

Medford Neighborhood Overviews

EAST MEDFORD

East Medford is a large and geographically and historically diverse neighborhood in the east central section of the city. Today, it is bounded on the west by I-93, which effectively divides East Medford and Medford Square; on the north by the escarpment on the north side of the Fellsway West; on the east by the Medford-Malden corporate line; and on the south by the Mystic River. The topography is generally flat; the neighborhood was developed on a plateau below the Highlands of the Middlesex Fells (now Fulton Heights) and above the tidal wetlands of the Mystic River (and Wellington).

The neighborhood is bisected diagonally southwest to northeast by Salem Street (Rt. 60), an old regional highway running from U.S. 20 in Waltham to the Salem Turnpike in Revere. A streetcar began service along Salem Street in the late 19th century. Another old thoroughfare, Riverside Avenue, runs along the north shore of the Mystic River and into the Wellington neighborhood in the southeast corner of the city. It was once known as Ship Street due to its association with Medford's early shipyards strung along its path. A branch of the Boston & Lowell Railroad was brought into Medford Square from the east side of the city in 1835; the right-of-way is still a feature of East Medford's street plan paralleling Washington Street in the southern section of the neighborhood. Other principal streets are Park Avenue, which runs north-south through the west side of the neighborhood; Central Avenue, which runs east-west between Salem and Washington streets from Park Street east to the city line; Fulton Street, which runs north from Salem Street into The Heights; Spring Street, a north-south artery between Salem and Riverside on the east side of neighborhood; and Fellsway West, which wraps around the east and north sides of the area.

HISTORICAL BACKGROUND

The entire area, along with the rest of the plateau on the north side of the Mystic River in the city, was part of a plantation granted around 1629 to London merchant Matthew Craddock, governor of the Massachusetts Bay Company. A great house and barn were built near the town green (now the site of city hall), neither of which are extant. Later, land comprising what is now the east side of Medford Square and west side of East Medford was conveyed to Jonathan Wade. (His brick house survives on Bradlee Road in Medford Square.) A historic map depicts the house of Nathaniel Wade on Riverside Avenue in East Medford. Peter Tufts's farm occupied the east side of the Medford plantation. His house still exists on Riverside Avenue east of Spring Street, which approximates the western boundary of the Tufts farm.

Even more than other towns, Medford was slow to populate. In 1700, there were no more than 230 souls in the town; by the end of the century there were 147 families residing in 104 dwellings. A center began to develop along High Street east of Medford Square in the 18th century with commercial development focused at the intersection of High, Riverside and Main. Shipbuilding enterprises were situated on the Mystic River east of the Main Street (Craddock's) bridge, mostly on

