected the appearance of both the building

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facade and the roofline, and contributed a forceful vertical dimension. Queen Anne design valued asymmetry and irregularity, and in the three-decker this translated into an emphasis on broken and multi-faceted planes and increased visual complexity. Two important stylistic developments were the use of flared skirts on the angled bays, and the use of a highly decorated entry-bay porch, either single-tier or three-tier.

Three-deckers also incorporated the Queen Anne emphasis on texture through the use of cut shingle as a sheathing material. The skirted bays provided an appropriate surface for the use of shingling in bands that covered the skirts and extended to the side-walls of the building, and these bands were often painted in colors that contrasted with the rest of the building, as on the John Wescott Three-Decker, 454 Pleasant Street (1892, MHC #1842). Textural variation was also achieved through ornament. On the entry porches, spindle balustrades and friezes, turned columns, and elaborate bracketing all present a complex array of surfaces and forms. Fine examples of the variations of these treatments on single-tier porches survive on the Rodney Davis Three-Decker, 62 Catharine Street (1894, MHC #1624), the Charles Lundberg Three-Decker, 67 Catharine Street (1892, MHC #1632), and the Eric Bostrom Three-Decker, 152 Eastern Avenue (1894, MHC #1833). The porch on the Catharine Roynane Three-Decker, 18 Ingalls Street (1890, MHC #1259) is particularly notable for its vine-and-wheel motif frieze.

By the mid-1890s, a full three-tier porch on the entry bay generally replaced the more modest single-tier version. The three-tier porch provided an element of balance to the mass of the front bay, and also allowed a conspicuous, towering display of ornamental millwork. It also provided each apartment with a small recreational porch space, in addition to the functional back porch area. Both the front bay and porch were generally sheltered under a straight front cornice, although variations in the roofline to accommodate a projecting bay or porch were common. Notable local survivals with fine three-tier porches include the Daniel Hunt Three-Decker, 9 Wyman Street (1887, MHC 1325), the Thomas Lumb Three-Deckers at 80 Dewey Street (1894, MHC #1829), and 44 Winfield Street (1894, MHC #1849), and the Eric Carlson Three-Decker, 154 Eastern Avenue (1894, MHC #1834). The finest example of this variation, and probably the outstanding Queen Anne style three-decker in Worcester, is the Harry B. Ingraham Three-Decker, 19 Freeland Street (1892, MHC #1657)

Later examples occasionally incorporated a curved rather than an angled bay on the main facade, as on the James O'Conner Three-Decker, 23 Endicott Street (1906, MHC #1645), and the Marion Battelle Three-Decker, 13 Preston Street (1896, MHC #1533), where the curved bay surface is treated with a variety of cut and diagonal patterned shingle textures. Particularly elaborate Queen Anne style three-deckers extended the amount of curved surface through the incorporation of substantial, projecting corner turrets with conical caps that

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evoked the Chateausque style. Examples of this variant include the Frank Reed Three-Decker, 913/915 Main Street (1888, MHC #1671), which also features a fine, three-tier porch; the three houses of the Crystal Street Historic District (1892); and the Bowker-Mailman Three-Decker, 140 Elm Street (1904, Elm Street HD) the Bowker-Chase Three-Decker, 142 Elm Street (1904, Elm Street HD).

Colonial Revival (1900-1930)

Colonial Revival style three-deckers, rectilinear in plan and vertical in appearance, are widely dispersed through Worcester's neighborhoods. Rooflines on these houses were often simplified with the disappearance of the jogs common on earlier forms. Square side bays and shallow, curved front bay windows provided light to the front parlor and dining rooms. On later variants, the side bay is often capped by a full gable pediment. The front gable pediment, projecting over porch or bay window, and often containing a fan light, gives the style its distinctive, classical appearance, as does the use of heavy modillions or brackets in the roof cornice.

The houses continue the use of alternate polychromatic bands of clapboard and cut shingle sheathing, which provide a strong horizontal component to the buildings' appearance. The major vertical element is the projecting front porch. Typically, the three-tier porch is supported by multiple Tuscan columns, and on earlier variants features simple stick balustrades. The Frank McPartland Three-Decker, 61 Paine Street (1912, MHC #1841) is notable for its fine three-tier porch of this type. Notable representative examples with hip roofs and curved front bays survive at the O'Connor-Trybowski Three-Decker, 21 Canton Street (1914, MHC #1644), and the John Toupes Three-Decker, 25 Canton Street (1918, MHC #1827). Notable for its use of denticulated bands between stories is the hip-roofed Thomas Crabtree Three-Decker, 22 Haynes Street (1912, MHC #1837). After 1915, Colonial Revival style three-deckers increasingly featured fully pedimented front gables. Two fine examples with recessed three-tier front porches are the Petterson-Carlson Three-Decker, 76 Fairhaven Road (1918, MHC #1667) and the Petterson-Archer Three-Decker, 80 Fairhaven Road (1918, MHC #1836). Often a second, smaller projecting gable is located over the three-tier entry-bay porch on the main facade, as on the Samuel Hirst Three-Decker, 90 Lovell Street (1918, MHC #1611), the John and Edward Johnson Three-Decker, 31 Louise Street (1918, MHC #1840), and on the Andrew McCarron Three-Decker, 3 Pitt Street (1918, MHC #1663), unusual for the sunburst decoration of its main gable pediment. Fine examples of both hip and gable roofed variants of the form survive in the Beaver Street Historic District (1916)

The last phase of Colonial Revival three-decker design featured simplified elements and a minimal economy of expression. The complex ornamentation of the pre-war houses was muted, with fewer variations in plan and design. The

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plan minimized projections; lateral jogs were atypical, and bays and porches were usually square in shape and shallow in depth. Front bays were often reduced to triple window ribbons on the facade. Porches were greatly simplified in comparison to earlier three-decker styles. Spindle balustrades were replaced by solid, plain-sided porch facades, and square posts replaced Doric columns. Gable roofs were typical, although hip roofs with projecting gables over the porches were also common. The porches often featured arched or peaked openings, and were supported by multiple squared columns. Windows often featured 4/1 or 6/12 lights. Notable on many later examples of the style is the use of shingle and clapboard banding to break up the wall surfaces. Plain stock shingles and wide clapboards provided differences in color and texture, and were applied in a variety of banding patterns. Most commonly, the first floor was clapboard and the upper stories were clad in shingle and clapboard bands. In some cases the entire upper two stories were clad in shingle.

