

SWAMPSCOTT RECONNAISSANCE REPORT

ESSEX COUNTY LANDSCAPE INVENTORY

MASSACHUSETTS HERITAGE LANDSCAPE INVENTORY PROGRAM



Massachusetts Department of Conservation and Recreation

Essex National Heritage Commission

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May 2005

INTRODUCTION

Essex County is known for its unusually rich and varied landscapes, which are represented in each of its 34 municipalities. Heritage landscapes are places that are created by human interaction with the natural environment. They are dynamic and evolving; they reflect the history of the community and provide a sense of place; they show the natural ecology that influenced land use patterns; and they often have scenic qualities. This wealth of landscapes is central to each community's character; yet heritage landscapes are vulnerable and ever changing. For this reason it is important to take the first steps towards their preservation by identifying those landscapes that are particularly valued by the community – a favorite local farm, a distinctive neighborhood or mill village, a unique natural feature, an inland river corridor or the rocky coast. To this end, the Massachusetts Department of Conservation and Recreation (DCR) and the Essex National Heritage Commission (ENHC) have collaborated to bring the Heritage Landscape Inventory program (HLI) to communities in Essex County. The primary goal of the program is to help communities identify a wide range of landscape resources, particularly those that are significant and unprotected. The focus is on landscapes that have not been identified in previous survey efforts in a given community. Another important goal of the program is to provide communities with strategies for preserving heritage landscapes.

The methodology for the Heritage Landscape Inventory program was developed in a Pilot Project conducted in southeast Massachusetts. It is outlined in the DCR publication *Reading the Land* which has provided guidance for the program in Essex County. In short, each participating community appoints a Local Project Coordinator (LPC) to assist the DCR-ENHC consulting team. The LPC organizes a heritage landscape identification meeting at which interested residents and town officials offer community input by identifying potential heritage landscapes. This meeting is followed by a fieldwork session including the consulting team and the LPC, usually accompanied by other community members. This group visits the priority landscapes identified in the meeting and gathers information about the community. The final product is the Reconnaissance Report, prepared for each participating community. It outlines the history of the community; identifies the resources and documentation that provide background information; provides a short description of the priority heritage landscapes visited; discusses planning issues identified by the community; and concludes with a brief discussion of survey and planning recommendations. A list of all of the heritage landscapes identified by the community is included in the Appendix.

SWAMPSCOTT HISTORY

Swampscott's distinctive coastal landscape features and its coastal and inland residential neighborhoods represent the history of the community from the earliest Native American use of the land to the present day suburb of Boston. The 19th century fishing industry, some agriculture, some shoe manufacturing,

and the late 19th and early 20th century development of Swampscott as a summer resort helped shape the landscape.

The coastline of Swampscott, along Nahant Bay and Massachusetts Bay, included areas used by Native Americans known as Naumkeags, a subgroup of the Pawtucket tribe. The first European settlement of the area occurred in 1629, when Swampscott was part of Lynn. It was not incorporated separately as a town until 1852 at the same time that Nahant also separated from Lynn.

Fishing was the major economic activity with dories and “jiggers” as the main fishing fleet until the turn of the 19th century when schooners were first used. Fishing for lobster began in 1808. By 1826 the Swampscott fleet had six Chebacco boats (27-40 tons), which were used to fish for cod, haddock, pollock, hake and mackerel. By 1855 there were 39 schooners. Shoe manufacturing was a close second to the fishing industry followed by agriculture with 29 farms by 1865. Other modest mid-19th century manufacturing included the production of tinware, boat-building, basket making and three house building firms. By the mid-19th century, Swampscott became a summer resort with many visitors arriving by train to spend the full summer here. This lasted for about 100 years until the suburbanization of the mid 20th century.

Early transportation routes in Swampscott were Essex Street, Humphrey Street and Puritan Road. The Eastern Railroad to Salem passed through Swampscott starting in 1838. The arrival of the railroad fostered estate development followed by large hotels to accommodate summer resort business. The street railway from Lynn traveled along Humphrey Street in the late 19th century and provided transportation for workers living in Swampscott and traveling to Lynn and Boston for work.

The population of this outpost community was slow to grow. In 1826 only 243 persons lived in Ward One of Lynn, the area that became Swampscott in 1852. However, by 1855 the population had exploded to 1,335. Major growth occurred in the late industrial period fueled by an influx of immigrants to work in the area’s shoe businesses. By 1915 the population was 7,345 persons. The first immigrants were Irish and Canadian followed by Italians who predominated in the early 20th century. By the end of the 20th century the population nearly doubled to 13,650.

RESOURCES AND DOCUMENTATION

Inventory of Historic Assets

The Massachusetts Historical Commission’s (MHC) Inventory of Historic and Archaeological Assets is a statewide list that identifies significant historic resources throughout the Commonwealth. In order to be included in the inventory, a property must be documented on an MHC inventory form, which is then entered into the MHC database. This searchable database known as MACRIS is now available online at <http://www.sec.state.ma.us/mhc>.

According to the MHC, Swampscott's survey documents 1,373 resources dating from 1700 to 1987. Most of the documentation was completed in the early to mid 1990s using area forms to fully describe neighborhoods of Swampscott. Thus most resources are documented as part of these neighborhoods. There are about 50 individual building forms documenting key resources, most of which also are included in one of the area forms. Most of the survey work was completed by professional preservation consultants.

State and National Registers of Historic Places

The National Register of Historic Places is the official federal list of districts, sites, buildings, structures and objects that have been determined significant in American history, architecture, archaeology, engineering and culture. All National Register properties are automatically listed in the State Register. Swampscott's National Register (NR) program began in 1976 when the Elihu Thomson House, now the town's Administration Building, was listed as a National Historic Landmark. Subsequent individual listings include the Swampscott Fish House (NR-1985), the Swampscott Railroad Depot (NR-1998), and the Sir John Humphreys House, which was listed as part of the 1990 First Period Thematic Nomination. A major infusion to Swampscott's National Register program occurred in 2002 with the listing of the Olmsted Subdivision Historic District accounting for over 600 resources added to the National Register. To date there are no local historic districts in Swampscott. One Swampscott property, the Elihu Thomson House, is protected by a preservation restriction, drawn up in accordance with MGL Chapter 183, Sections 31-33. A preservation restriction (PR) runs with the deed and is one of the strongest preservation strategies available. All properties which have preservation restrictions filed under the state statute are automatically listed in the State Register. The Elihu Thomson House already was listed in the State Register due to its NR nomination when the PR was applied in 2002. The property received a preservation grant which in turn required the filing of the PR.