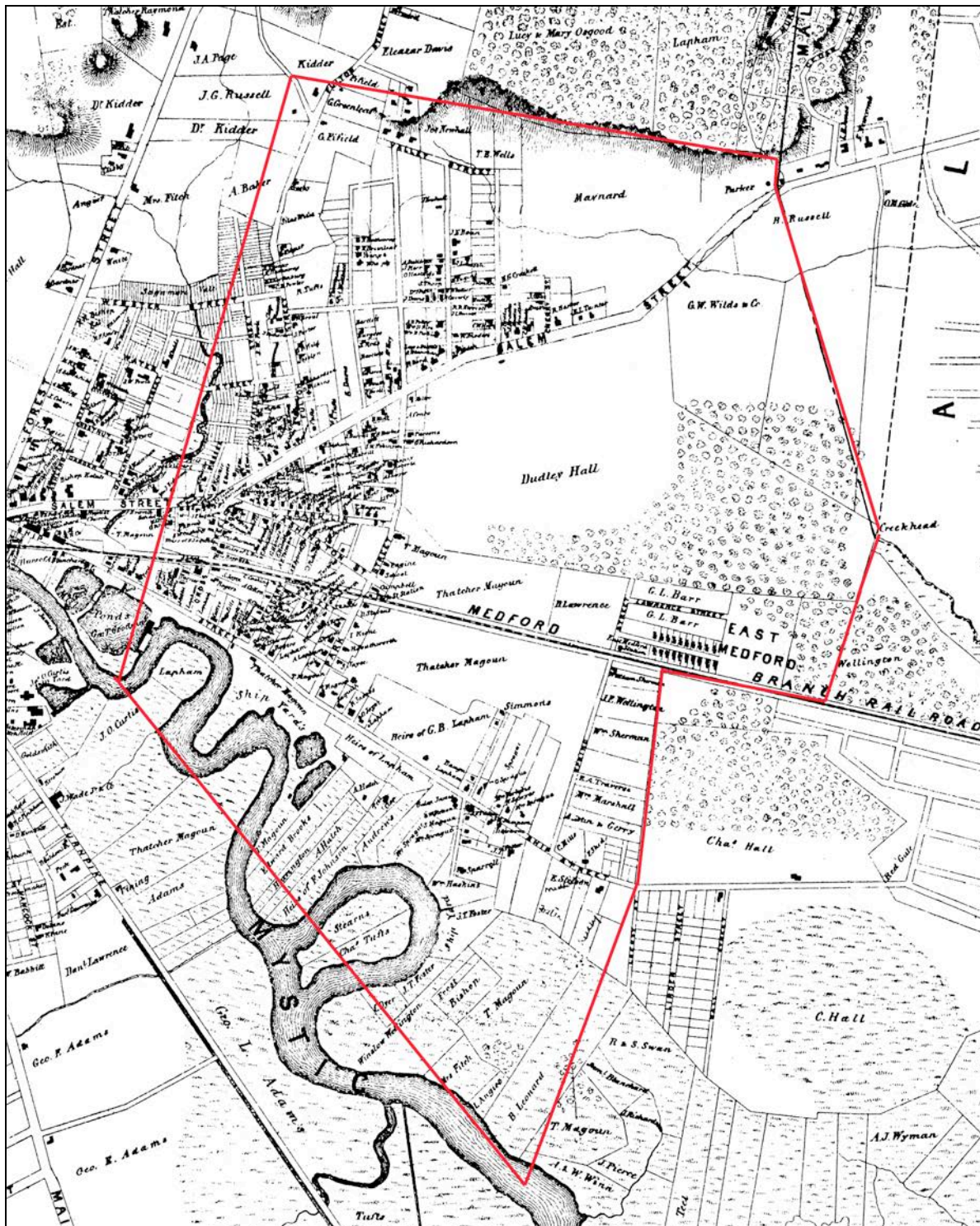


Fig.1: Map of Medford, 1855, with the East Medford neighborhood outlined in red.

the north side along Riverside. A map drafted in 1794 by Peter Tufts, Jr. shows only two roads in East Medford: Malden Road (Riverside Ave.) and Stoneham Road (best approximated by Fulton St.). The Mystic River is depicted, but only two buildings are indicated, both in Medford Square, a

“Meeting House” north of the river and Blanchard Tavern” south of the river. The characterization of East Medford is not much different on the 1830 map of the town. By then population had doubled, and it is likely that residential development had begun to occur along streets leading east and south from Medford Square.

East Medford Neighborhood in 1855

By 1855 this growth was precisely delineated on a published map. A street plan extended east to Almont Street north of Salem Street and Park Avenue south of Salem. Thatcher Magoun’s shipyard is indicated on the south side of Ship (Riverside) Street; he also owned a large unpartitioned lot bisected by the Medford Branch Railway. The rest of Ship Street was largely built out with new streets and lots laid out at the eastern end of the neighborhood. The map documents the obvious direction of early 19th-century growth, that is, rippling out concentrically from the town center with extensions along the three principal axes: Salem Street, Ship Street/Riverside Avenue, and the railroad corridor, particularly at the nodes of depot locations at Park and Spring streets. A pattern of very small lots are concentrated in the northwest corner of the neighborhood, apparently intended to attract working class buyers. The rest of the area remained partitioned into large lots but undeveloped, notably at the southern edge of the hills to the north, the marshes along the river on the south, and at the western outskirts of the town. The largest holding by far belonged to retired merchant Dudley Hall, who may have operated a farm there. Its proximity to butcher George W. Wild’s lot farther east suggests that at least some of the land was functioning as stockyards consistent with Medford’s history as a drover stop and transshipment point.

Numerous antebellum buildings, both single- and multi-family dwellings, are located along streets in this oldest section of the neighborhood. The Old Ship Street Historic District (NR-listed 1975) contains a collection of distinctive Greek Revival-style houses associated with the development of the Mystic River shipyards, but the entire area west of Park Street is characterized by buildings from this period. At the smallest and simplest end of the scale are small single-family dwellings with gabled front facades, corner pilasters, Greek entablatures and trabeated entrances (Fig.2). These houses could be further elaborated with a Greek porch or portico. Introduced in this period, this modest house type was duplicated and refashioned in New England towns in great numbers through to the end of the 19th century. Many like the example pictured have had their design features obscured by later applications of sidings.

