

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 for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Crafts Street City Stable (Newton, MA, MRA)

other names/site number Crafts Street Garage

2. Location

street & number 90 Crafts Street not for publication

city or town Newton vicinity

state Massachusetts code MA county Middlesex code 017 zip code 02458

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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. I recommend that this property be considered significant
☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Brona Simon
Signature of certifying official/Title Brona Simon, SHPO, Executive Director
Massachusetts Historical Commission

October 23, 2009
Date

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional Comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. 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):

Edson H. Beall
Signature of the Keeper

Date of Action

12-18-09

Crafts Street City Stable
Name of Property

Middlesex, MA
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

(Check only one box)

- ☐ private
☒ public-local
☐ public-State
☐ public-Federal

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

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
<u>1</u>	<u>0</u>	building
		sites
		structures
		objects
<u>1</u>	<u>0</u>	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

Number of contributing resources previously listed in the National Register

0

Newton MA MRA 1636-1940

6. Function or Use

Historic Functions

(Enter categories from instructions)

GOVERNMENT: public works

Current Functions

(Enter categories from instructions)

GOVERNMENT: public works

7. Description

Architectural Classification

(Enter categories from instructions)

LATE 19th and 20th CENTURY REVIVAL: Colonial
Revival

Materials

(Enter categories from instructions)

foundation STONE

walls BRICK

roof SLATE

other _____

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

**United States Department of the Interior
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National Register of Historic Places Continuation Sheet

**Crafts Street City Stable
[Newton MRA]
Newton (Middlesex), MA**

Section number 7 Page 1

Narrative Description

The Crafts Street City Stable at 90 Crafts Street in Newton, MA, is located on the segment of Crafts Street that is bisected by Washington Street to the south and Watertown Street to the north. This 1895 building is one of two surviving examples of a city stable in Newton, and a product of the city's late 19th century development. The City of Newton currently operates 74 Elliot Street as a public works facility. The other surviving former city stable was built in 1926 (NR 1990) and is operated by the City of Newton as a public works facility. In 1985, the former city stable at 91 Auburndale Avenue (1894), a model for the Crafts Street City Stable, was demolished as part of a new housing development. Thus the Crafts Street City Stable is the only extant example of a 19th century city stable in Newton.

The Crafts Street City Stable is a handsome Colonial Revival building used by the city's Department of Public Works and situated within a complex of seven buildings and storage yard. Although the Crafts Street City Stable has been altered over the years, its defining features -- the building's form and massing, the slate hip roof, hip roofed dormers, oval window, copper cupola, corbelled cornices, as well as many of the original windows -- remain. Though the Crafts Street City Stable is now used as a garage and often referred to as the Crafts Street Garage, it has retained a municipal use and is still in the service of the City of Newton Department of Public Works.

Newton resident and architect William F. Goodwin designed the building for a fee of \$375, modeling it after the city stable on Auburndale Avenue. Goodwin lived on Chestnut Street in Newton, and kept an office in Boston at 5 Tremont Street. He designed several early 20th-century Colonial Revival homes in the Aberdeen area of Boston, and used the same style for the stable. The Crafts Street City Stable had on its basement level two rooms for the storage of carts, a machine shop with furnace, a future harness room for later expansion, a tool room, and storage for coal and manure. The first floor contained an office for Assistant Superintendent of the Highway Department (precursor to the Public Works Department) George E. Stuart, carriage room, carriage- washing room, harness room, and 30 horse stalls with bedding storage. The loft contained storage for grain, shorts (a flour-making byproduct fed to horses), hay, straw, carriage storage, and a blanket room. (Photo 12)

Goodwin designed the building with all of the modern accoutrements available. Gas and electric lighting ran throughout the building. A carriage lift provided access from the first floor to the loft as well as an internal staircase. (Photo 10) Trap doors spaced at intervals above the stalls provided hay to the horses, as well as straw from the loft. (Photos 6, 9) Chutes along the walls provided grain and shorts from the loft. A chute on the first floor allowed for the disposal of manure into the basement manure pit, to be carted away later. Goodwin pitched the floors toward gutters and drains, allowing for easy cleaning. The on-site machine shop made the Crafts Street

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**Crafts Street City Stable
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City Stable a self-sufficient facility where equipment could be built and repaired. The building also included a box stall: a stall made of portable partitions that could be extended to the ceiling and isolate one or more horses if needed. Though no sprinklers were part of the original plans, Goodwin integrated fire prevention into the design. Self-closing, tinned, fireproof sliding doors isolated the stable from the machine shop and equipment areas. The machine shop itself had a tinned fireproof ceiling and door.

Goodwin also separated the machine shop from the rest of the building by 14"-thick brick walls. Unlike some residential stables, no accommodation existed for personnel other than the office and water closets. The Crafts Street City Stable was a workplace without a caretaker, though one could have lived nearby, as the area around the stable was a residential neighborhood by the time of its construction.