Planning Documents

In response to Executive Order 418 in 2000, a program established to assist communities in developing a "Community Development Plan" which would address housing, economic development, open space protection and transportation, the town held visioning sessions. Critical issues that evolved from these sessions focused on views of the seascape, scale of development, and streetscape preservation and maintenance. Through this effort the town is exploring the concept of an overlay district for the commercial area on Humphrey Street. The goal is to develop something that will foster economic revitalization while saving views and preserving the historic downtown character.

The *Swampscott Open Space and Recreation Master Plan* dated 1983 is the most recent plan available. The Conservation Commission has been working on an updated version; however, there is no document to review at this time. The goals expressed in the OSRP of 1983 were to preserve more valuable open space which was identified in the plan; protect coastal beaches (also identified in plan);

broaden the wetlands and floodplain protection; enhance the quality of the urban environment at the village center; improve the quality of and acquire additional land for recreational facilities; develop path and greenbelt systems; and work with regional conservation and recreation goals and objectives.

Planning Bylaws and Other Tools

Swampscott has a demolition delay bylaw which considers all demolition requests for properties that are 75 years old or older for historical and architectural significance. Demolition of such properties may be delayed for up to nine months.

PRIORITY HERITAGE LANDSCAPES

The Swampscott Heritage Landscape Identification meeting, attended by 11 residents, some representing town boards and local non-profit organizations, was held on June 29, 2004. During the meeting residents identified a lengthy list of Swampscott's heritage landscapes, which is in the Appendix. Once the comprehensive list was created, attendees were asked to articulate the value of each landscape and the issues relating to its preservation. Based on the information gathered, community members selected a group of high priority heritage landscapes to be visited by the consulting team during the fieldwork. Each of the priority landscapes is highly valued, contributes to community character and is not permanently protected or preserved.

The following text describes the priority heritage landscapes that are the focus of the reconnaissance work in Swampscott. In most instances intensive survey work will be needed to fully document the physical characteristics and the historical development of the landscape. These heritage landscapes, which are listed in alphabetical order, represent a range of scale from individual sites to neighborhoods and the beaches and parks in the community.

Beaches and Adjoining Parks

The string of beaches along the Swampscott coastline is divided into several named beaches most with adjoining parks. Most parks are separated from the adjacent beach by rocky points and promontories. Beginning at the Lynn-Swampscott line is King's Beach which extends along the shore in Lynn to the gateway of Swampscott and forms a deep cove at the beginning of the commercial strip along Humphrey Street. A boulevard with new concrete walking surface, lighting and benches has been constructed along King's Beach in Lynn. It is contiguous with improvements in Lynn known as Lynn Shore Drive. The only pedestrian area at the town line in Swampscott is Driscoll Park, adjacent to the beach and next to the first commercial enterprise on the water side. It has a brick terrace at the edge of the beach and includes the Tomas H. Driscoll Memorial Flagpole, benches and raised planters. King's Beach terminates at Black Will's Cliff. On the east side of the Cliff is a small park owned by St. John the Evangelist Church. This park extends from Humphrey

Street to the coast and ends at a point high above the sea. Tall pines filter the view.

Blaney Beach and Reservation comprises public and private beach, including Fisherman's Beach, the Fish House (NR) and the Fish House Pier also referred to as the Town Pier. Several important memorials are located in Chaisson Park at the end of Fisherman's Beach, including a War of 1812 cannon, an aviation sculpture and the Seaman's Memorial, which is the anchor from the Tedesco, the ship that sank off Galloupes Point in 1857. Fisherman's Beach traditionally is known for its association with 19th century painters.

Whales Beach is a wide crescent shaped beach that extends from Lincoln House Point to Galloupes Point. Two parks are associated with this beach: Polisson Park on the western side of the beach and Johnson Park centered along the beach front. The parks and the beach are accessible from Puritan Road and local residents can park at Phillips Park on Humphrey Street when using the parks and Whales Beach. Polisson Park is named after a prominent resident, Paul A. Polisson. Johnson Park, named after another prominent Swampscott citizen, Richard B. Johnson, is land once owned by the New Ocean House, a large hotel that was a summer resort until it burned in 1969. The northeasterly end of this beach also is called Eisman's Beach.

Phillips Beach extends from Little's Point to the Marblehead line. A private beach club uses part of the beach north of the brackish Palmer Pond which lies between Atlantic Avenue and Phillips Beach. The northern most end of Phillips Beach is referred to as Preston Beach by local residents. The land for Beach Bluff Park was donated by the Blodgett family in memory of John and Ruth Blodgett in 1999. A public-private partnership was formed with a group of Marblehead and Swampscott residents, the Clifton Improvement Association, designing the park with a boardwalk, memorial benches, and landscaping with tall coastal grasses, thistle and beach roses.



The Fish House

Although the Fish House is noted in the Beaches and Parks entry, it rates its own listing due to its high level of significance in Swampscott's maritime history. The 1896 Fish House is listed in the National Register of Historic Places. It is the only municipal fish house on the East Coast. The unique building type has a distinct presence at the convergence of Humphrey Street and Puritan Road. The Town Pier extends from the Fish House to the docks in the water. The large rectangular Shingle Style building with Colonial Revival features, designed by Henry W. Rogers, is a two-story block under a hipped roof. A central pavilion under a hipped roof with wood balustrade forming a look-out rises above the two ends of the building. Large wall dormers dominate the end elevations and several steeply sloping shed roof dormers enliven the side elevations. Windows and doors have lattice sash. Present restoration efforts are focused on replacing the doors. The building was constructed to replace the small fishing shanties that lined the beach. The building was divided into units that could be leased to local fishermen. The building continues to be used by fishermen and the Swampscott Yacht Club.

Forty Steps

Fifty seven concrete steps with eight landings lead from Ingalls Terrace to Rockland Street. Originally constructed as a pedestrian right-of-way in the early 20th century, they were built to make it easier for commuters to cut through when walking to and from the trolley that ran along Humphrey Street. The first set of stairs was constructed in iron, and was replaced with concrete stairs in the mid 20th century.