There also are single-family dwellings oriented with their gables parallel to the street, requiring wider lots and presenting a larger front façade (Fig.3). Some have their gable ends facing the street with their entrances on a side wall. Some are two-stories in height, but in this middling neighborhood, the larger buildings typically contained two dwellings (Fig.4). The largest house form of this period pairs two-story dwellings back-to-back with a gable end on the street and entrances on both sides and appear to have contained up to four living units (Fig.5). In the context of the current city, all these antebellum dwellings can be considered rare surviving landmarks of Medford’s early urban history. It does not appear that any property types other than dwellings survive from this period in East Medford.



Fig.2: Single-family dwelling, 71 Tainter Street



Fig.3: Single-family dwelling, 58 Fulton Street



Fig.4: Two-family dwelling, 165-167 Park Street



Fig.5: Multi-family dwelling, 144-146 Park Street

East Medford Neighborhood in 1875

Twenty years later, when the next map was published, the primary area showing progress in development was along the railroad branch line. Myrtle Street, which paralleled the tracks, was packed with small end houses. Some of this development had already appeared on the 1855 map, but it had doubled in size on the subsequent one (Fig.6). It appears to have been the first systematic development of prototype houses to occur in East Medford, and was likely one of the first in the entire city (Fig.7). Apparently, their relationship to the railroad, shipyards and brickyards determined the type of small-house development (Fig.8). The East Medford train depot was located at the intersection of Spring and Myrtle streets, and, by contrast, new streets and building sites were laid out west of Spring and north of Washington for the construction of larger and more costly single-family houses attractive to commuters. Grant, Sheridan and Lawrence streets were platted west of Spring Street and north of Washington Street, which paralleled the rail line, on tracts formerly identified with the Magouns and Lawrences (Fig.6). In addition, two new streets, Dudley and Otis were opened east of Park Street in the Dudley Hall tract, with lots accommodating radial growth at the fringe of the existing city plan as well as railroad-oriented development.

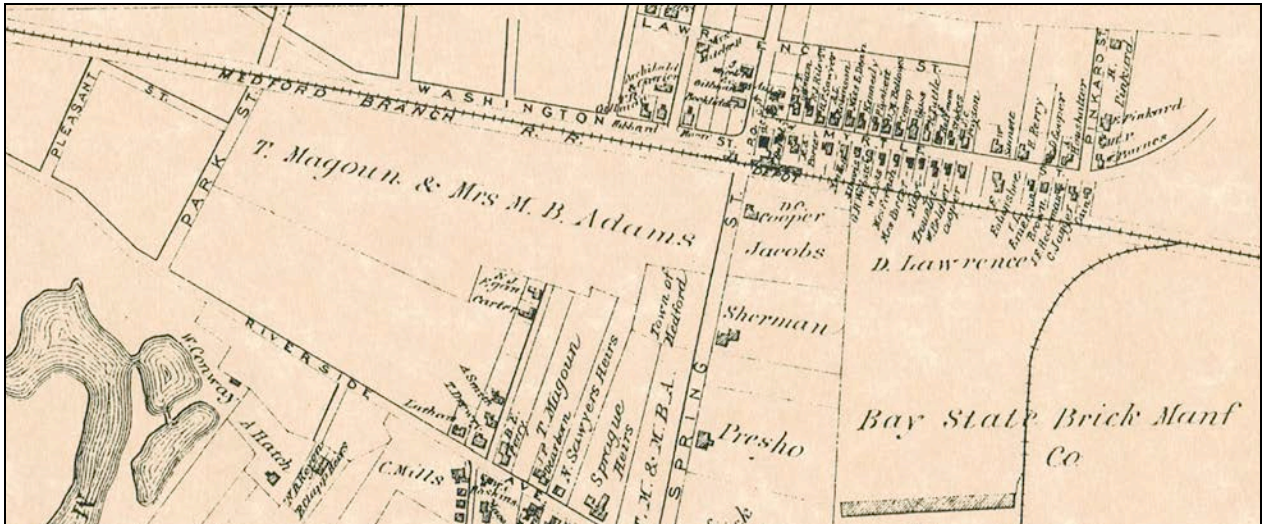


Fig.6: East Medford map from 1875 *Atlas of Middlesex County*. Myrtle and Washington streets are depicted at the top of the map. The depot was located where the railroad crossed Spring Street in the center of the map (a second depot was opened later at Park Street on the left side of the map). Between Park and Spring streets, left to right are the unlabeled streets Dudley, Otis, Sheridan and Grant.



Fig.7: Myrtle Street, west of Pinkett Street



Fig.8: Single dwelling, 65 Myrtle St.