The front (east) facade of the main block is 2½ stories, hip-roofed, with a brick exterior, facing onto Crafts Street. (Photo 1) The building has an L-shaped footprint. The ground slopes down on either side of the main block, which makes the front façade appear to be about a half story shorter than the rest of the building. The broad expanse of the hip roof is broken up by a short but wide hip-roofed dormer located over the second and third bay of the east façade, and a large, end-gable wall dormer located over the original stable door entrance in the sixth bay. The dormers have two hopper twelve light 3/4 windows within the hip-roofed dormer, and an oval window located in the center of the gable end. A corbelled cornice and dentil brickwork that wraps around the entire structure demarcates the transition from roof to wall. Seven irregularly spaced bays below the cornice line provide additional asymmetry to the facade. Moving from left to right in the second story, bays one through five each contain one hopper twelve light 3/4 window and a cut-stone sill. In the sixth bay, directly beneath the oval window of the end gable, there is a set of double doors, now covered over. This opening allowed access the hayloft, but it is no longer in use. A beam that was part of a pulley system for lifting bales of hay protrudes from the building just above this door and below the oval window, with a flagpole installed on it. Another hopper twelve light 3/4 window with a cut-stone sill is located in the seventh bay. (Photo 2)

Spanning bays two and three, and just below the second floor hopper windows, is a rectangular stone tablet with the words "CITY STABLE" embossed on its surface. The first-floor level has been altered and contains ten irregularly spaced bays. The first bay contains a double-hung 9/2 window with a cut-stone sill. The second bay was originally a doorway with transom, but now filled in with a double-hung 2/2 window added in its place. The third bay had housed a set of stable doors for entry and exit of carriages, but is now a double-hung 6/1 window centered in the opening. The fourth bay, formerly a window, has a wooden door with transom, which is sheltered by a bracketed, asphalt-shingled, lean-to style roof. The fifth bay has a double-hung 9/2 window with a cut-stone sill. There is a small double-hung 3/3 window in the sixth bay, and a

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National Register of Historic Places Continuation Sheet

Crafts Street City Stable
[Newton MRA]
Newton (Middlesex), MA

Section number 7 Page 3

narrow wooden door in a former window opening in the seventh bay. The eighth bay contains the main stable entrance, the doors of which have been replaced by a large aluminum garage door, and the ninth and tenth bays both have double-hung 3/3 windows with cut-stone sills. A concrete ramp with iron railings and a concrete block foundation runs across the front façade from the first through eighth bay. At the eighth bay, the ramp turns to provide vehicle access to the garage doors. There is also a set of stairs leading to the southeast corner of the building.

The south facade of the main block is a full 2½ stories with three symmetric bays of windows. (Photo 5) Centered on the slate hip roof above the corbelled cornice is a hip-roofed dormer with two hopper twelve-light ¾ windows. The knee wall of the attic story has three hopper twelve-light ¾ windows with cut-stone sills. The second story has three double hung twelve-over-two windows, also with cut-stone sills. The first floor repeats this pattern with three more double-hung 12/2 windows with cut-stone sills. The right hand (eastern) window, however, has been bricked in.

A small, two-story brick ell extends from the west façade of the main block and has a flat roof with a corbelled cornice. This ell housed the machine shop, harness room, and carriage wash room. The south elevation has two bays, both with double-hung 9/2 windows and cut-stone sills on both stories. Behind the ell is the south façade of the 2½ story wing, forming the longer portion of the L-shaped building. The wing also has the slate hip roof, and corbelled cornices with a copper cupola. The loft knee wall of the south elevation has four bays, three of which retain their original hopper twelve-light ¾ windows, while the fourth has a fixed 2/3 window. All four also have cut-stone sills. The three bays of the second story have double-hung 12/2 windows with cut-stone sills. The first bay of the first story has a smaller, double-hung 12/2 window with cut-stone sill. The second bay houses a large metal garage door, and a steel beam has replaced the original lintel. Next to this is a small, fixed, 2/2 window.

The west elevation has been altered over the years. (Photo 4) On the rear (west) façade of the main block, four small hopper twelve-light ¾ windows are visible in the loft knee wall. Two double-hung 12/2 windows can be seen on the second story, and a set of double doors leading into the first floor has been bricked in. A tall, narrow chimney rises from the small ell, the west façade of which has three double-hung 9/2 windows with cut-stone sills on the second floor and a door with transom on the first floor. At some point, a small, one-story wooden tool shed with a lean-to style roof was also added into the corner of the building between the west wing and the small two-story ell. A low chimney penetrates the roof of the west wing, the west façade of which has three bays of hopper twelve-light ¾ windows with cut-stone sills in the loft knee wall and a door with a transom on the second floor. The remains of a concrete ramp still lead from this door to the ground. The first story also has a garage door to the north, and a one-story bump out, formerly for manure storage, with single and double doors.

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Newton (Middlesex), MA**

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The north elevation is the unobstructed west wing. (Photo 3) Here, the square copper cupola is centered on the slate hip roof. Two hip-roofed dormers, each with two hopper twelve-light 3/4 windows are also located on this facade. The wall is divided into three sections with brick columns, and has seven bays. In the loft knee wall, each of the seven bays has hopper twelve light 3/4 windows with a cut-stone sill. Each bay of the second story has a double-hung 12/2 window with a cut-stone sill, with the exception of the fourth bay, which has a double-hung 2/2 window. The first three bays of the first story also have double-hung 12/2 windows with cut-stone sills. The fourth bay, though, has a narrow door with a bracketed, lean-to style roof. The fifth bay has a garage door. The sixth bay is a closed window opening with a cut-stone sill, and the seventh has a double-hung 12/2 window with a cut-stone sill.