Humphrey Street Commercial Center

The commercial area begins at the gateway to the city and is marked on the water side by a small recently improved metropolitan park with the Thomas H. Driscoll (1915-1989) Memorial Flagpole surrounded by plantings in raised stone planters on a brick deck with benches as well. In 2000 the building at 168 Humphrey Street burned to the ground and was rebuilt exactly as it was. In 1914 to 1917 Humphrey Street was re-graded lowering its relationship to buildings. At the same time 25' of land was taken on the ocean side. St. John the Evangelist Roman Catholic Church property extends from the north side at 190 Humphrey Street across to the coast line. A small park has been developed on church property opposite the 1904 Victorian Eclectic church. Next door to the Church (to the west) at 174 Humphrey Street is the ca. 1870 Italianate St. John's Rectory which was the former Stephen Wardwell House. A modern school owned by the church is on the opposite side to the church. In addition, the church owns a parking lot on the south side of Humphrey Street. There are a number of interesting commercial structures that have been altered over the years hiding architectural features that may enhance the area. For instance, the building on the corner of Humphrey and Redington Streets has dormers hiding under the high roof that was added some years ago. Another nearby building on the north side of Humphrey Street has a partially revealed marbleized façade with

polychromatic art-deco design framing pilasters. Parking is scarce, signage is inconsistent and development is somewhat unguided presently.

Marian Court – White Court

Located on Little's Point (35 Little's Point Road) this mansion was designed by Arthur Little, well known Boston architect of Little & Browne. Arthur Little lived out on Little's Point in a family house nearby and designed or remodeled a number of the larger houses for family members and well-to-do clients. The house originally was built for Frederick E. Smith in 1895 in the Classical Revival Style. It was the summer residence of President Calvin Coolidge in 1925. Square cast stone piers and a segmental arched low balustrade – also of cast stone – mark the entrance to the courtyard of the house. The main house has the same half elliptical façade with monumental Ionic columns carrying the curved roof forming a narrow open veranda around the front. Many Revival features have been preserved in spite of the synthetic siding. The rear elevation has projecting elements, large gambrel roof dormers on each end and a wide open verandah or terrace that overlooks the broad lawn and sea beyond. Specimen trees are found on the front lawn and near the house and a clipped hedge lines the edges of the rolling lawn. The rocky coastline at the bottom of the broad rolling lawn is in sharp contrast to the classical design of the house in its formal landscape. The property now is owned by the Sisters of Mercy who run Marian Court College a private two year college. Prior to that, it was a two-year secretarial school.



Monument Square

Monument Square is the park-like gateway to Swampscott and the entrance to the Olmsted Subdivision. Its center is the intersection of Humphrey Street, Monument Avenue, and Burrill Street and is marked by a tall obelisk on a green triangular traffic island. The 30-foot granite obelisk is the Civil War Monument dedicated in 1883 to honor the 14 from Swampscott who died in the Civil War. Monument Avenue leads from the obelisk northeast into the Olmsted neighborhood first passing the 1899 Georgian Revival Elihu Thomson House on the left and Linscott Park on the right. A planted greensward or traffic island divides the travel lanes of Monument Avenue. The Elihu Thomson house, now the Thomson Administration Building, was constructed for the founder of

Thomson Electric which later joined with Edison Electric to become General Electric. This town office building, purchased by the town in 1945, is an elegant brick structure with cast stone trim and fine Revival detail. The main façade has an off-set entrance pavilion with elliptical porch carried by fluted composite columns, cast stone Ionic corner pilasters, elaborate broken pediment window surrounds and delicate wood balustrade on top of the entrance porch and on top of the hipped roof. At the rear there is an attached carriage house in which there are town offices as well. Specimen trees ornament the grounds forming the World War II Veterans Arboretum. Plaques identify the trees as well as the veteran in whose memory it was planted. Linscott Park, opposite the Administration Building, once had two large Shingle Style houses which were to be sold to a developer who planned to create a Louisburg Square style of development of townhouses. The town purchased the land and developed it into the park. On the other side of the park is the Hadley School which uses the park for outdoor activities.

Olmsted Subdivision

This large residential neighborhood was planned by Frederick Law Olmsted, Sr. in 1888 at the request of the Swampscott Land Trust. The 130-acre estate had belonged to E. Redington Mudge. Olmsted's plan with its curvilinear roads layout, traffic islands, entrance parkway, use of the topographic features and fine architecture is remarkably well preserved. The roads and traffic islands are maintained by the town. The shapes have not been altered; however the town has been unable to maintain original plant material. Part of the original plan showed "Overlook Park" with steps leading to it at the end of Monument Avenue. It was never constructed and in its place is a huge house on top of the hill. The original subdivision had 191 lots of varying sizes and shapes.

Palmer Pond

This brackish pond is a wildlife sanctuary (red-winged blackbird often seen) with its cat-o-nine-tails, beach plums and rugosa rose along the edge. The overall area of 17.75 acres is picturesque and important for its wildlife as well as an environmental asset. Phillips Beach is on one side and on the other is Atlantic Avenue. Dunes covered with smooth rocks form a barrier beach separating the pond from the beach and sea. In certain areas the dunes appear to have been breached, accounting for the brackish nature of this pond. Once there were three ponds which broke open to form one in the past. There are development pressures on Atlantic Avenue that may have an adverse impact visually and environmentally depending upon size, scale and extent of new development.

Swampscott Railroad Depot

The 1868 Stick Style depot is the only remaining station on the Swampscott Branch Line. The depot is owned by the MBTA. There have been some conversations with the Metropolitan Area Planning Council about developing a walk from the train depot to the nearby commercial area. A Request for Proposals is being developed to find a business tenant for this building which

would not require much parking. It was ready to be torn down until a group of volunteers raised funds to fix the outside and get the building listed in the National Register.

PLANNING

Preservation Strategies

Swampscott has many vital heritage landscapes worthy of recognition and preservation, including its beaches and points, its commercial/civic center and a large neighborhood planned by Olmsted. Through the Heritage Landscape Inventory program, Swampscott is looking beyond the traditional historic resources to the landscapes, neighborhoods and other natural and cultural assets that define the overall fabric of the community. Like most Essex County communities, Swampscott is under intense pressure for development. Special places within the community such as the estates out on the points, the parks adjacent to the beaches, the Fish House and the Forty Steps neighborhood, which were once taken for granted, now are more vulnerable than ever to change.

Planning Issues

In addition to the priority landscapes listed in the previous section, residents identified general issues related to heritage landscapes and community character. Each of the critical planning issues affects at least one of the priority landscapes. These issues are arranged in alphabetical order. Community members also expressed interest in learning about preservation tools and strategies that have been effective in other Massachusetts communities and in identifying sources for preservation funding.