By 1875 domestic architecture in east Medford had adopted the picturesque features of the Romantic or Early Industrial Era. While many of the traditional house forms persisted, they were embellished with overlays in Gothic, Italianate and Mansard styles creating more ornate and diversified elements in the streetscapes. New cross-wing forms were introduced representing a distinguishable change in the plan and appearance of middling architecture. Still, at the lower end of the economic scale, particularly in single-family worker cottages, the old front-gable form with modified Greek Revival or Classical decoration endured but notably reduced in magnitude and expression. New buildings were added on existing lots west of Park Street filling out the plan, with their contrasting forms and decoration indicating their modernity. Houses built in this period on new streets are likewise interspersed in later one-, two- and three-family dwellings.

The shift from Greek Revival to Gothic decoration is obvious on some dwellings, particularly on front-gable cottages where the pointed façade was well-suited to the Gothic treatment (Fig.9). In the pictured example, corner pilasters and side-wall friezes are prominent, but the scalloped vergeboard on the front is the principal design attraction, and the trabeated entrance is relieved by the addition of a peaked lintel. A similar cottage on Myrtle Street, one of the more ornate on the street, features a bay window and bracketed hood over the entrance that, along with brackets applied along the roof edges of both the house and the bay window, give it a more Italianate appearance, although such elements are not rare on buildings evincing Gothic or Mansard design (Figs.8&12).

The real innovation at this time was the cross-wing house, which depending on its size, could be suitable for working- and middle-class families alike. The cross-wing plan, with its asymmetrical exterior and unconventional arrangement of domestic spaces represents a revolutionary moment in house design (Fig.11). Consistent with the taste of the period, gabled fronts were embellished with bay windows and eave decoration, and ornate piazzas filled the L-shaped void between the wings to distinguish the entrance. Larger cross-wing houses designed in the scale and manner of the type of suburban homes promoted in builders' pattern books of the period appeared on the new streets in East Medford suggesting that the fashion was gaining popularity with middle-class families either working in Medford or commuting (Figs.10&13). Larger in size—typically two-stories in height, with cross wings, rear service ells, front entrances tucked under deep front piazzas that wrapped around one side and terminated at a cross wing. Rooflines of both house and piazza could be heavily ornamented with brackets and other scroll-sawn detail, with the posts and balustrades of the piazza carrying further embellishment. Houses frequently contained a mix of Gothic and Italianate detail, with the latter winning out when there are brackets. The mansard roof was a design option making a passing reference to French taste while expanding upper-story space (Fig.12).



Fig.9: Single-family dwelling, 27 Altamont Street



Fig.10: Single-family dwelling, 45 Otis Street



Fig.11: Single-family dwelling, 51 Fulton Street



Fig.12: Single-family dwelling, 102 Dudley Street



Fig.13: Single-family dwelling, 111 Spring Street



Fig.14: Multi-family dwelling, Washington Street

On Washington Street near the site of East Medford depot is a multi-family dwelling that shares some of the same decorative features described above (Fig.14). The suburban-type houses required larger lots and, although few survive, most would have had small barns to stable a horse and keep a carriage (Fig.13). This was another indication of greater wealth when compared to the smaller lots and houses in the older section west of Park Street (or on Myrtle Street), where residents would not have had the luxury of their own personal transportation. There are other non-domestic buildings to identify from this period, and it will be important to inventory them. One is a large building on the east side of Spring Street north of the railroad ROW, which is identified as a post office in 1875 and likely served other functions associated with the adjacent East Medford depot (not extant).

East Medford Neighborhood in 1900

The 1880 bird's-eye view of Medford does not extend east of Otis Street indicating that there was still not much to show in that part of the city. Maps of the city published in 1889 shows little difference in residential or commercial development from the 1875 snapshot. The west side (up to Spring Street) of Dudley Hall's large tract had developed somewhat by the time the 1900 map of the city was



Fig.15: Map of east side of East Mendon neighborhood from 1900 Stadley atlas. Dudley Street is highlighted with a green line on the left side of the image and the railway ROW is located at the bottom of the image. Salem Street is the serpentine road near the top of the map. The large blank area on the right is the undivided portion of the Dudley Hall tract, at this time owned by William Dwyer. With the exception of the Dwyer property, today's street plan is essentially in place, although on closer examination it is evident that most of the parcels east of Otis Street are vacant excepting sections along or near the main thoroughfares of Salem, Spring and Washington, the latter which parallels the railway between the Park Street and East Medford depots.