The Highway Department (later known as Public Works) used horses through World War II, but by then their use was in decline. The city removed the horse stalls in 1946 from the Crafts Street City Stable and rearranged the interior, creating a garage where the stalls had been and office space in place of carriage storage. The rearrangement necessitated the changes to the windows and doors on the front facade. The interior of the building retains little of the original design and materials with the exception of the loft. On the basement level, the city stores small vehicles and tools, and also houses the heating equipment for the building. The first floor consists of office space and locker room for employees as well as a garage in place of the stable. In the garage, some of the original ceiling paneling remains, as well as trap doors from the loft. The loft is largely unaltered, with the carriage lift still in place, as well as original beams, floorboards, and the only surviving tinned sliding fire door. The loft is undivided and used for storage and workspace.

The city-owned site that includes the stable has been significantly altered over many years of different rebuilding periods. Originally, the City built a blacksmith shop, two sheds for steam rollers, and a large shed for carts along with the stable in 1895, all of which have since been removed. Currently, a chain-link fence surrounds the yard, which includes the former stable and six other buildings: two wooden salt sheds (built circa 1970); an aluminum shed (built circa 1970); an aluminum garage (built circa 1960); a small truck washing building (built in 1988); and a larger office building historically known as the Service Building with an attached garage (built in 1919, reconstructed in 1988). In the 1960s and 1970s increased road maintenance necessitated the construction of the additional buildings. While the City reconstructed the Service Building in 1988, it also constructed the existing truck-washing building, formerly a small filling station. Because all of these elements were built outside the period of significance, the boundary for the present nomination is limited to a 20-foot line of convenience away from the building's western and southern elevations, thus excluding all other structures on the parcel.

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Crafts Street City Stable
[Newton MRA]
Newton (Middlesex), MA

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Archaeological Description

While no pre-Contact period sites are known on the City Stable property, sites may exist. Four Native sites are known in the general area (within one mile). In general, however, the potential for locating pre Contact-period Native American sites on the property is low. Environmental characteristics of the nominated property do not represent locational criteria (slope, soil drainage, proximity to wetlands) that are favorable for the presence of Native sites. While the nominated property occupies level to moderately sloping topography, the stable is located well over 1,000 feet from the nearest wetlands, an unfavorable locational characteristic. Natural soil characteristics of the property are also difficult to determine because of extensive urban development in the area. Given the above information, limited open space, construction impacts related to building the stable in 1896, rebuilding in 1934, at least four outbuildings (now demolished) on the property, and related utilities, paving and grading, the potential for locating pre Contact-period sites on the property is low.

The potential for locating historic archaeological resources on the City Stable property is low to moderate. No historic period land use has been identified on the property prior to construction of the stable in 1896. Structural evidence may survive from four outbuildings built in ca. 1895 in the vicinity of the stable. The buildings include a blacksmith shop, two sheds for steamrollers, and a large shed for carts. The nominated boundary extends 20 feet from the stable building, including an area that was historically used for activities associated with the stable. Structural evidence of the outbuildings listed above may survive within the 20-foot area surrounding the stable.

(end)

Crafts Street City Stable

Name of Property

Middlesex, MA

County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ **B** Property is associated with the lives of persons significant in our past.
- ☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- ☐ **A** owned by religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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 # _____

Areas of Significance

(Enter categories from instructions)

ARCHITECTURE

COMMUNITY PLANNING & DEVELOPMENT

Period of Significance

1895-1940

Significant Dates

N/A

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

William F. Goodwin

Primary location of additional data:

- ☐ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☒ Local government
- ☐ University
- ☐ Other

Name of repository:

United States Department of the Interior
National Park Service

National Register of Historic Places
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Crafts Street City Stable
[Newton MRA]
Newton (Middlesex), MA

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Statement of Significance

The Crafts Street City Stable, Newton, MA, retains many of its late 19th century Colonial Revival features. This stately building is also reflective of late 19th and early 20th century development in the city of Newton, which was a period concerned not only with the utility of structures, but with an artistic sense of responsibility and civic pride in the its municipal buildings. The City Stable therefore meets Criteria A and C of the National Register of Historic Places, and is significant at the local level. This building retains integrity of location, design, materials, workmanship, feeling, and association.

The opening of the Circuit Railroad in 1886, along with the electric streetcar lines that connected Newton's villages in the 1890s, are two factors responsible for making Newton a very desirable and accessible place to live at the turn of the century. Between 1886 and the First World War, Newton's population exploded, requiring the city to expand its services in order to accommodate the growing community. Along with the increase in development came the construction of new, and widening of, existing city streets, increasing the workload of the city's highway department. By 1895, the highway department was busy with the growing development in Newton, employing over 200 men and using 43 horses. In the summer the numbers swelled further with hundreds of temporary employees. Though the highway department's work steadily increased through the 1880s, by the mid 1890s it employed more and more men as the number and size of projects increased dramatically. These men performed a variety of tasks throughout the city. They constructed new streets such as Commonwealth Avenue. They also maintained over 100 miles of streets, including cleaning, watering, widening, plowing, and regrading streets, and building culverts. The highway department also installed curbing, sidewalks, drains, and catch basins as well as maintaining the bridges throughout the city. As a precursor to the Parks Department, the highway department maintained parks, trimmed trees, widened and deepened streams, and drained and filled wetland areas. The highway department also collected ashes for disposal before regular trash collection existed in Newton. The men and horses of the Highway Department were responsible for shaping Newton into the city it is today. Now part of the Department of Public Works (created in 1935) as the Highway Division, the former Highway Department has grown in its responsibilities, but still maintains the city's streets, which total more than 300 miles.