A particularly fine collection of three-deckers with substantial, three-tier porches survives in the Houghton Street Historic District (1920-1926), including the Krock Three-Decker, 65 Houghton Street (1920, MHC #1586) and the Morris Three-Decker, 147 Dorchester Avenue (1922, MHC #1888), both with unusual symmetrical facades with projecting central porches. Representative of the more minimal rectilinear forms of the 1920s are the houses of the Ingleside Avenue Historic District (1928), and the Perry Avenue Historic District (1928). The houses of the Providence Street Historic District (1926-1930) show how even the simplified forms of the last era of three-decker construction could create a dramatic streetscape of projecting, three-tier porches, with vestigial spindle balustrades, arched and peaked openings, and gable pediments.

Gambrel (1900-1930)

Although not often considered as a separate style in the architectural literature, the distinctive treatment of the third floor on the gambrel-roofed Colonial Revival three-decker merits special attention. Gambrel three-deckers are often mistaken for 2-1/2 story houses, and may have been designed with this in mind. The first two stories of the Gambrel three-decker typically reflect the Colonial Revival style in porch and bay details; the third story is defined by the roof.

On many three-deckers of this type, the gambrel faces the street, and a second gambrel projects over the porches. A particularly fine example of this type survives at the George Fontaine Three-Decker, 141 Vernon Street (1918, MHC #1848). To provide more internal space, most Gambrel three-deckers have shed dormers running the partial length of one or both sides of the house. Variations of roof form include cross-gambrels, gabled dormers, or a

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combination of shed and gable dormers. Economies were practiced on later Gambrel three-deckers through the use of long-walled dormers in place of the more complex cross-gables.

The design of the front porch and windows on the third floor of a Gambrel three-decker is always different from the treatment on the first two stories. The third-story porch is set into the face of the gambrel, usually with an arched or semi-circular opening. A truncated spindle balustrade may be included, although this is often missing on simpler versions. A single, wide, multiple window opening appears on the gambrel face flanking the porch. Usually this includes windows of 6/1 sash. Semi-circular lights are sometimes placed in the gambrel peak. The gambrel face is often shingled, or decorated with a geometric shingle pattern. Outstanding local examples of this form include the Evert Gullburg Three-Decker, 18 Ashton Street (1902, MHC #1629), with double cross-gambrel dormers; the Petterson-Gurney Three-Decker, 2 Harlow Street (1910, MHC #1638), the Petterson-Reidy Three-Decker, 4 Harlow Street (1910, MHC #1637); and the George Baker Three-Decker, 90 Vernon Street (1902, MHC #1847). The shingle-clad Wolanin Three-Decker, 7 View Street (1928, View Street HD, MHC #1552) recalls the textures and gambrel-roofed forms of the Shingle Style. Fine rows of Gambrel style three-deckers also characterize the dramatic hillside streetscapes of the Euclid Avenue-Montrose Street Historic District.

Craftsman (1925-1930)

The use of Craftsman Style elements characterized many of the last three-deckers built in Worcester in the second half of the 1920s. In many ways similar to the late Colonial Revival forms of three-decker design, Craftsman houses included a number of distinguishing Bungalow features. These included the use of squat, square posts and/or piers as porch supports, the addition of shed or gable dormers, and the extension of wide eave overhangs, sometimes with exposed rafters. Wide multi-window ribbons often replaced projecting window bays. Simplified wall materials typically included shingle on the upper two stories and clapboard on the first story. Most Craftsman houses incorporated some combination of Colonial Revival and Craftsman features.

One of the finest surviving examples is the David Dworman Three-Decker, 159 Providence Street (1926, MHC #1844). Here the recessed, three-tier porch is supported by squat, square posts, and is flanked on each story by a four-window ribbon. Other notable examples are the double three-deckers at 141 and 143 Providence Street (both 1926, Providence Street HD, MHC #1896 and 1897). Both have hip roofs with unusually wide, raked overhangs with exposed rafters. Projecting central three-tier porches have gable caps, and are supported by paired square posts. The houses of the Woodford Street Historic

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District (1926) also exhibit Craftsman details, including four-window ribbons in place of the front bay windows. The use of shingled support piers on the full-length, first floor porches of the Magierowski Three-Decker, 51 Perry Avenue (MHC #1721) and the Kisten Three-Decker, 55 Perry Avenue (MHC #1723) (both 1928, Perry Avenue HD) gives these houses a distinctly Craftsman appearance.

METHODOLOGY

The Comprehensive Worcester Architectural Survey of 1977 identified only fourteen individual three-deckers and four three-decker areas as part of its local inventory, and the Worcester Multiple Resource Area Nomination of 1979 did not include three-deckers in the absence of a well-developed historical and architectural context for this building type. These needs were subsequently addressed by the Worcester Three-Decker Survey of 1980-81, a comprehensive survey undertaken by a research group at the Graduate School of Geography, Clark University, and partially funded by a Survey and Planning Grant from the Massachusetts Historical Commission. This project identified over 4200 surviving three-deckers, for which field architectural observations were recorded, and for which dates of construction were documented through period house directories and street atlases. The Worcester Three-Decker Survey also developed an architectural typology, as well as a preliminary historical context that specified patterns of development for both individual neighborhoods and for the city as a whole. The Survey specified significant surviving buildings and streetscapes for eighteen Worcester neighborhoods. From this group of buildings, the Survey recommended 95 individual properties and ten streetscapes for consideration for National Register listing, in addition to those already identified by the earlier Worcester Comprehensive Survey.