published (Fig.15). All of Washington, Dudley, Otis, Spring, and the east side of Grant streets were thickly developed, with scattered houses, single and in small groups, in the center of the tract. Blocks of empty lots in this section were owned either by civil engineer James O. Goodwin or manufacturer Josiah R. Teel. The tract on the south side of the railway owned by the Magouns, was also fully platted but with houses on only about half of the lots. Streets in the Lapham tract, intersecting with the north side of Riverview Avenue (Sprague, Lapham, Pembroke, Abbott), were full of houses. Streets at the north end of the neighborhood were also slow to fill in. The far eastern part of East Medford had yet to see any construction. The northern part of the easternmost leg of the Dudley tract remained undeveloped, having come into the ownership of William Dwyer. Two other tracts north of

there, one owned by Angelina Carney and the other by Arthur D. McClellon were platted but empty. The identities of these three Irish-Americans cannot be determined in Medford census records, suggesting that they were speculators from elsewhere. A fourth area north of Salem Street and east of Cherry Street was only partially mapped and divided among three different individuals. The streetcar, introduced on Salem Street around this time, terminated at barns at the city line (Medford was incorporated as a city in 1892), so these areas represented what were still the eastern outskirts of town.

It was in the last part of the 19th century that two-family dwellings became the primary component of development plans. Medford's population was increasing rapidly, and the eastern part of the city, with its available and affordable building lots, became a target area for expansion. The streetcar line along Salem Street became the axis of the neighborhood, with new streets intersecting with its south side loading up with the current answer to the demand for urban housing: the two-family flat. By 1900 rows of two-story end houses with two front doors and identical fenestration on both levels were appearing on the Salem Street ends of streets in the Dudley Hall tract, shifting concentration from the railway corridor and riverside to the trolley line (Figs.16 & 17). Single-family dwellings of similar urban appearance were built as well for those who could afford it. These were mixed in with two-family houses on the new streets, as well as inserted in undeveloped areas in older sections of the city, such as on Cudworth Street in the midst of the Old Ship Street Historic District (Fig.18)



Fig.16: View on Otis Street south of Salem Street



Fig.17: Spring Street, east side south of Salem Street



Fig.18: Cudworth St, east side north of Riverside Av

The affordability principle of these mass-produced houses resulted in the economical use of decoration. New houses had a generally plain appearance with few embellishments, which has been exaggerated in recent years with the addition of even plainer sidings—asbestos-cement shingles or metal/vinyl siding—and the denuding and/or enclosure of porches. As in previous eras, porches were the main ornament on the urban house, big or small (Figs.20 & 21). Cornice detail had reduced in importance by this time, but projecting bays on front and side walls were employed to enliven front facades and break up the broad expanses of long side walls (Fig.22). Multiple types and textures of sidings also were used; often wood clapboards covered the first story and wood shingles the second separated by wide board belts or a flared apron. Turrets were popular features as evidenced on many new houses, particularly on Otis Street (Fig.20).



Fig.19: Commercial block, 285 Salem Street



Fig.20: Single-family dwelling, 112 Otis Street



Fig.21: Single-family dwelling, 19 Cherry Street



Fig.22: Two-family dwelling, 113-115 Otis Street

In addition to the two-story flats, some larger and better multiple dwellings continued to be designed as double-house or semi-detached types (Fig.22). Remarkably, the traditional two-story duplex house form with entrances off porches on the sides can be seen as persisting in the pictured example. The

influence of the Queen Anne and Shingle styles is quite evident, most of it coming from builders' guides and published plans. More intensive research should reveal the involvement of local architects in the more elaborate instances, as it has done in other places. The proliferation construction begs the question of who were the individuals doing the work and what were the economy and network involved.

It appears that by 1900 Salem Street was still residential in character and the current commercial zone is the result of a gradual 20th-century transformation. Many buildings on the street originated as houses constructed in all of the neighborhood's historic eras and were later adapted to commercial use by the addition of a store on the front or renovation of the first floor. Others were demolished for the construction of new commercial or mixed use buildings. One of the first of these to be completed is a large three-story brick block—the Potter Building—located on the southeast corner of Salem and Park streets (Fig.19). It was designed with three stores at street level, one with a corner entrance tucked under a distinctive round wood frame turret with tall conical roof. The space between the second and third stories of the turret are embellished with applied swags as are three two-story oriel, two on the long Salem Street façade and one on the shorter wall facing Park Street. Recently rehabilitated, the Potter Building is a landmark commercial building in East Medford.

East Medford Neighborhood in 1930

The remaining undeveloped areas of the East Medford neighborhood built out quickly during the first two decades of the 20th century, which corresponds with the period of the city's largest and fastest population increase. It was at this time that neighborhood services were formalized, with new schools, a firehouse, hospital, church and a commercial center at Haines Square. It also is likely that improvements to public water and sewer service finally made the final expansion to the city limits possible.