Horses were an essential part of the Highway Department. In addition to providing transportation, the horses did much of the physical work of the department. Horses plowed earth and snow, graded roads, and hauled equipment and material. The department highly valued their horses, referring to them in the annual reports as "equal to any that can be found" and considered their care very important, advocating for new stables as early as 1892. During this period, the

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**Crafts Street City Stable
[Newton MRA]
Newton (Middlesex), MA**

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Highway Department had its horses and equipment scattered across the city. It used rented space, its own wooden stable, and housed equipment and horses with other city departments, largely the Fire Department. New modern stables were needed.

Responding to the demand for space, the City of Newton built a large, brick Colonial Revival stable at 91 Auburndale Avenue in 1894 at a cost of \$20,703.24. The city considered the Auburndale Avenue stable a success, but still the highway department required more space. The proposed lowering of the railroad tracks through Newton, and widening of Washington Street required the removal of two existing city stables. Space for equipment storage was also still a problem, with carts and wagons often left outside year-round. The city deemed an additional new stable necessary in order to end its practice of renting room for storage. Newton also wished to consolidate space and provide a modern facility for the Highway Department. The Sewer Department occupied a lot on Crafts Street, which the city deemed a convenient location for the new stable. The Auburndale Avenue stable served as a model for the Crafts Street City Stable and the city retained local architect William F. Goodwin to design the building. Both the Auburndale Avenue Stable and Crafts Street City Stable were elaborate for their type, and reflected the sense of pride Newton's citizens placed in its municipal buildings during this era. With the addition of the Crafts Street City Stable, the Highway Department even boarded horses from other departments. In 1926, the city built another Colonial Revival stable and garage at 74 Elliot Street to serve the needs of the southern end of the city. The Elliot Street Stable and Garage was the last of the city stables built. It is still in use as a garage and listed in the National Register in 1990.

The Department of Public Works has significantly altered the area around the stable. In 1919, the city built a Colonial Revival building next to the stable, which was formerly for the Playground Department and known as the "Service Building." It was enlarged in 1936 with a garage and offices for the Department of Public Works, and thoroughly reconstructed it in 1988, so that it no longer retains integrity. With the exception of the Service Building and the Crafts Street City Stable, no building on the property is over 50 years old. All have been excluded from the present nomination by a line of convenience, including the Service Building.

The height of horse use by the Highway Department was the 1920s when the department had roughly 70 horses. By 1926, the city anticipated their retirement and constructed its last city stable on Elliot Street, with removable stalls for later conversion to a garage. Newton continued to use horses through World War II, but their time was ending. In 1946, the Department of Public Works removed the stalls at the Crafts Street City Stable, converting it into a garage. An 1896 article from the *Newton Journal* proclaimed that the Crafts Street City Stable would

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Continuation Sheet

Crafts Street City Stable
[Newton MRA]
Newton (Middlesex), MA

Section number 8 Page 3

“answer the wants of the highway department for at least a quarter century” and that it was in “perfect arrangement” having the “most modern improvements and conveniences.” Costing the city \$25,000, it was a significant undertaking, but well worth it. The Crafts Street City Stable exceeded expectations operating as a stable for 50 years and continuing in operation today serving the city of Newton as a municipal garage.

Archaeological Significance

Historic archaeological resources described above may contribute important information related to the support facilities available at the City Stable or Highway Department garage during the late 19th and first half of the 20th century. Additional historical research, combined with archaeological survey and testing, may locate outbuildings that were present in the nominated area and their function within the City Stable facility. Trash deposits may also exist in the area surrounding the stable building. Detailed analysis of the contents of trash deposits may contribute important information related to repair and maintenance activities of horse-drawn vehicles and equipment, the care of horses, and the social, cultural, and economic characteristics of highway department employees.

(end)

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Crafts Street City Stables
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Newton (Middlesex), MA

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Major Bibliographical References

Brighton-Allston Historical Society webpage: <http://www.bahistory.org/AberdeenArch.html>

City of Newton Annual Reports, 1890-1940.

Fleishman, Thelma. *Looking at Newton the Garden City in 1988*, (Newton Tricentennial Corporation / The Jackson Homestead, Newton MA, 1988.

Goodwin, William F., Plans of the Highway Stable City of Newton, Newtonville, 1895.

Hatch, Kathlyn. B-Form #2540, 1976.

MHC Reconnaissance Survey Report, *Newton* 1981.

Newton Journal. "The Aldermen Vote...", February 22, 1895.

Newton Journal. "Announcement for RFP...", March 29, 1895.

Newton Journal. "A Model Highway Stable," January 31, 1896.

Perry, Chad A. B-Form, 1997.

(end)

Crafts Street City Stable

Name of Property

Middlesex, MA

County, State

10. Geographical Data

Acreage of Property less than one acre

UTM References See continuation sheet.

(Place additional UTM references on a continuation sheet.)

1. 19 318516.70 4691367.87
Zone Easting Northing

2. Zone Easting Northing

3. Zone Easting Northing

4. Zone Easting Northing

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Joseph P. Cornish, Lara Kritzer, Paul Trudeau, Brian Lever, Newton Planning Dept. with Betsy Friedberg, MHC

organization Massachusetts Historical Commission date October 2009

street & number 220 Morrissey Boulevard telephone 617-727-8470

city or town Boston state MA zip code 02125

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name City of Newton, MA

street & number 1000 Commonwealth Avenue telephone 617-796-1000

city or town Newton state MA zip code 02459

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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Crafts Street City Stable
[Newton MRA]
Newton (Middlesex), MA

Section number 10 Page 1

Verbal Boundary

The parcel that includes the City Stable (90 Crafts Street – Section 23, Block 27, Lot 15) is not included in its entirety within the present nomination. The northern boundary retains the Crafts Street frontage, and the eastern boundary remains the parcel line. A line of convenience 20 feet from the Crafts Street Stable comprises the boundary of the building's western and southern sides.