This proposed amendment to the Worcester Multiple Resource Area (MRA) has its basis in the findings and recommendations of the Worcester Three-Decker Survey. Field checks in the Fall of 1988 of all buildings identified as significant in 1980-81 revealed that nearly a third of these three-deckers had lost their integrity due to the removal of important architectural features, such as porching or ornamental trim, and/or the application of modern siding materials. For buildings that retained their architectural integrity, further documentary research was undertaken to establish the names and occupations of owners and residents during the period of significance. The buildings and districts in this nomination reflect an effort to include a cross-section of both outstanding and representative buildings from the different periods, styles and locations of three-decker development in Worcester. They were also chosen to represent the variety of significant associations of this house type with specific occupational and ethnic groups, and with the pattern of residential development that characterized the city during the period of three-decker construction.

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Despite its intense development during the 19th and 20th centuries, Worcester retains a potential for significant prehistoric sites. At present, 10 sites are recorded within the city. The majority of these are located along the margins of wetlands, particularly Indian Lake, Cook Pond and Lake Quinsigamond. Cultural affiliations are known for most of these sites with Late Archaic (6,000-3,000 B.P.) and Woodland (3,000-4,000 B.P.) components listed in two instances. Current evidence for Worcester County in general and the Blackstone River drainage (which includes Worcester) indicates that native Americans occupied sites in this area from the Paleo-Indian period (12,000 B.P.) until European contact early in the 17th century. Most archaeological survivals are likely concentrated in the undeveloped portion of town.

Site potential still exists in 5 major areas: the Burial Meadow area in the southern portion of town, the western portion of town west of Coes and Patch Reservoir, the northwestern portion of town along the Holden town line from West Tantuck to North Worcester, the Indian Hill and Stratton Hill areas including Indian Lake, the northwestern portion of town along Poor Farm Brook and the eastern portion of town in the vicinity of Green Hill Park and Lake Quinsigamond. Smaller areas which also probably retain potential for site survival include the Kettle Brook area south of Main Street and isolated locales along the Blackstone River.

There is also a potential for historical archaeological sites, although urban and industrial development have likely impacted most of these. Plantation period survivals may exist in the eastern half of town along the Connecticut Road or Lincoln Street where several farmsteads were laid out by 1675. Colonial period survivals are more numerous. By ca. 1700 homes were built within a palisade near Lincoln Square, Main Street and the Common with dispersed farmsteads later spreading from this area. Much of the town's early development was centered between Main Street and the Common. Archaeological survivals may exist of the town's first meetinghouse (1717) located at Franklin and Green Streets and a second meetinghouse (1719) built on Main Street at the Common. The remains of taverns are likely in this area. Archaeological survivals of institutional buildings may also exist in the Lincoln Square area where a second focus developed after 1731. Archaeological survival of Federal period structures are important since only 3 known examples of this period survive. (Levi Lincoln Building, Chadwick Inn and Stearns Tavern). Industrial survivals are particularly important during this period since this represents the economic base for mid- to late-19th century development. Survivals of this period are likely in and around Colonial Period core areas. Occupational related features (trash pits, privies, wells) may exist in association with structures no longer extant as well as those still remaining. Mid-19th to early-20th century development characterized most of Worcester's urban growth with many of these structures still remaining. Archaeological survivals also likely to survive from this period.

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8. Statement of Significance

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 & Development
Ethnic Heritage-European
Social History

Period of Significance

1880-1930

Significant Dates

Cultural Affiliation

N/A

Significant Person

Architect/Builder

Petterson, Lars; Larson, Swan; Bousquet,
Henry; Dworman Building Company;
Hodley, Herman

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

The Worcester Multiple Resource Area (MRA) Amendment includes 77 individually contributing buildings and 11 districts, making a total of 189 contributing properties proposed for nomination to the National Register of Historic Places. Two noncontributing objects and forty-eight noncontributing buildings, mostly garages, are also included. The nominated properties, all three-deckers, are representative of the era of industrial development, population growth, ethnic diversification, and physical expansion that took place in Worcester between 1880 and 1930. In that period, Worcester's population grew 235% from 58,291 to 195,311, and much of the city's landscape was transformed by the widespread construction of the three-deckers that continue to give character to many Worcester neighborhoods today. It is estimated that more than 6,000 of these buildings were built in Worcester over this fifty year period. More than 4,200 of them survive today, although only a small proportion of these retain their original appearance. The intent of this amendment to Worcester's existing MRA is to add both representative and outstanding examples of this important component of the city's social and architectural history. The properties proposed for nomination date from 1885 to 1930, and represent a cross-section of the many popular styles and forms of three-deckers built in Worcester's neighborhoods during this period, including buildings with Italianate, Stick Style, Queen Anne, Colonial Revival and Craftsman features and details. As a whole, the properties of the Worcester Multiple Resource Area Amendment possess integrity of location, design, setting, materials, workmanship, feeling and association, and fulfill Criteria A and C of the National Register of Historic Places on the Local level.

Worcester's three-deckers were built during an epoch of rapid urbanization and industrialization, and were designed to meet the needs of a rapidly growing population of varied economic means. Three-deckers were an integral part of the growth of Worcester's urban structure, and their location in the city related to general trends in the city's late 19th and early 20th century expansion, and to shifts in the modes of intraurban transportation. Early

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three-decker construction took place at the edges of downtown Worcester and near outlying areas of concentrated industrial activity along the major rail corridors that radiated from the city center. Residents of these and many later three-deckers could easily walk to work. In addition, the opening of electric street railway service to large sections of the city in the 1890s allowed new residential construction in areas further away from downtown and factory sites. Many of these new residential areas were developed as streetcar suburbs of three-deckers. The development of the streetcar network corresponded with a great surge of three-decker building in the 1890s and 1900s. The transition to widespread use of the automobile in the 1920s meant that even more distant areas of the city became accessible for three-decker development, and a number of three-decker automobile suburbs were built during this period.