The last remaining undivided space in the neighborhood, the eastern section of Dudley Hall's tract, then owned by William Dwyer, was platted in the 1920s creating building lots on Burnside, Chipman, Poole, Evans, Pinkett, Kenmere and Amaranth streets between Central Avenue and Lawrence streets and a triangular subdivision above Central with a greensward (Morrison Playground) at the wider west end and Hurlcroft Avenue slanting southwesterly along the historic angled boundary of the Dudley Hall tract. A subdivision plan for lots within this section on Hurlcroft, Yeoman and Central avenues and Linwood Court was filed with the land court in 1922 resulting in the construction of neat rows of identical two-family houses fronted by two-story porches surmounted by a gambrel pediment overlaying the front-gable end (Figs.23-25). This systematic, speculative development with its distinctive, repetitive two-family house design is unique in the neighborhood for its size and uniformity. The streets below Central developed seemingly without a unifying plan and with a mix of single- and two-family houses (some with gambrel pediments) that were constructed gradually over many decades.



Fig.23: Yeoman Avenue, west side from Morrison Playground



Fig.24: Hurlcroft Ave, north side east of Linwood Ct



Fig.25: Central Avenue, north side east of Linwood Court



Fig.26: 1-11 Carney Street



Fig.27: Brogan Street west of Court Street



Fig.28: Park Street, east side north of Brogan Street



Fig.29: Sheridan Street south of Central Avenue



Fig.30: Sheridan Street, east side south of Hooker St

House construction began in Angelina Carney's subdivision around this same time. The variety of designs of two-family flats suggests that lot buyers were responsible for building their houses (Fig.27). A subdivision was filed with the land court in 1924 for a portion of Carney's plot on Linwood, Carney and Emerald streets.

Other smaller speculative row developments are visible in other parts of the neighborhood. At the northern edge of the neighborhood along Fellsway West, about a dozen single-family dwellings were built on both sides of Brogan Street, which borders the south side of the Park Street playground

(Fig.27). A row of six houses of similar design appeared just east of the playground on Park Street (Fig.28). The central portion of streets running between Salem and Washington streets were slow to develop. One of these, Sheridan Street, was developed with facing rows of similar two-families (Fig.29). These were built in the midst of what were largely single-family dwellings that had crept up Sheridan from the railway line during earlier phases. Farther north, near Hooker Street, a row of two-story four-square-type houses were built (Fig.30). These were a popular builder's house in the early 20th century, and examples of them can be found throughout East Medford. The recently-completed Fellsway became one of the few areas of the city where three-deckers were built.

Wood shingles were an important modernizing material in the early 1900s and many houses in the neighborhood were built with them covering the exterior, although a high percentage of them have been resided. Most of new Craftsman bungalows built in East Medford in this period originated with wood shingle exteriors to emphasize their non-industrial aesthetic (Fig.31). Their low-slung roofs and prominent dormers, asymmetrical fenestration, deep porches, and restrained ornament are characteristic features, which were immediately incorporated into other house more conventional forms (Figs.32&33). The design of multiple-family dwellings also had a Craftsman variant, with wood shingle exteriors and Bungalow-inspired interior woodwork distinguishing the flats (Fig.35).



Fig.31: Single family house at 75 Otis Street



Fig.32: Single family houses at 28 & 32 Farragut St.



Fig.33: Single family house at 39 Almont Street



Fig.34: Two family house at 48 Fountain Street



Fig.35: Single family house at 11 Maynard Street



Fig.36: Single family house at 52 Central Avenue

In some cases older homes were modernized with an application of wood shingles (Fig.35). The Colonial Revival taste is evident in other houses of the period, such as the gambrel-roof cottage illustrated above, which also shows aspects of the Craftsman Bungalow as well (Fig.36). The more individualistic designs of some of the Craftsman and Colonial Revival houses mentioned were likely developed by professional architects, whose identities are not yet known.