Coastal Waterfront – Beaches and Parks

The coastal waterfront of Swampscott extends from the Lynn line to the Marblehead line as described above. Public access to the waterfront is limited and presents challenges to the community. There are five public ways to the water including Phillips, Preston, Little's Point, Martin Way and a right-of-way off Puritan Road. In spite of these public ways, access is limited in part due to the lack of parking near these ways and lack of knowledge and perception about the use of these ways. Public views of the waterfront are changing and there is the threat that those views will be compromised. Maintenance of the beaches and their adjoining parks requires investment on the part of the municipality. Other concerns include the future of commercial lobstering, and the future of the Swampscott Yacht Club.

Palmer Pond – Development:

The highly sensitive area at Palmer Pond between Atlantic Avenue and Phillips Beach is vulnerable to the effects of nearby development. There will be visual impacts and environmental impacts, each of which may affect the Pond

negatively. There is concern about the potential merger of two nearby temples and the disposition of one that is close to Palmer Pond. New construction at that site may adversely impact views of the pond, beach and ocean, as well as views of the pond from the beach. More troubling are the negative affects of construction on such an environmentally sensitive area as the pond and its environs.

Parks – Maintenance

As noted above maintenance of parks (and of beaches) is fiscally challenging for a municipality. All parks, even those that are used only for passive recreation require maintenance of grounds and any structures. For instance several of the parks that are at the waters edge have sea walls that are crumbling. Structures such as the crescent shaped bench at Johnson Park need repair. Athletic fields also require rigorous upkeep. Traffic islands, many of which are leased to individuals, organizations or private companies, and small grassy areas on which monuments are situated need constant attention so that they are not overgrown.

Waterfront – Development vs. Views

In the commercial area there is scarce parking available for retail users. Two lots on the south side of Humphrey Street are private and not available for use by customers of other businesses in spite of their lack of continual use. Development of prime parcels at the water's edge generally is out of scale with the surrounding architecture and tends to block coastal views for the general public while enhancing those for certain private individuals.

PLANNING RECOMMENDATIONS

Preservation planning is a three step process involving identification, evaluation and protection. Four useful documents to consult before beginning to implement preservation strategies are the Massachusetts Historical Commission's *Survey Manual* and *Preservation through Bylaws and Ordinances*; the Department of Conservation and Recreation's *Reading the Land*; and the Essex National Heritage Commission's *Essex National Heritage Area Plan*. Each publication provides necessary information for the identification, evaluation and preservation of the rich cultural heritage of a community. General recommendations are listed first, followed by more specific recommendations.

Each community will have to determine the best way to implement the recommendations discussed below. One approach that might help Swampscott begin the process is to form a Heritage Landscape Committee, as described in *Reading the Land*.

General Recommendations

Recommendations that apply to a broad range of resources are discussed below. These general recommendations are listed in an order in which they are most logically addressed when applying the three step preservation planning process as described above. Thus the goal will be to (1) identify, (2) evaluate and (3) protect.

Inventory of Heritage Landscapes and other Historic Assets

The vital first step in developing preservation strategies for heritage landscapes is to record information about the resources. One cannot advocate for something unless one knows precisely what it is – the physical characteristics and the historical development. New procedures that are more comprehensive and link properties in a more coherent way than in the past have already been applied to Swampscott's survey that has been completed in area forms for the most part. Thus, using the Massachusetts Historical Commission survey methodology, record Swampscott's heritage landscapes on MHC forms beginning with the priority landscapes listed in this report:

- Compile a list of resources that are under-represented or not sufficiently documented, beginning with heritage landscapes such as the Points, Atlantic Avenue, other neighborhoods interested in preservation.
- Document unprotected resources first, beginning with threatened areas.
- Make sure to document secondary features on residential properties, such as outbuildings, garages, stone walls.
- Record histories for the First Period dwellings – the 1985 documentation focuses on structural analysis only.

National Register Program

Survey work will require National Register evaluation. This will provide new information about the eligibility of properties. Thus using the information generated in the survey work and National Register evaluation, establish Swampscott's National Register program:

- Develop a National Register listing plan, taking into consideration a property's integrity and vulnerability. Properties that are in need of recognition in order to advance preservation strategies should be given priority.

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- Consider potential district National Register nominations for Atlantic Avenue and the Counties neighborhood which is adjacent to the Olmsted Historic District and demonstrates important patterns of development at approximately the same period.



Beaches

The issues are access and maintenance. Parking is scarce near beaches and often paths to the beach appear to be on private property. In addition there are many miles of beach that must be cleaned and maintained. Therefore work towards solutions in the following ways:

- Define ownership of each segment of each beach.
- Define parking areas for public beaches.
- Develop a brochure on use of beaches including the location of paths by which to access the public beaches.
- Form public-private partnerships with neighborhood groups and Boy Scouts (or similar community groups) to develop stewardship programs for beach areas.

Burial Grounds and Cemeteries

Swampscott has one town-owned burial ground called Swampscott Cemetery on Essex Street. The DCR publication *Preservation Guidelines for Municipally Owned Historic Burial Grounds and Cemeteries* provides guidance on developing preservation plans for burial grounds including identification and evaluation of the resources as well as preservation strategies. Using this guide Swampscott should:

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- Update existing or prepare new survey forms for this cemetery and any other burial grounds and cemeteries that have been in use for more than 50 years.
 - List Swampscott Cemetery in the National Register of Historic Places if it is determined eligible.
 - Develop a preservation and management plan for Swampscott Cemetery taking into consideration repair of stone markers, stone walls and stone fencing related to cemeteries, repair of iron work, removal of invasive growth, on-going maintenance of plant material.

Neighborhood Character

Nearly all preservation strategies address neighborhood character in some manner. As described above, thorough documentation on MHC inventory forms is an important first step in the preservation planning process, followed by National Register listing where appropriate. The town already has adopted a demolition delay bylaw. Two preservation tools that may be particularly applicable to Swampscott's historic neighborhoods are local historic district designation (MGL Chapter 40C) and neighborhood conservation district designation. Both types of districts recognize special areas within a community where the distinctive characteristics of buildings and places are preserved and protected. Each type of district is a local initiative, adopted by a 2/3 vote of Town Meeting, and administered by a district commission, appointed by the Selectmen. Local historic districting is the strongest form of protection for the preservation of historic resources, while neighborhood conservation districts are less restrictive but still embrace neighborhood character.