An unusually diversified center of manufacturing, Worcester by 1880 was the twenty-eighth largest city in the country. Its continued industrial growth in the late 19th and early 20th centuries was in part a result of this mixed industrial base. Most important was the expansion of manufacturing firms in the metals trades and in the production of machinery. Particularly significant was the growth of the wire manufacturing facilities of the Washburn and Moen Manufacturing Company (later American Steel and Wire, and subsequently U.S. Steel Corporation). In its three major local factory complexes, the firm produced an array of wire products, including electrical wire, barbed wire fencing and piano wire. By 1900, the company was the city's largest employer, with over 3,000 workers; two decades later that number had doubled. At the same time, local production of machinery products also expanded dramatically. Worcester firms produced agricultural machinery, looms, tools, paper and paper box machinery and a variety of other products. Together, metal and machine products firms employed 40% of the city's male manufacturing workforce in 1895, and through the first quarter of the 20th century machinists, wireworkers, toolmakers, foundry workers, and other skilled tradesmen continued to be drawn to employment opportunities in large numbers, as Worcester's national reputation as a metals and machine trades center persisted. Expansion of other industries also added significant numbers of job opportunities. Clothing textile and carpet manufacturing continued to employ large numbers during the period, as did the manufacture of envelopes, leather belting and abrasives. Boot and shoe production, while declining relative to other activities, remained important. The building trades remained an important sector of the local economy, as the long-term construction boom meant jobs for carpenters, masons, electricians and plumbers. The city's non-industrial sector also expanded greatly during the period, and large numbers were employed in clerical positions or in trade, as Worcester grew as an important regional service and financial center.

Immigrants provided much of the labor force for Worcester's factories - the

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Irish, French Canadians, Swedes, Poles and Lithuanians all came in large numbers - and it was this population influx that brought a great demand for worker housing. The fifty year period between 1880 and 1930 saw dramatic changes in the composition of the city's immigrant population. In 1885, 30% of Worcester's population was foreign-born, and the Irish, the city's first important non-native group, remained dominant, making up more than half of this population. By 1885, several thousand French Canadians had also come to Worcester, composing the second largest group. Over two thousand Swedes, many of them skilled metal workers, had also settled in the city by the mid-1880s.

As the city grew over the next half century, slightly less than a third of the local population remained foreign-born. While the foreign-born Irish held on to their position as the most numerous immigrant group, the city's other immigrant communities increased their numbers significantly. By 1895, Swedes had become the second largest immigrant group in the city. French Canadians, English, and Russian Finns followed in numbers. Over the next decade, the immigrant population diversified even further, as Poles, Italians, Lithuanians, and Russian and German Jews all arrived in large numbers. These groups continued to immigrate to Worcester in the second decade of the 20th century, as did growing numbers of Armenians and Syrians. By 1915, Canadians and Swedes each nearly equalled the Irish in numbers, followed by the Poles, British and Italians. But the Irish, with their native-born second and third generation families, continued to predominate on Worcester's ethnic East Side. The association of some immigrant groups with particular industries helped to create a pattern of distinct ethnic three-decker neighborhoods throughout the city.

The three-decker developed as a highly efficient solution to the need for providing multi-family housing for the city's growing middle-class and working-class population, and to give the average family some of the benefits of suburban life in close proximity to city jobs. In a city in which little housing was provided by industrial corporations, most three-deckers were built by small-scale speculators or owner-builders to provide housing for workers at local industrial plants. Their popularity resulted in large part from their economy and efficiency. Three-deckers provided ample, economical rental housing, and made practical use of city street frontage and expensive water and sewerage installations. While providing housing for at least three families, construction required only one excavation, one water and sewer connection, one roof, and unlike row housing, provided ventilation and light to all tenants.

The three-decker was not welcomed by all segments of the population however, and there was considerable resistance to them on both architectural and social grounds. The Worcester Board of Trade was one of the most firm opponents of three-deckers. Embracing the ideal of the suburban, single-family home, the

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Board of Trade wrote in 1893, "No one house is big enough for more than one family. This is the sentiment that should fill every mind. It may not agree with the grasping wish of the man who builds to rent... So strong is this feeling in some directions, those selling lots include in the terms of sale the statement that three-deckers are not allowed. This particular architectural monstrosity was conceived in avarice and born in rapacity. It is a blot on any landscape, and as it towers, an enormous dry-goods box, on our sightly hills, it goes far to wipe away the goodly impressions made by beautiful churches, school houses, and other public edifices. Such structures have no place among suburban homes " (Worcester's Columbian Tribute, 1893, p.5). In 1912, it was again the Board of Trade that denounced the three-decker as a "scourge", a nuisance and a menace to life and health; the rows of three-deckers were deemed "monotonous" and unattractive.

The local importance of the three-decker cannot be overemphasized, however, and these voices of dissent were a reaction to an enormous transformation in Worcester's built environment. Between 1890 and 1910 nearly half of the city's housing construction was in three-deckers; from 1910 to 1920 the majority of the houses built in the city were three-deckers. Not surprisingly, the associations of three-deckers throughout the city with owners and residents employed in the metals and machine trades are very strong, particularly in residential neighborhoods near major plant complexes. Many of the Swedish and Irish residents of the southern slope of Vernon Hill, for example, were employed as wire drawers, wire workers and machinists at the nearby South Works and Quinsigamond Works of the Washburn and Moen Company. These included the tenants of the Philip Duke Three-Decker, 7 Maxwell Street (1888, MHC #1620), the Ludwig Anderson Three-Decker, 4 Fairbanks Street (1896, MHC #1615), the David Hunt Three-Decker, 26 Louise Street (1900, MHC #1889), and the John and Edward Johnson Three-Decker, 31 Louise Street (1918, MHC #1840). Another concentration of wireworkers and skilled metal workers existed among the Swedish residents of the three-decker neighborhood north of Belmont Street near the North Works of Washburn and Moen. Swedish wireworker Erick Kaller owned 146 and 148 Eastern Avenue (both 1894, MHC #'s 1831 and 1832), and many of his tenants were similarly employed. Swedish wireworkers also lived in the John Johnson Three-Decker, 140 Eastern Avenue (1894, MHC #1830), the Rodney Davis Three-Decker, 62 Catharine Street (1894 MHC #1624), the Charles Lundberg Three-Decker, 67 Catharine Street (1892, MHC #1632), the Sarah Monroe Three-Decker, 11 Rodney Street (1892, MHC #1665), and the Paul Johnson Three-Decker, 7 Stanton Street (1908, MHC #1845), all in this neighborhood. Metal worker Charles Magnuson owned 56/58 Olga Avenue (1912, MHC #1628), also in the area. A succession of Irish, Swedish, Armenian and Syrian wireworkers resided in the Mary Dean Three-Decker, 130 Belmont Street (1892, MHC #1653).