Boundary Justification

The boundary includes the Crafts Street City Stable, and its Crafts Street frontage, and an area within 20 feet of the building on its western and southern sides, as this was historically used for activities associated with the stable and is still used for activities associated with the garage. Areas within the parcel (Section 23, Block 27, Lot 15) and outside of 20 feet from the building include modern buildings and uses not historically associated with the stable. These buildings are excluded from the present nomination.

(end)

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Crafts Street City Stable
[Newton MRA]
Newton (Middlesex), MA

Section number photos Page 1

PHOTOGRAPHS

Photographer: Brian Lever, City of Newton
Date: March 2, 2009 (unless otherwise noted)

MA_Newton(MiddlesexCounty)-CraftsStCityStable.001
Main façade, facing SW

MA_Newton(MiddlesexCounty)-CraftsStCityStable.002
North and east facades, facing S

MA_Newton(MiddlesexCounty)-CraftsStCityStable.003
Rear façade, facing SE

MA_Newton(MiddlesexCounty)-CraftsStCityStable.004
South and west facades, facing NE

MA_Newton(MiddlesexCounty)-CraftsStCityStable.005
Facing NW

MA_Newton(MiddlesexCounty)-CraftsStCityStable.006
Stable interior, facing NE

MA_Newton(MiddlesexCounty)-CraftsStCityStable.007
Stable interior, facing SW

MA_Newton(MiddlesexCounty)-CraftsStCityStable.008
Stable loft interior, carriage lift, facing S

MA_Newton(MiddlesexCounty)-CraftsStCityStable.009
Stable loft interior, trap door for feeding, facing W

MA_Newton(MiddlesexCounty)-CraftsStCityStable.010
Stable loft, carriage hoist mechanism

MA_Newton(MiddlesexCounty)-CraftsStCityStable.011
Stable loft interior, fire door

MA_Newton(MiddlesexCounty)-CraftsStCityStable.012
Loft exterior doors, facing NE

Massachusetts Historical Commission Digital Image Submission Form

About your digital files:

Camera Used (make, model): Canon Powershot SX100 IS

Resolution of original image capture:
1600 x 1200, JPEG

File name(s):

MA_Newton (Middlesex County)_Crafts St City Stable1
MA_Newton (Middlesex County)_Crafts St City Stable2
MA_Newton (Middlesex County)_Crafts St City Stable3
MA_Newton (Middlesex County)_Crafts St City Stable4
MA_Newton (Middlesex County)_Crafts St City Stable5
MA_Newton (Middlesex County)_Crafts St City Stable6
MA_Newton (Middlesex County)_Crafts St City Stable7
MA_Newton (Middlesex County)_Crafts St City Stable8
MA_Newton (Middlesex County)_Crafts St City Stable9
MA_Newton (Middlesex County)_Crafts St City Stable10
MA_Newton (Middlesex County)_Crafts St City Stable11
MA_Newton (Middlesex County)_Crafts St City Stable12
MA_Newton (Middlesex County)_Crafts St City Stable13
MA_Newton (Middlesex County)_Crafts St City Stable14
MA_Newton (Middlesex County)_Crafts St City Stable15
MA_Newton (Middlesex County)_Crafts St City Stable16
MA_Newton (Middlesex County)_Crafts St City Stable17
MA_Newton (Middlesex County)_Crafts St City Stable18

About your prints:

Printer make and model: HP Photosmart Pro B9180

Paper: brand & type: HP Advanced Glossy Photo Paper

Ink: HP Vivera #38

Signature: (By signing below you agree that the information provided here is true and accurate.)

Signature: _____

Brian Leves

Date: _____

3/6/09

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Crafts Street City Stable
NAME:

MULTIPLE Newton MRA
NAME:

STATE & COUNTY: MASSACHUSETTS, Middlesex

DATE RECEIVED: 11/06/09 DATE OF PENDING LIST: 11/25/09
DATE OF 16TH DAY: 12/10/09 DATE OF 45TH DAY: 12/20/09
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 09001095

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 12.18.09 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