- Amend the demolition delay bylaw to include all properties that are 50 years old or older, thus expanding the number of properties that would be subject to the demolition delay bylaw.
- In addition publication of demolition requests reminds residents of historic resources and reinforces the value of local historic resources.
- Appoint a local historic district study committee to consider adopting a local historic district bylaw and define appropriate districts.
- Adopt a neighborhood conservation bylaw. Such districts may be the most appropriate way to preserve the land use pattern of an area such as the Counties where there are changes in materials but the overall size, scale and orientation of structures of the heritage landscape are retained.
- Adopt a scenic roads bylaw (MGL Chapter 40-15C) in order to designate roads such as Puritan Road, Monument Avenue, Farragut Road, etc. On designated roads the removal of trees and stone walls that are within the right-of-way of a designated scenic road must be

reviewed and approved by the Planning Board prior to demolition. Numbered routes such as Route 129/Atlantic Avenue are not eligible for scenic road designation.

Parks

- Complete an inventory with descriptions and photo documentation of each of the parks in Swampscott. This project could be part of the OSRP update.
- List parks where appropriate in the National Register.
- Prepare park maintenance plans including one for Monument Square and WW II Veterans Arboretum.
- Apply for MHC and DCR grants when available.

Funding of Preservation Projects

Funding for preservation projects is an important aspect of implementing preservation strategies. In recent years, the ENHC has maintained a small grants program for Essex County communities. In addition, both the MHC and the DCR have had funding programs to assist communities in preservation related issues including:

- Survey and Planning Grants administered by the MHC support survey, National Register and preservation planning work.
- The Massachusetts Preservation Projects Fund (MPPF) administered by the MHC funds restoration and rehabilitation projects.
- The Historic Landscape Preservation Grant Program (HLPGP) administered by DCR funds planning, rehabilitation, education and stewardship projects focused on historic landscapes, including cemeteries.

Funding for these programs varies from year to year. When planning Swampscott's heritage landscape inventory program, contact relevant agencies to determine whether funding currently is available.

Towns that have adopted the Community Preservation Act (CPA) find it to be an excellent funding source for many heritage landscape projects; however Swampscott first would have to adopt the Act. While tricky to pass in lean economic times, the number and types of projects that are benefiting across the Commonwealth is worthy of consideration. The CPA establishes a mechanism by which towns can develop a fund dedicated to historic preservation, open space and affordable housing. Funds are collected through a .5% to 3% surcharge on

each annual real estate tax bill. The Commonwealth has established a dedicated fund which is used to match the municipality's collections under the CPA.

Adoption of the Community Preservation Act, by a majority vote on a ballot question, fosters partnerships among historic preservationists, conservationists and affordable housing advocates. At least 10% of the funds must be used to preserve historic resources; at least 10% must be used to protect open space; and at least 10% must be used to advance affordable housing. The remaining 70% must be used for one of these three uses as well as recreational needs and can be distributed in varying proportions depending upon the projects that the town believes are appropriate and beneficial to the municipality.

Specific Recommendations

The following recommendations are offered for specific resources or areas that were either priority heritage landscapes or discussed as critical issues.

Fish House

- Prepare a Preservation and Maintenance Plan that prioritizes necessary tasks.
- Seek funding programs to assist in preservation: MHC's MPPF is a source for which the Fish House would be eligible. Contact ENHC for potential funding sources.

Forty Steps

- Document and photograph the steps on an MHC Structures Form.
- Clear away secondary growth hanging over the path.
- Develop a walking tour of the area.

Humphrey Street Commercial Area

One of the critical assets of the commercial area is its proximity to the beach and the seascape views. Therefore any development must be scrutinized thoroughly, and zoning and design standards must be adopted that provide strict control of this important asset. The ill effects of improper construction along the waterfront will be difficult to reverse.

- Document individual buildings and their architectural features including those that have been covered (where possible).
- Complete Swampscott Center study to identify issues such as parking solutions, appropriate height restrictions, design review for waterfront properties.

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- Adopt sign bylaw that defines issues such as size, number, location and lighting of signs. Prepare sign guideline booklet first to use as an educational tool convincing voters of the value of a sign bylaw.
 - Adopt overlay district with special regulations and potential incentives for this unique and critical area.

Marian Court

- Document the property including uses as estate and institution.
- List in National Register of Historic Places if determined eligible.
- Develop dialogue with Sisters of Mercy to assist in preparing a preservation plan for this important heritage landscape.

Monument Square

The square is the entrance to the Olmsted Subdivision and to the Administration Building campus. It is critical to maintain the spaces – the openness that one senses from within and without. The views from Monument Avenue and Square to King’s Beach and the ocean beyond are critical to the character of this area. The view up Monument Avenue leading past the civic center of Swampscott to the well preserved Olmsted Subdivision is also important in establishing the prominence of the Administration Building and its grounds. Linscott Park on one side of Monument Avenue balances the Arboretum on the other side and contributes to the feeling of the entrance parkway.

Olmsted Subdivision

An Olmsted Historic District brochure with Heritage Trail Map has been published recently through a grant from the Essex National Heritage Commission. This marks the beginning of public relations efforts informing residents and visitors about this important area.

- Update documentation of this multi-layered heritage landscape with emphasis on the physical description, particularly the landscape features of the roads, traffic islands and park layout, referring first to National Register nomination to determine level of detail already included.
- Using National Register documentation expand the walking tour brochure to include various building and house types as a tutorial.
- Develop maintenance guidelines for roads, paths, islands, parks and lighting to be used by the Public Works and Parks Commission when maintaining these important landscape features.

-
- Encourage interest in a neighborhood organization that promotes historical significance. For instance a neighborhood organization could investigate original planting design and recreate some of it.
 - Develop design standards in the form of housing rehabilitation guidelines as a helpful tool for residents of the Historic District.
 - Neighborhood association's interest in more definitive preservation strategies should lead to consideration of a Local Historic District (MGL Chapter 40C).

Swampscott Railroad Depot

It may be possible to ask a real estate development class to develop a business plan for the property with recommendations of appropriate types of businesses for the area and for guidelines on reuse that preserve the historic fabric, particularly on the exterior.

- Seek user with low parking needs.
- Write guidelines for reuse.