By the 1920s, Polish and Lithuanian metal tradesmen and their families were

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living in the Island neighborhood, where Peter Yuknavicia, a wireworker, owned 25 Canton Street (1918, MHC #1827). Polish and Lithuanian metal workers also owned and occupied houses on the western slope of Vernon Hill, including houses in the Perry Avenue Historic District (1928), the View Street Historic District (1916-1930), and the Euclid Avenue-Montrose Street Historic District (1910-1930).

Skilled machinists, many employed at the nearby Crompton and Knowles Loom Works, also owned and occupied many of the three-deckers in the Main South neighborhood, including the Edward Stone Three-Decker, 8 Wyman Street (1886, MHC #1324), the Ellen Smith Three-Decker, 22 Kilby Street (1908, MHC #1643), and the houses facing University Park in the Crystal Street Historic District (1896). Besides machinists, residents of the Wesley Davis Three-Decker, 7 Albert Street (1890, MHC #1656) included several women employed at the nearby Worcester Corset Company. Three-deckers in the heavily industrialized Cambridge area housed many manufacturing employees. Residents of the Catherine Ahern Three-Decker, 215 Cambridge Street (1888, MHC #1623) included machinists, wireworkers and carpet weavers; those of the Elizabeth McCafferty Three-Decker, 45 Canterbury Street (1894, MHC #1826) included both laborers and machinists.

Residents of three-deckers in other city neighborhoods were clearly linked to nearby workplaces. In the Wall Street area, the Irish and Italian families who lived at the Richard O'Brien Three-Decker, 43 Suffolk Street (1890, MHC #1672), and many of the residents of the three-deckers of the Fay Street Historic District (1896), were carriers, tanners and leather workers at the nearby Graton and Knight leather belt factory. In the Greendale neighborhood, a large proportion of the working population, many of them Swedes, worked at the Norton Company, abrasive manufacturers and a major Worcester employer by the early 20th century. In this neighborhood, the Thomas Giguere Three-Decker, 18 Fairhaven Road (1930, MHC #1668), the Petterson-Carlson Three-Decker, 76 Fairhaven Road (1918, MHC #1667), the Petterson-Archer Three-Decker, 80 Fairhaven Road (1918, MHC #1836), and the Swan Larson Three-Decker, 12 Summerhill Avenue (1918, MHC #1846) all included Norton employees among their pre-1930 occupants.

More peripheral areas of three-decker development stimulated by electric street railway connections did not have as close links to specific industries. Many of the skilled blue collar and white collar residents of the modestly fashionable streetcar suburbs that developed along Lincoln Street in the northern part of the city commuted to work downtown, including many of the occupants of the Evert Gullburg Three-Decker, 18 Ashton Street (1902, MHC #1629), the Petterson-Gurney Three-Decker, 2 Harlow Street (1910, MHC #1638), the Petterson-Reidy Three-Decker, 4 Harlow Street (1910, MHC #1637), and the Anthony Massad Three-Decker, 14 Harlow Street (1912, MHC #1662). Streetcar

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suburbs also developed in the southwestern part of the Main South neighborhood in the early 20th century, and while nearby manufacturing jobs employed some, many white collar residents here commuted to downtown jobs, including the occupants of the Thomas Crabtree Three-Decker, 22 Haynes Street (1914, MHC #1837). Residents of the predominantly white collar three-decker neighborhoods of the West Side also commuted relatively long distances to downtown jobs, as did the occupants of the Elvira Drew Three-Decker, 42 Abbott Street (1904, MHC #1535), the Helen Dodge Three-Decker, 570 Pleasant Street (1912, MHC #1843), and the Samuel Hirst Three-Decker, 90 Lovell Street (1918, MHC #1611).

On the East Side, the middle class Irish residents of the "lace curtain" neighborhoods on the summit of Vernon Hill, including the View Street Historic District (1916-1930) and the Euclid Avenue-Montrose Street Historic District (1910-1930), commuted to work locations dispersed throughout the city. Here a high-status, fashionable, hilltop residential location took precedence over a location near the workplace. In the more peripheral 1920s three-decker suburbs of the East Side, a mixed pattern of both occupation and ethnicity was often evident. Families of Jewish, Irish, French-Canadian, and Armenian extraction all lived in the three-deckers of the Houghton Street Historic District (1920-1926); and Irish, French-Canadian and Swedish names appear among the early residents of the Ingleside Avenue Historic District (1928). More uniform ethnically were the East Side three-decker neighborhoods of the Providence Street Historic District (1926-1930) and the Woodford Street Historic District (1926). These fashionable three-deckers were predominantly owned and occupied by the families of Jewish businessmen, merchants, and white collar workers.