Fig.37: Haines Square (Salem St.) east of Grant Street

By 1930 Haines Square had developed as a commercial center near the old trolley terminal, which had evolved into a garage and maintenance facility for the city's bus system, which had replaced the railcars. Fellsway West had been constructed in the 1890s, which made the east end of Salem Street an important portal to the city. This transportation nexus was the ideal location for a shopping center, particularly with Spring Street linking the square with another neighborhood thoroughfare linked to the railroad depot. Furthermore, the great swell in East Medford's population made a satellite shopping center practical, and it was in walking distance of its latest and most densely developed

eastern section. Undeveloped land on the north and south side of Salem Street at the Spring Street intersection made the change in use easier. All the commercial buildings constructed at Haines Square were built as such, with some at the western edge adapted from dwellings (Fig.37). These include a series of one-story shop rows on the north side of Salem Street extending from Fellsway West west to Grant Street, with rounded corners at the widened intersection with Spring Street. The commercial streetscape begins just west of the bus station on the south side of Salem Street where a movie house and social hall were built to face west on the square. Opposite that is another building with multiple storefronts wrapping around a rounded façade on the southwest corner of Salem and Spring; rows of one- and two-story stores with brick facades extended west from Spring Street to Grant.

The Haines Square stores terminated on the east at the trolley barns/bus garages on the south side of Salem Street and a small apartment house group on the north side, both of which cornered on Fellsway West. The boulevard was the location for apartment house development, which was a novel alternative to multi-family flat and tenement dwellings. Much as today, apartments were small and affordable for newlyweds, older couples or single people; flats were still the preferred housing options for families. A much larger complex was built on the east side of the boulevard in Malden. Another is located at Fulton Avenue (Fig.38). In spite of their location on Fellsway West, there appears to have been no accommodation for car parking, which suggests they were not particularly intended for commuters. There were commercial garages by this time, such as one with a 45-car capacity on the corner of Salem and Dudley streets. By one account, the median in Fellsway West was intended for a railway, but there is no evidence that this ever occurred. These buildings were clearly built from architects' original designs.



Fig.38: Apartment house, 390-392 Fellsway West

Other non-residential buildings include a Methodist Episcopal Church on the corner of Otis Street and Central Avenue (Fig.40), which appears to have been the only religious property in East Medford. (St. Francis of Assisi Roman Catholic Church is located north of the Fellsway West at Fulton Street.) There are three schools, all of which were constructed before between 1900 and 1930: the Swan Elementary School on Park and Washington streets, the Franklin Elementary School on Central Avenue between Garfield and Farragut avenues (Fig.41), and the Milton Fuller Roberts Junior High School on Park Street north of Salem Street. Dearborn Hospital also operated briefly in a large house on the corner of Park Street and Central Avenue. An elegant brick fire station with a tall hose-drying tower was constructed on Salem Street near Park Street (Fig.42), and when the trolley system was replaced with busses, a building containing a waiting room and business office was sited at the east end of Salem Street near the trolley barns, which had been adapted for bus servicing (Fig.39).