CONCLUSION

The Swampscott Reconnaissance Report is a critical tool in starting to identify the rich and diverse heritage landscapes in Swampscott and in beginning to think about preservation strategies. However, it is only the first step in the planning process. Landscapes identified in this report, especially the priority landscapes, will typically need further documentation on MHC inventory forms. The documentation in turn can be used in publicity efforts to build consensus and gather public support for their preservation. Implementation of recommendations will require a concerted effort of and partnerships with municipal boards and agencies, local non-profits, and state agencies and commissions.

Distribution of this Reconnaissance Report to town land use boards and commissions will assist in making this one of the planning documents that guides Swampscott in preserving important features of the community's character. The tasks that are recommended will require cooperation and coordination among boards and commissions, particularly Swampscott's Historical and Historic District Commissions, the Planning Board, and the Conservation Commission. It also is advisable to present this information to the Board of Selectmen, the applicant to the Heritage Landscape Inventory Program on behalf of the town. Finally distribution of the Report to the Historical Society, neighborhood associations, and any other preservation minded organizations will broaden the audience and assist in gathering interest and support for Swampscott's heritage landscapes.

APPENDIX: HERITAGE LANDSCAPES IDENTIFIED BY COMMUNITY

This list is a summary of all landscapes discussed at the Heritage Landscape Identification Meeting held in Swampscott on June 29 and the follow-up fieldwork on July 6, 2004. This is a working list and can be updated by the community. **There may be other heritage landscapes that were not identified at the HLI meeting noted above.** Landscapes are grouped by type. The chart has two columns – the name of the resource and the location are in the first and notes about the resource are in the second.

Abbreviations used are listed below.

APR = Agricultural Preservation Restriction
LHD = Local Historic District
PR = Preservation Restriction

CR = Conservation Restriction
NR = National Register
* = Priority Landscape

Cemeteries	
<i>Swampscott Cemetery</i> Essex Street	Town-owned. 30+ acres. Established in 1852 with some graves dating from the 1790s. Consecrated in 1855. Unknown whether graves moved here or whether cemetery established around a pre-existing burial ground. Andrews Memorial Chapel (1923) has memorials for which \$150,000 has been set aside to restore.
Civic	
<i>Atlantic Hand Tub</i> Burrill Street	Delivered to Lynn in 1845 and housed in village of Swampscott. Housed in its own building next to Central Fire Station built in 1967 for the Atlantic Hand Tub, which is a piece of fire apparatus.
<i>Revolutionary War Monument</i> Essex & Cherry Sts.	Known as the Ramsdell Memorial it is a boulder and bronze plaque in memory of the first soldier to die at the Battle of Lexington. Abednego Ramsdell was from that part of Lynn which became Swampscott and the Memorial is near the site of his home. Built in 1929 for Commonwealth's Tercentenary.
<i>Schools</i>	Middle (1894), Hadley (1911), Machon (1921), Stanley (1929): Presently there are 6 schools – one high school, one middle school and 4 elementary schools. New high school under construction and old high school will become the middle school and present middle school will be decommissioned. It is prime real estate with ocean views. 2 elementary schools will be closed and may be available for reuse. Master Plan is available in the School Department Office.
<i>Swampscott Administration Building and Grounds *</i> Elmwood Rd.	NR, NHL. Estate of Elihu Thomson (1853-1937), inventor, scientist and originator of Thomson-Houston Electric Company, which merged with Edison Electric to become General Electric. Thomson estate was built in 1898 in the Georgian Revival style, and purchased by the town at a reduced rate in 1944. The surrounding landscape is a WW II Veterans arboretum with specimen trees identified by plaques.

Commercial	
<i>Swampscott Center *</i> Humphrey Street	Northeast of gateway to town. Concerns about views and scale of new construction. Questions of rehab – such as removal of stucco on a façade if town can assist owner in reuse of property on 3-story building on corner of Humphrey and Redington St.
<i>Vinnin Square</i>	A Vinnin Square shopping center built in 1959. At edge of Salem, Marblehead and Swampscott. Sun Beam behind which there is a small brown house where owners of Sun Beam lived, General Glover House (in poor condition).
Industrial	
<i>Fish House *</i>	NR. Ca. 1900 Colonial Revival fish house which is used by local fishermen to store nets and equipment. Built to get rid of all of the small fishing shacks lining the beaches – at about the same time as the Boulevard or parkway.
<i>Rock Quarry</i>	Known as Aggregate Industry, it is a working quarry.
<i>Town Pier</i>	Named Williams Town Pier in 1961 in honor of Tech. Sgt. Albert J. Williams, killed during WWII.
Institutional	
<i>Humphrey House</i> 99 Paradise Rd.	NR, Swampscott Historical Society – a house museum now. Known as the Sir John Humphrey House dating from the 1680s and is the town's oldest structure which was moved to present location in the 1890s. Historic fabric is important to preserve.
<i>Swampscott Beach Club</i>	1928 club at Phillips-Preston Beach – private.
<i>Swampscott Club</i> Humphrey St.	1789. John Ingalls House which is reported to have started as a shoe shop.
<i>Swampscott Yacht Club</i> Humphrey Street	At Fish House.
<i>Tedesco Country Club</i>	Incorporated in 1903. Had 36 holes for golf – 9 went to Sunbeam Farm in 1920s, 9 more given away – burned in 1932. Partially in Marblehead. Part of the club was the Rowe Farm and the Glover Farm and is the largest remaining open space in town.