Clearly, three-deckers were never exclusively linked to families of blue collar employees, even if the dominance of manufacturing employment in Worcester meant that a high proportion of their residents held factory jobs. In some cases, three-deckers were developed in high status, high income neighborhoods to provide fashionable apartments for families of professional and managerial workers. In the Main South neighborhood, an area with a core of high income, single family homes, the stylish Frank Reed Three-Decker, 913/915 Main Street (1888, MHC #1671) was owned and occupied by a local manufacturer, and included professionals and businessmen among its tenants. Also in the Main South area, the Harry B. Ingraham Three-Decker, 19 Freeland Street (1892, MHC #1657), the finest Queen Anne style three-decker in the city, was built to provide apartments for the families of businessmen, professionals and manufacturers. Similarly, the substantial and fashionable houses of the Elm Street Historic District (1904-1906) benefited from their location on the high status West Side, and their attractive parkside site. These houses also attracted an unusually well-heeled group of managers, entrepreneurs, and professionals.

(continued)

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Worcester Three-Deckers MRA Amendment
Worcester, MASection number 8 Page 6

Three-decker construction in Worcester came to an end in the early 1930s with the economic downturn at the onset of the Great Depression, a period that marked the end of the city's great era of industrial expansion and population increase. Three-deckers were not built again when residential construction resumed after World War Two. The stabilization and decline of the city's population, and the attraction of affordable, single-family suburban homes resulted in a sharp decline in the demand for high-density, multi-family housing. Yet three-deckers remained an important component of the city's housing stock. In the early 1970s, a third of Worcester's population still lived in three-deckers.

Nevertheless, in the post-war era of upward and outward mobility, and of the idealization of the attainable single-family suburb, three-deckers for many came to represent undesirable housing associated with urban contexts, blue collar employment, and unassimilated immigrant cultures. This negative image was compounded by the inevitable deterioration of aging buildings framed, clad and ornamented in wood, and the decades following 1950 saw a cycle in which undervalued properties in low demand often received little investment in maintenance. While many suburban three-decker neighborhoods remained attractive and affordable residential areas, many of the city's older three-decker districts were until recently plagued by the urban ills of abandonment, arson, vandalism, and demolition. Throughout this period, three-deckers remained an affordable means of home ownership for a large segment of the city's population, and a means for many newly arrived immigrants to attain an economic foothold in a new community. The dramatic rise in local real estate values in the 1980s has brought about renewed interest and investment in these buildings. Unfortunately, in the absence of a general perception of three-deckers as buildings of historical or architectural merit, the means of maintenance and renovation in the last fifty years have most often involved a diminishment or loss of these buildings' integrity of materials. The properties included in this nomination represent rare exceptions in a city in which the vast majority of the surviving three-deckers have lost their original ornamentation and are now encased in modern aluminum or vinyl siding.

(continued)

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Worcester Three-Deckers MRA Amendment
Worcester, MASection number 8 Page 7 **Archaeological Significance**

Since patterns of prehistoric occupation in Worcester are poorly documented, any surviving sites would be significant. Prehistoric sites in this area offer the potential to investigate such topics as native settlement and subsistence along the interior Blackstone River drainage, the relationship between native settlement along the Blackstone River and its tributaries, the relationship between lakeside and riverine settlement and the relationship between interior upland and coastal settlement. Worcester also represents an ideal location to monitor prehistoric site survival in an urban setting.

Historic archaeological remains in Worcester have the potential for providing detailed information on the changing social, cultural and economic patterns that characterized this interior upland community from an agricultural beginning to an industrial/urban city. No Plantation Period buildings survive in Worcester, making any archaeological survivals of this period very important. A few Colonial period survivals are present though all commercial, industrial and nearly all institutional structures are now demolished. While more growth occurred during the Federal period, few (only 3) examples of this period survive. Thus archaeological survivals of the Plantation through Federal periods can provide detailed data on most aspects of Worcester's early growth. In addition to structural evidence of Worcester's early development, occupational related features can provide detailed information on individuals and groups of people responsible for the growth. Ethnic studies and other social orientated investigations could contribute greatly to a better understanding of how and why Worcester developed in the manner and form it did. While residential expansion developed greatly during the mid-19th to early 20th centuries, archaeological survivals of residential structures during this period are more likely to provide information on the structural aspects of individual buildings rather than individuals who resided in them. Dump areas are an exception. Town dumps could provide valuable information on broad categories of individuals and groups who resided in Worcester during this period. Nineteenth century industrial survivals are likely important in the Worcester area. These survivals can provide important technological information on the industries and individuals responsible for Worcester's growth. Information on technological change, specialization and production could be determined as well as information on which individuals or groups of individuals worked at particular industries through time.

(end)

9. Major Bibliographical References

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- 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 Historical Commission

10. Geographical Data

Acreeage of property See original MRA cover sheet and individual forms for Specific Properties.

UTM References

A

Zone	Easting	Northing			

C

Zone	Easting	Northing			

B

Zone	Easting	Northing			

D

Zone	Easting	Northing			

Various, See Attached Forms

See continuation sheet

Verbal Boundary Description

See individual forms,

See continuation sheet

Boundary Justification

See individual and district nominations. Boundaries follow property lines.

See continuation sheet

11. Form Prepared By

name/title Michael Stemitz date December, 1988

organization Massachusetts Historical Commission telephone (617) 727-8470

street & number 80 Boylston Street state MA zip code 02116

city or town Boston

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National Park Service

National Register of Historic Places
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Worcester Three-Deckers MRA Amendment
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Section number 9 Page 2

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National Park Service

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Worcester Three-Deckers MRA
Worcester County, MASSACHUSETTS