MA-NEWTON(MIDDLESEX COUNTY)-CRAFTS STREET CITY STABLE DOOR

Crafts Street City Stable
Middlesex, MA

Brian Lever

3/2/09

Newton, MA, City Hall

Facing southwest

Photo # 1



MA-NEWTON (MIDDLESEX COUNTRY) - CRAFTS STREET CITY STABLE. 002

Crafts Street City Stable
Middlesex, MA

Brian Lever

3/2/09

Newton, MA, City Hall

Facing south

Photo # 2



MA-NEWTON(MIDDLESEXCOUNTY)-CRAFTSSTCITYSTABLE.003

Crafts Street City Stable
Middlesex, MA

Brian Lever

3/2/09

Newton, MA, City Hall

Facing southeast

Photo # 3



MA-NEWTON(MIDDLESEXCOUNTY)-CRAFTSSTCITYSTABLE.004

Crafts Street City Stable
Middlesex, MA

Brian Lever

3/2/09

Newton, MA, City Hall

Facing northeast

Photo # 4



MA-NEWTON(MIDDLESEX COUNTY)-CRAFTS STREET CITY STABLE, 005

Crafts Street City Stable
Middlesex, MA

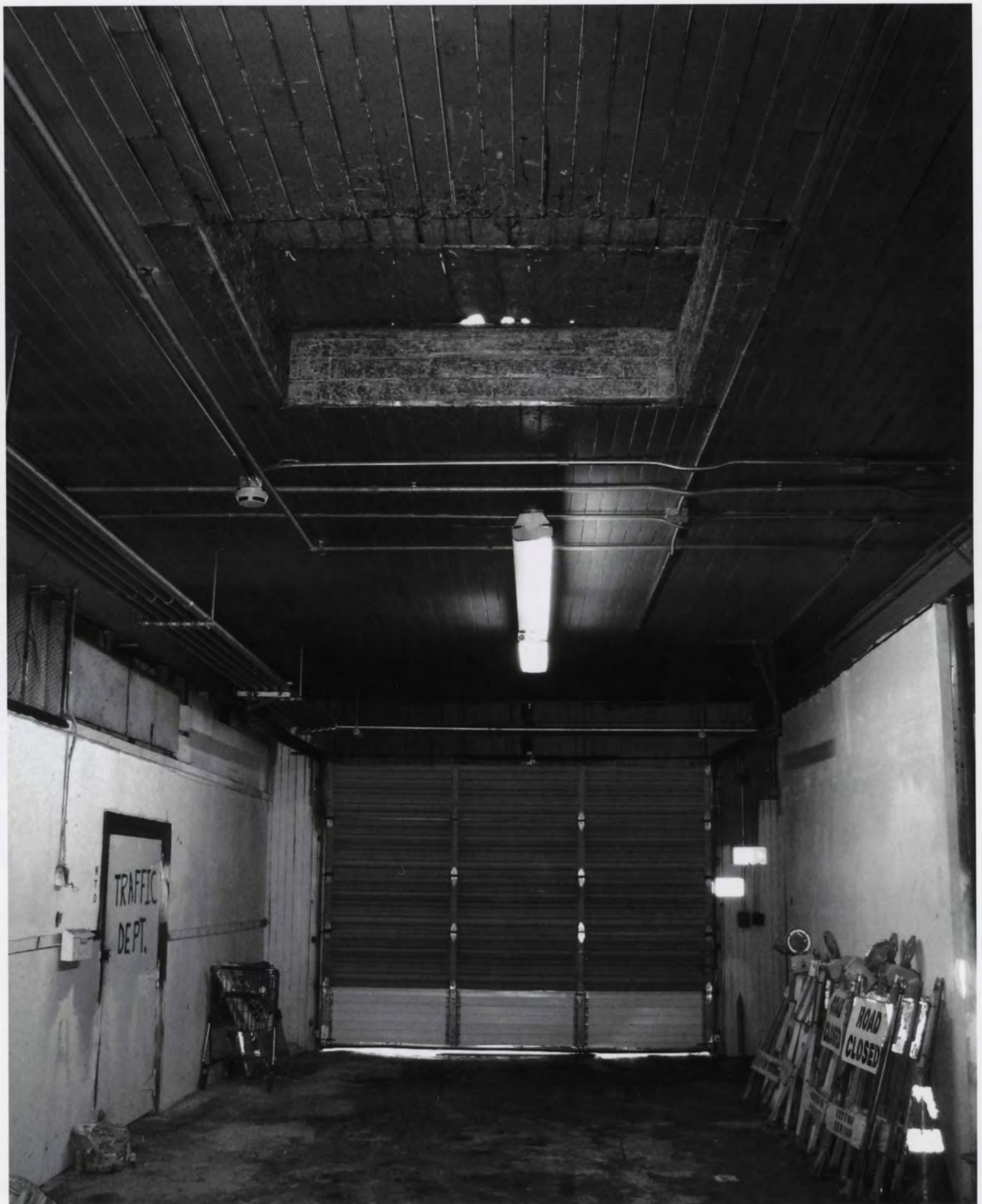
Brian Lever

2/27/09

Newton, MA, City Hall

Facing northwest

Photo # 5



MA-NEWTON (MIDDLESEX COUNTY) - CRAFTS ST CITY STABLE. 006

Crafts Street City Stable
Middlesex, MA

Brian Lever

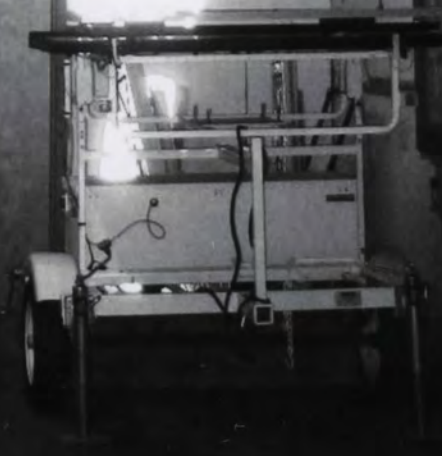
3/2/09

Newton, MA, City Hall

Facing northeast, stable interior

Photo # 6

STOP



MA-NEWTON(MIDDLESEXCOUNTY)-CRAFTSSTCITYSTABLE.007

Crafts Street City Stable