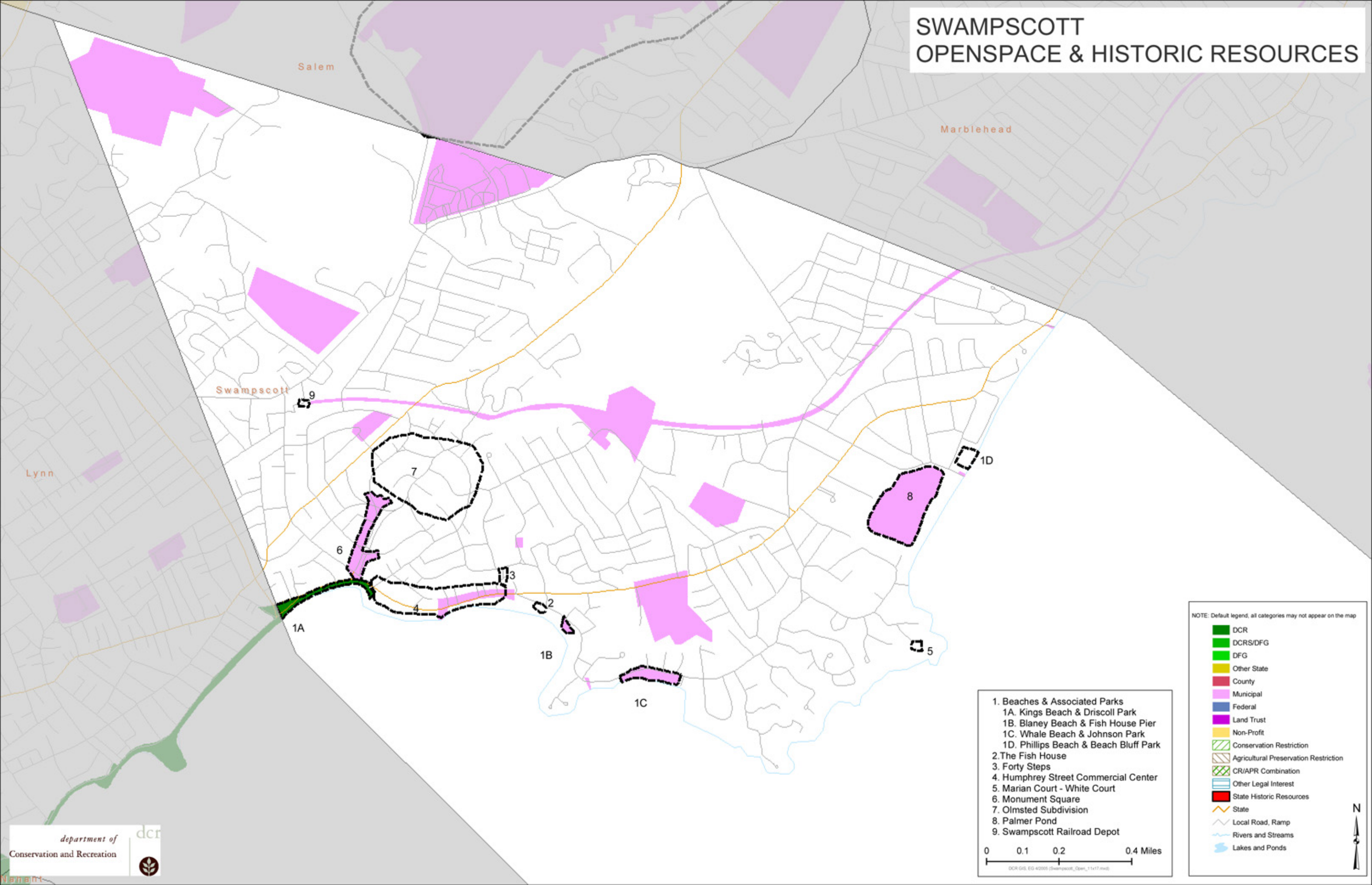
Natural Features	
<i>Beaches and Associated Parks *</i>	<p>Blaney Beach - Fish House (NR) and Fish House Pier.</p> <p>Eisman's Beach - Johnson Park (New Ocean House burned in 1969), part of Whales Beach.</p> <p>Fisherman's Beach – 19th c. beach painters featured this area particularly Cassidy Park and Seaman's Memorial.</p> <p>King's Beach - Driscoll Park and Black Will's Cliff.</p> <p>Phillips Beach – CIA Park, Seaman's Beach Bluff Park, Phillips Bean Fire Station.</p> <p>Preston Beach – Beach Bluff Park, north of Phillips Beach.</p> <p>Whale Beach – Johnson Park and Paulson Park.</p>
<i>Foster Pond</i> Windsor Avenue	6.2 acres. Lynn Sand & Stone Co. is the most prominent abutter.
<i>Muskrat Pond</i> Forest Ave.	Made up of two ponds, Big and Little Muskrat Ponds, located near the High School. Less than ½ acre pond in total.
<i>Palmer Pond *</i> Phillips Beach	Part of Merrimac watershed, 4 mill ponds created for each mill on brook. Palmer Pond is between Phillips Beach and Atlantic Avenue.
<i>Tedesco Rocks</i>	Off Galloupe's Point where Tedesco – a ship – sank in 1857.
<i>Wetlands</i>	Fresh water tidal wetlands. Two areas of 18.1 acres and 28.9 acres, the latter of which is town-owned.
Open Space – Recreation	
<i>Abbott Park</i> Paradise Road	A 2+ acre park named for Leon E. Abbott (1895-1918), first Swampscott resident to perish in WW I. Next to Clarke School and has athletic fields and playground.
<i>Ewing Woods</i> Forest Avenue	7+ acres near the Stanley School. Conservation area with paths and wetlands.
<i>Harold King Forest</i> Windsor Avenue	47+ acre park at the end of Windsor Avenue. Forested and some swamp. A glacial formation, a moraine. Underused trails.
<i>Howland Park</i> Monument Ave. & Andrew Rd.	Named for Raymond L. Howland (1895-1918), perished in WW I. WW II Honor Roll Memorial.
<i>Jackson Park</i> Essex St.	24+ acre park next to Machon School, athletic fields, wooded area, pond. Named for Jackson brothers – sawmill owners here historically.
<i>Johnson Park</i> Puritan Road	At Whale Beach. Once three lots owned by the New Ocean Hotel which burned in 1969. Town purchased these lots and named the park for Richard B. Johnson who was a prominent citizen – moderator for many years and wrote the book for moderators. Today the beach front park has crumbling sea wall, broken concrete deck, and the exedra or half-moon bench overlooking water that was once part of the Hotel amenities. The bench retains its egg and dart design and S-curved feet. Once a huge salt water swimming pool, built in 1961, took up much of this park - the outline of which is still visible.