Worcester MRA (Worcester Three-Decker)
Date Listed

COVER **Substantive Review**

John Keeper
Attest

Boyd J. Savage
02-09-90

1. Ahern, Catharine, Three-Decker **Entered in the National Register** Keeper
Attest

Helene Byers 2/9/90

2. Anderson, Ludwig, Three-Decker **Entered in the National Register** Keeper
Attest

Helene Byers 2/9/90

3. Baker, Peter, Three-Decker **Entered in the National Register** Keeper
Attest

Helene Byers 2/9/90

4. Battelle, Marion, Three-Decker **Entered in the National Register** Keeper
Attest

Helene Byers 2/9/90

5. Beaver Street Historic District **Entered in the National Register** Keeper
Attest

Helene Byers 2/9/90

6. Blodgett, Lydia, Three-Decker **Entered in the National Register** Keeper
Attest

Helene Byers 2/9/90

7. Bostrom, Eric, Three-Decker **Entered in the National Register** Keeper
Attest

Helene Byers 2/9/90

8. Bousquet, Henry, Three-Decker **Entered in the National Register** Keeper
Attest

Helene Byers 2/9/90

9. Carlson, Eric, Three-Decker **Entered in the National Register** Keeper
Attest

Helene Byers 2/9/90

10. Crabtree, Thomas, Three-Decker **Entered in the National Register** Keeper
Attest

Helene Byers 2/9/90

United States Department of the Interior
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12/26/90

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Continuation Sheet

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Worcester Three-Deckers MRA
Worcester County, MASSACHUSETTS

Date Listed

- 11. Crystal Street Historic District **Substantive Review** *for* Keeper Beth J. Savage 02-09-90
Attest _____
- 12. Davis, Rodney, Three-Decker **Entered in the National Register** *for* Keeper Helene Byer 2/9/90
Attest _____
- 13. Davis, Wesley, Three-Decker **Substantive Review** *for* Keeper Beth J. Savage 02-09-90
Attest _____
- 14. DEan, Mary, Three-Decker **Entered in the National Register** *for* Keeper Helene Byer 2/9/90
Attest _____
- 15. Delsignore, Louis, Three-Decker **Entered in the National Register** *for* Keeper Helene Byer 2/9/90
Attest _____
- 16. Dodge, Helen, Three-Decker **Entered in the National Register** *for* Keeper Helene Byer 2/9/90
Attest _____
- 17. Doran, Thomas F., Three-Decker **Entered in the National Register** *for* Keeper Helene Byer 2/9/90
Attest _____
- 18. Drew, Elvira, Three-Decker **Entered in the National Register** *for* Keeper Helene Byer 2/9/90
Attest _____
- 19. Duke, Philip, Three-Decker **Entered in the National Register** *for* Keeper Helene Byer 2/9/90
Attest _____
- 20. Dworman, David, Three-Decker **Entered in the National Register** *for* Keeper Helene Byer 2/9/90
Attest _____

12/26/89

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number _____ Page _____

Worcester Three-Deckers MRA Worcester County, MASSACHUSETTS		Date Listed
21. Elm Street Historic District	Substantive Review	Keeper Albion Byers 1/17/90 Attest <u>Bobby Savage 02/10/90</u>
22. Erikson, Knut, Three-Decker	Entered in the National Register	Keeper <u>Albion Byers 2/9/90</u> Attest _____
23. Euclid Avenue--Montrose Street Historic District	Entered in the National Register	Keeper <u>Albion Byers 2/9/90</u> Attest _____
24. Fay Street Historic District	Entered in the National Register	Keeper <u>Albion Byers 2/9/90</u> Attest _____
25. Flagg, Levi, Three-Decker	Entered in the National Register	Keeper <u>Albion Byers 2/9/90</u> Attest _____
26. Fontaine, George, Three-Decker	Entered in the National Register	Keeper <u>Albion Byers 2/9/90</u> Attest _____
27. Friberg, Andrew, Three-Decker	Entered in the National Register	Keeper <u>Albion Byers 2/9/90</u> Attest _____
28. Giguere, Thomas, Three-Decker	Entered in the National Register	Keeper <u>Albion Byers 2/9/90</u> Attest _____
29. Gullberg, Evert, House -Decker	Entered in the National Register	Keeper <u>Albion Byers 2/9/90</u> Attest _____
30. Hadley, Gilbert, House -Decker	Entered in the National Register	Keeper <u>Albion Byers 2/9/90</u> Attest _____

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United States Department of the Interior
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National Register of Historic Places
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Worcester Three-Deckers MRA
Worcester County, MASSACHUSETTS

Date Listed

- 31. Hall Charles A., Three-Decker **Entered in the National Register** Keeper Delores Byers 2/9/90
Attest _____
- 32. Hirst, Samuel, Three-Decker **Entered in the National Register** Keeper Delores Byers 2/9/90
Attest _____
- 33. Houghton Street Historic District **Substantive Review** Keeper Bob Savage 02-09-90
Attest _____
- 34. Hunt, Daniel, Three-Decker **Entered in the National Register** Keeper Delores Byers 2/9/90
Attest _____
- 35. Hunt, David, Three-Decker **Entered in the National Register** Keeper Delores Byers 2/9/90
Attest _____
- 36. Ingleside Avenue Historic District **Entered in the National Register** Keeper Delores Byers 2/9/90
Attest _____
- 37. Ingraham, Harry B., Three-Decker **Entered in the National Register** Keeper Delores Byers 2/9/90
Attest _____
- 38. Johnson, Edwin, Three-Decker **Entered in the National Register** Keeper Delores Byers 2/9/90
Attest _____
- 39. Johnson, John and Edward, Three-Decker **Entered in the National Register** Keeper Delores Byers 2/9/90
Attest _____
- 40. Johnson, John, Three-Decker **Entered in the National Register** Keeper Delores Byers 2/9/90
Attest _____

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Worcester Three-Deckers MRA
Worcester County, MASSACHUSETTS