Fig.39: Bus Waiting Room & Office, Salem Street



Fig.40: First M.E. Church , 55 Otis Street



Fig.41: Franklin School, 68 Central Avenue



Fig.42: Salem Street Fire Station, NW cor. Park St

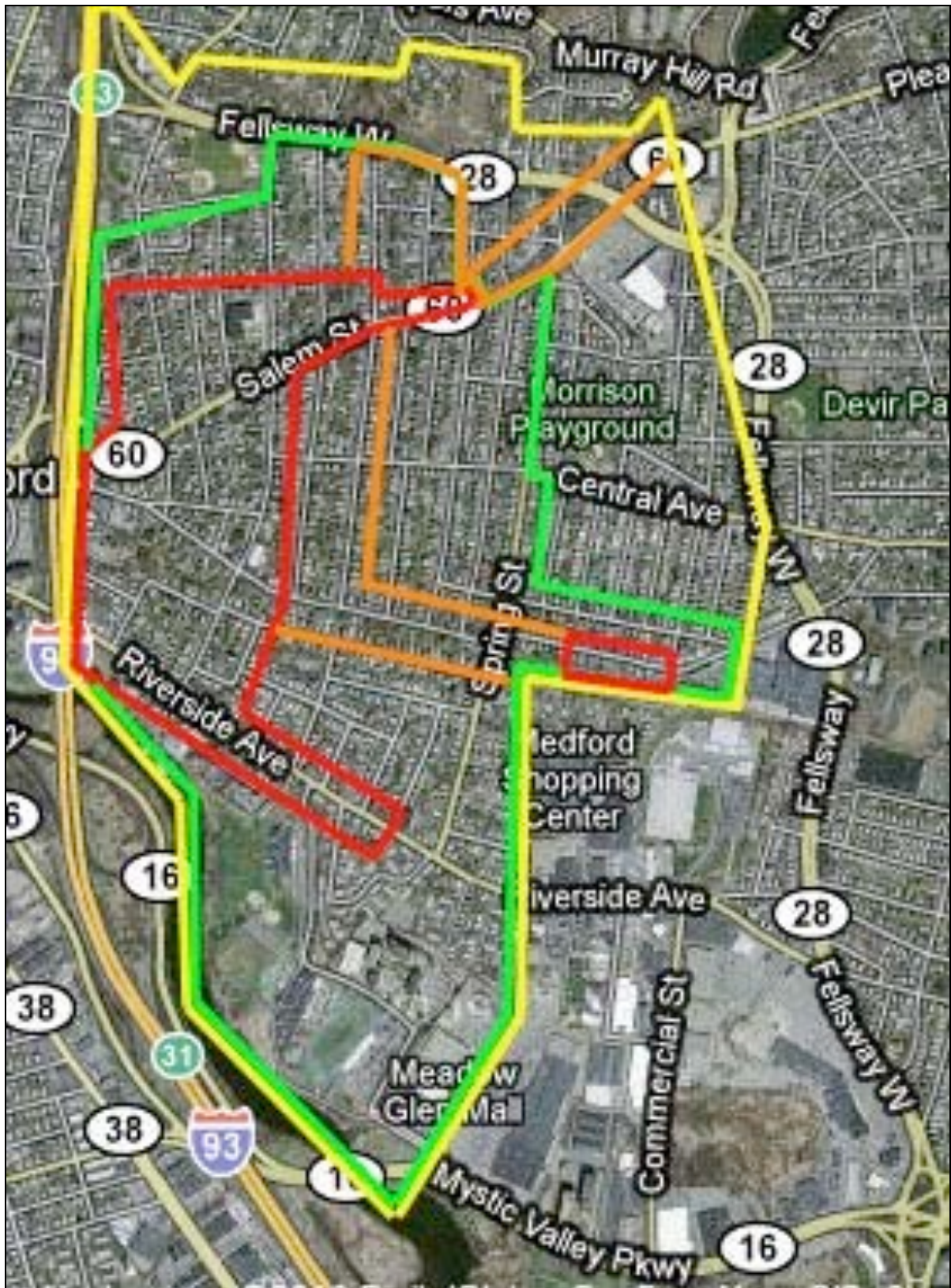


Fig.43: Map of East Medford neighborhood (outlined in yellow) showing stages of growth. The extent of development occurring by 1855 is indicated in red; expansion by 1875 in orange, and that reached by 1900 in green. The remaining area between the green and yellow lines was built out by 1930.

East Medford Neighborhood after 1930

The East Medford neighborhood has remained largely intact since the final push of development in the 1920s. Changes that have occurred after 1930 include the closure of the railroad and the privatization of the right-of-way, the increased commercialization of Salem Street with a large supermarket replacing the trolley barns at the eastern end (a bus terminal still exists but is slated to be closed), and the rezoning of land along the Mystic River from industrial to high-density apartment developments. The construction of I-93 along the western side of the neighborhood obliterated historic buildings in its path and has created a barrier between East Medford and Medford Square that was not previously there. However, with that exception, existing residential areas have not physically changed over the years. Zoning has preserved two-family houses south of Salem Street but has allowed the number of units to increase in historic one- and two-family houses in areas north of Salem Street and east of Spring Street. Some new construction has taken place on lots left vacant or where original houses have been destroyed by fire or demolished for other reasons. As in other places where the dominant exterior material is wood, many houses have been altered with the application of new synthetic sidings, and original wood windows are being systematically replaced with new insulated units following the popular trends of energy conservation and home improvement.

RECOMMENDATIONS FOR SURVEY: East Medford Neighborhood

- Survey streets indicated on 1855 map and document and map all antebellum properties on B Forms (est. 100 properties)

Buildings constructed before the Civil War represent a rare and diminishing group of historic resources in Medford and should be documented without exception.

- Survey area in Dudley Hall tract pictured on 1875 map, that is Park, Dudley and Otis streets between Salem Street on the north and the Washington Street on south and document houses surviving from that period on B Forms (est. 50 buildings)

The area experienced noteworthy “suburban” growth in the 20 years between maps and this should be investigated to document the architectural evolution and the infrastructure and non-residential development that accompanied it. Buildings surviving from this period are also significant for their age, rarity and potential to provide information about the city’s history.

- Document industrial archeology of north side of Mystic River

The shipbuilding enterprises and later industrial development along the river has been addressed in local histories, but the geographical and physical characteristics could be better documented and depicted. (Some of this may have been addressed in studies conducted in the planning of I-93 and other river-related environmental projects.

- Document commercial area centered on Haines Square on an area form (approx. 30 properties)

This is one of the more important historic shopping centers in the city.