Linscott Park Burrill, Humphrey & Monument St.	Ca. 2 acres. Named for Judge Andrew Linscott. Grounds of former Chick Estate. Behind the Hadley School and used by school.
Metropolitan Park	Entrance along King's Beach. A small section of the Lynn Shore Drive is in Swampscott. The part that is in Lynn is listed in the NR but not the small section in Swampscott.
Phillips Park Humphrey Street	15 acres. Recreational activities for schools. Access to Johnson Park and Blaney's Beach.
Windsor Park Windsor Avenue	Less than ½ acre. Small park in northwest part of town with tot lot.
Residential (Neighborhoods, Estates and Buildings)	
Beach Bluff	The neighborhood at the Marblehead line is referred to as Beach Bluff. A high bluff at the ocean's edge. Once had a large hotel on top. Much of the bluff was demolished for the expansion of Logan Airport in 1956 for fill. Ram Island is opposite Beach Bluff. Away from the water is the subdivision that was the Hotel Preston and the Blodgett Estate that once had orchards. Now there are 138 houses.
Blaney Beach	Fish House neighborhood.
Hotel Bellevue 1098 Humphrey St	Was Crossman Estate and converted to a mid-sized hotel with 25 rooms operating before and after WW I. Only part of the hotel remains – now private residence.
Blythswood	Built in 1847 for James A. Little on what was Phillips Point. House was remodeled by well-known Boston architect, Arthur Little, of the same family. Blythswood is next to White Court, which now is called Marian Court.
The Counties	1892 subdivision of Stetson Estate by the Stetson Land Company formed to subdivide into smaller lots than Olmsted subdivision. Immediately adjacent to and northwest of the Olmsted Subdivision – more modest housing with gable front single and two-story dwellings, two-family and duplexes.
Creighton Estate 43 Little Point Rd.	Italian Renaissance Revival mansion dramatically situated at ocean's edge. Built by Sanborn Architectural Company in 1920.
Mary Baker Eddy House 23 Paradise Road	NR – Olmsted District. Ca. 1860. House of Armenius Newhall where Mary Baker Eddy stayed for several months in 1865 to 1866. This was prior to marrying Gilbert Eddy. It was here that she recovered from a severe injury which she believed to be a spiritual healing. Upon recovery she began her study of the bible and teachings of Christian healing which led to Christian Science. Museum owned by Longyear Foundation.
General Glover House	Vacant, falling down, in Marblehead.

<i>Lodge Estate</i>	The Points – Estate of Dr. Giles H. Lodge from 1849, divided in 1910 and 7 large summer houses built on Tupelo Rd. & Gale Rd. Built out with Colonial Revival, Italian Villa and Tudor Revival houses. Eastern 17 acres of Lodge Estate bought by Herbert E. Gale who built Graystone Hall between 1916 -1920, demolished in 1940s. Dwellings on Gale St. are from the 1950s. Other 17 house lots of Lodge estate purchased by H. Ellerton Lodge – laid out Tupelo Rd and lots.
<i>Marian Court *</i> 35 Little's Point Rd.	Designed by Arthur Little in 1895. Also known as White Court. It was owned by Frederick Smith. It was the summer residence of President Calvin Coolidge in 1925. Sisters of Mercy own and run Marian Court College – a two-year program.
<i>Olmsted Subdivision *</i>	NR. Subdivision of 130-acre E. Redington Mudge Estate from 1884. It is a gateway to the town. Olmsted laid out the subdivision including lots, roads, lighting, parks and their landscaping. Institutional buildings in the subdivision include the 1893 Church of the Holy Name, an English Gothic Revival design by Henry Vaughn with memorial windows, the 1891 Universalist Church and ca. 1890 Odd Fellows Hall. Olmsted also selected the street light fixtures of which only 5 remain – they are cast in crushed stone.
<i>Phillips Beach</i>	Beach Bluff neighborhood. Early 20 th century.
<i>The Points</i>	Galloupe's Point. Little's Point –Properties of the Little family, some designed by Boston architect, Arthur Little. Lincoln House Point – Italian villa of Felix Vorenberg who had import business and later VP of Gilchrist Department Store. Also once the location of the Lincoln House Hotel (1864-1915).
<i>Puritan Lane</i>	Stone gate is town owned.
<i>Puritan Road Garage</i>	Was a boat house and then used to build airplanes during WW II.
<i>Tupelo Road</i>	Gale and Winshaw estates subdivisions. At Gale only gates and gatehouse remain, the rest is modern development.
Transportation	
<i>Atlantic Avenue</i>	Important boulevard leading to Marblehead with outstanding residential architecture.
<i>Burrill Street</i>	Connects Paradise Road with Monument Square and Swampscott Center. Several important civic and institutional properties border Burrill Street.
<i>Boulevard</i>	This is the parkway that was created to open views of the water as the coast was not historically visible due to all the fish houses lining the beaches. The section of the Boulevard called Lynn Shore Drive in Lynn has been preserved and listed in the National Register.
<i>Forty Steps *</i>	From Ingall Terrace to top of Rockland. Town built as a cut-through for commuters to access trolleys along Humphrey Street.

<i>Puritan Road</i>	Formerly called Orient Rd. – a scenic road. Location of barn/garage where G. Norman Albree built first two single-wing aircrafts and sold to the government.
<i>Railroad R.O.W.</i>	Old Railroad bed that is inactive is about 11 miles connecting Marblehead, Salem and Swampscott.
<i>Signal Bridge</i> Stetson Avenue	Boston & Maine Railroad Signal Bridge. Ca. 1932.
<i>Swampscott Railroad Depot *</i> 10 Railroad Ave.	NR. 1868. Stick Style building designed by George W. Cram. Only remaining station on Swampscott Branch line. Summer community once arrived in Swampscott at this station with trunks and staff. Limited parking. Rehabilitated on the exterior but is vacant. Town owned, in need of an RFP.
<i>Town Ways</i>	There are several town ways that provide public access to beaches. They are: Between Meeting Room and New Ocean House site leading from Phillips parking lot to Puritan Rd.; from 293 Humphrey Street to Pier 4 Café; the r.o.w to Black Will's Cliff; Martin Way just before Lincoln House; Phillips Beach Neighborhood Association's boardwalk with trash cans.

SWAMPSCOTT OPENSOURCE & HISTORIC RESOURCES



NOTE: Default legend, all categories may not appear on the map

- DCR
- DCRS/DFG
- DFG
- Other State
- County
- Municipal
- Federal
- Land Trust
- Non-Profit
- Conservation Restriction
- Agricultural Preservation Restriction
- CR/APR Combination
- Other Legal Interest
- State Historic Resources
- State
- Local Road, Ramp
- Rivers and Streams
- Lakes and Ponds

1. Beaches & Associated Parks
 - 1A. Kings Beach & Driscoll Park
 - 1B. Blaney Beach & Fish House Pier
 - 1C. Whale Beach & Johnson Park
 - 1D. Phillips Beach & Beach Bluff Park
2. The Fish House
3. Forty Steps
4. Humphrey Street Commercial Center
5. Marian Court - White Court
6. Monument Square
7. Olmsted Subdivision
8. Palmer Pond
9. Swampscott Railroad Depot

0 0.1 0.2 0.4 Miles

DCR GIS, EQ 4/2005 (Swampscott_Open_11x17.mxd)