Date Listed

- 41. Johnson, Paul, Three-Decker **Entered in the National Register** ✓ Keeper Helene Byers 2/9/90
Attest _____
- 42. Kaller, Erick, Three-Decker (146 Eastern Ave.) **Entered in the National Register** ✓ Keeper Helene Byers 2/9/90
Attest _____
- 43. Kaller, Erick, Three-Decker (148 Eastern Ave.) **Entered in the National Register** ✓ Keeper Helene Byers 2/9/90
Attest _____
- 44. Larson, Swan, Three-Decker **Entered in the National Register** ✓ Keeper Helene Byers 2/9/90
Attest _____
- 45. Levenson, Morris, Three-Decker **Entered in the National Register** ✓ Keeper Helene Byers 2/9/90
Attest _____
- 46. Lumb, Thomas, Three-Decker (80 Dewey St.) **Entered in the National Register** ✓ Keeper Helene Byers 2/9/90
Attest _____
- 47. Lumb, Thomas, Three-Decker (44 Winfield St.) **Entered in the National Register** ✓ Keeper Helene Byers 2/9/90
Attest _____
- 48. Lundberg, Charles, Three-Decker **Entered in the National Register** ✓ Keeper Helene Byers 2/9/90
Attest _____
- 49. Magnuson, Charles, Three-Decker **Entered in the National Register** ✓ Keeper Helene Byers 2/9/90
Attest _____
- 50. Mark, John, Three-Decker **Substantive Review** ✓ Keeper Beth J. Savage 02-09-90
Attest _____

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Worcester Three-Decker MRA
Worcester County, MASSACHUSETTS

Date Listed

- 51. Massad, Anthony, Three-Decker Entered in the
National Register Keeper Helene Byers 2/9/90
Attest _____
- 52. McCafferty, Elizabeth, Three-Decker Entered in the
National Register Keeper John L. Savage 02-09-90
Substantive Review Attest _____
- 53. McCarron, Andrew, Three-Decker Entered in the
National Register Keeper Helene Byers 2/9/90
Attest _____
- 54. McDermott, John B., Three-Decker Entered in the
National Register Keeper Helene Byers 2/9/90
Attest _____
- 55. McGrath, Patrick, Three-Decker Entered in the
National Register Keeper Helene Byers 2/9/90
Attest _____
- 56. McGuinness, Patrick, Three-Decker Entered in the
National Register Keeper Helene Byers 2/9/90
Attest _____
- 57. McPartland, Frank, Three-Decker Entered in the
National Register Keeper Helene Byers 2/9/90
Attest _____
- 58. McPartland, James, Three-Decker Entered in the
National Register Keeper Helene Byers 2/9/90
Attest _____
- 59. Munroe, Sarah, Three-Decker Entered in the
National Register Keeper Helene Byers 2/9/90
Attest _____
- 60. Murphy, Patrick, Three-Decker Entered in the
National Register Keeper Helene Byers 2/9/90
Attest _____

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Worcester County, MASSACHUSETTS

Date Listed

61. Nelson, Christina, Three-Decker

Entered in the
National Register

Keeper Helene Byers 2/9/90

Attest _____

62. O'Brien, Richard, Three-Decker

Entered in the
National Register

Keeper Helene Byers 4/9/90

Attest _____

63. O'Connor, James, Three-Decker

Entered in the
National Register

Keeper Helene Byers 2/9/90

Attest _____

64. O'Connor, James--John Trybowski Three-Decker

Entered in the
National Register

Keeper Helene Byers 2/9/90

Attest _____

65. Perry Avenue Historic District

Substantive Review

Keeper Bella J. Sauge 02-09-90

Attest _____

66. Petterson, Lars--Adolph Carlson Three-Decker

Entered in the
National Register

Keeper Helene Byers 2/9/90

Attest _____

67. Petterson, Lars--Fred Gurney Three-Decker

Entered in the
National Register

Keeper Helene Byers 2/9/90

Attest _____

68. Petterson, Lars--Silas Archer Three-Decker

Entered in the
National Register

Keeper Helene Byers 2/9/90

Attest _____

69. Petterson, Lars--James--Raidy Three-Decker

Entered in the
National Register

Keeper Helene Byers 2/9/90

Attest _____

70. Providence Street Historic District

Entered in the
National Register

Keeper Helene Byers 2/9/90

Attest _____

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Worcester Three-Decker MRA
Worcester County, MASSACHUSETTS

Date Listed

- 71. Provost, Arthur, Three-Decker Keeper *Helena Byers 2/9/90*
Entered in the National Register Attest _____
- 72. Reed, Frank, Three-Decker Keeper *Helena Byers 2/9/90*
Entered in the National Register Attest _____
- 73. Ridyard, Albert, Three-Decker Keeper *Helena Byers 2/9/90*
Entered in the National Register Attest _____
- 74. Ridyard, B. E., Three-Decker Keeper *Helena Byers 2/9/90*
Entered in the National Register Attest _____
- 75. Riordan, John, Three-Decker Keeper *Helena Byers 2/9/90*
Entered in the National Register Attest _____
- 76. Roynane, Catharine, Three-Decker Keeper *Helena Byers 2/9/90*
Entered in the National Register Attest _____
- 77. Shea, Bridget, Three-Decker Keeper *Helena Byers 2/9/90*
Entered in the National Register Attest _____
- 78. Simpson, Clara, Three-Decker Keeper *Helena Byers 2/9/90*
Entered in the National Register Attest _____
- 79. Smith, Ellen M., Three-Decker Keeper *Helena Byers 2/9/90*
Entered in the National Register Attest _____
- 80. Stoliker, Edna, Three-Decker Keeper *Beth J. Savage 02-09-90*
Substantive Review Attest _____

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Worcester Three-Deckers MRA
Worcester County, MASSACHUSETTS

Date Listed

81. Stone, Edward, Three-Decker **Entered in the
National Register**

for Keeper

Helena Byers 2/9/90

Attest _____

82. Troupes, John, Three-Decker **Entered in the
National Register**

for Keeper

Helena Byers 2/9/90

Attest _____

83. View Street Historic District **Substantive Review**

for Keeper

Beth L. Savage 02/09/90

Attest _____

84. Wescott, John, Three-Decker **Entered in the
National Register**

for Keeper

Helena Byers 2/9/90

Attest _____

85. Woodford Street Historic District
**Entered in the
National Register**

for Keeper

Helena Byers 2/9/90

Attest _____

86. Zemaitis, Anthony, Three-Decker
**Entered in the
National Register**

for Keeper

Helena Byers 2/9/90

Attest _____

~~87. _____~~

Keeper _____

Attest _____