Middlesex, MA

Brian Lever

3/2/09

Newton, MA, City Hall

Facing southwest, stable interior

Photo # 7



MA-NEWTON (MIDDLESEX COUNTY) - CRAFTS ST CITY STABLE . 008

Crafts Street City Stable

Middlesex, MA

Brian Lever

3/2/09

Newton, MA, City Hall

Facing south stable loft interior, Carriage lift

Photo # 8



MA - NEWTON (MIDDLESEX COUNTY) - CRAFTS STREET CITY STABLE. 009

Crafts Street City Stable
Middlesex, MA

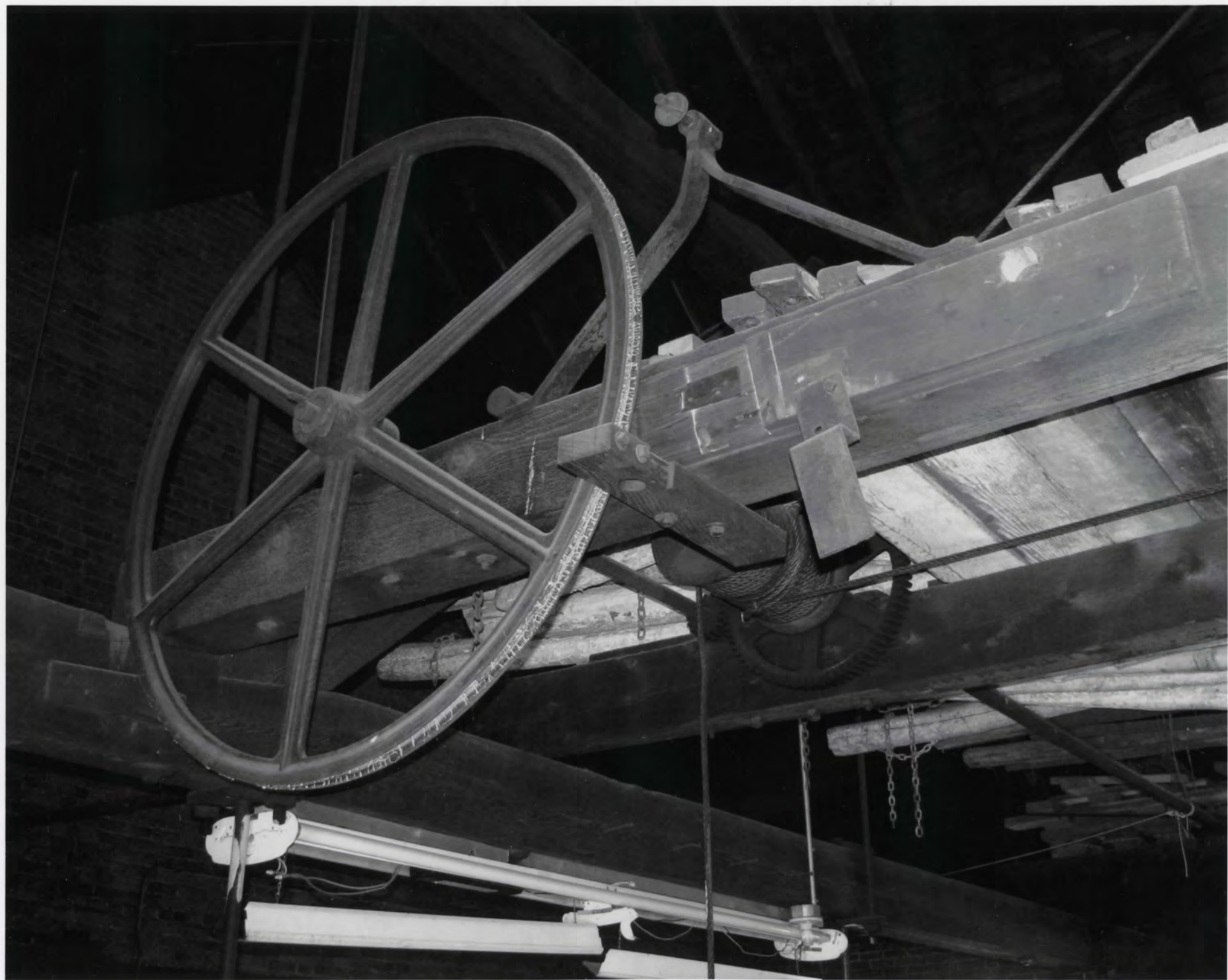
Brian Lever

3/2/09

Newton, MA, City Hall

Facing west stable loft interior, trap door

Photo # 9



MA - NEWTON (MIDDLESEX COUNTY) - CRAFTS STREET STABLE . 010

Crafts Street City Stable

Middlesex, MA

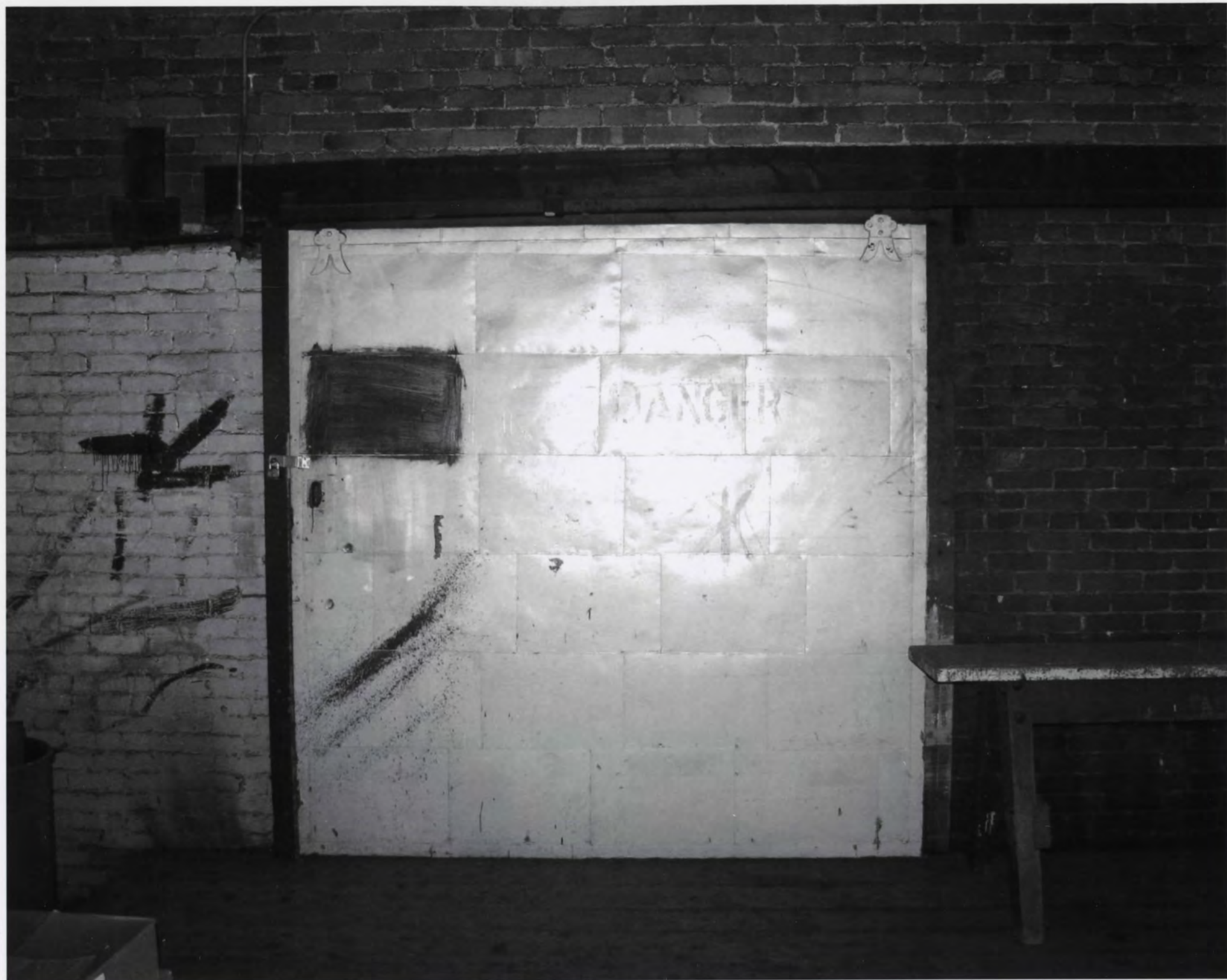
Brian Lever

3/2/09

Newton, MA, City Hall

Carriage lift hoist mechanism, stable loft

Photo # 10



MA - NEWTON (MIDDLESEX COUNTY) - CRAFTS ST CITY STABLE. 011

Crafts Street City Stable
Middlesex, MA

Brian Lever

3/2/09

Newton, MA, City Hall

Fire door, stable loft interior

Photo # 11



MA - NEWTON (MIDDLESEX COUNTY) - CRAFTS ST CITY STABLE . 012

Crafts Street City Stable
Middlesex, MA

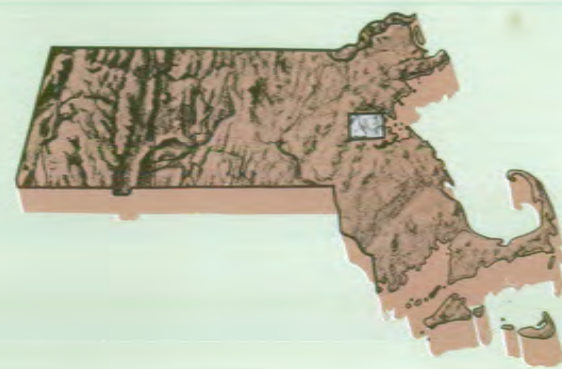
Brian Lever

3/2/09

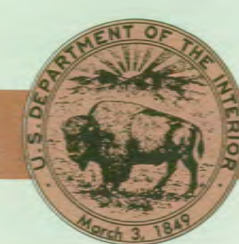
Newton, MA, City Hall

Facing northeast, 1st exterior doors

Photo # 12



- Contours and elevations in meters
- Highways, roads and other manmade structures
- Water features
- Woodland areas
- Geographic names



Produced by the United States Geological Survey
in cooperation with Massachusetts Department
of Public Works
Control by USGS, NOS/NOAA, and Commonwealth
of Massachusetts agencies

Compiled by photogrammetric methods from aerial photographs
taken 1978. Field checked 1979. Map edited 1987.
Supersedes Newton and Boston South 1:25,000-scale
maps dated 1970.
Selected hydrographic data compiled from NOS charts 13270 (1982)
and 13272 (1982). This information is not intended for navigational purposes.
Projection and 1000-meter grid: Universal
Transverse Mercator, zone 18
10,000-foot grid ticks based on Massachusetts coordinate
system, established 1945.
1927 North American Datum
To place on the predicted North American Datum 1983,
move the projection lines 6 meters south and
42 meters west as shown by dashed corner ticks.
There may be private inholdings within the boundaries of the
National or State reservations shown on this map.

CONTOUR INTERVAL 3 METERS
NATIONAL GEODETIC VERTICAL DATUM OF 1929
CONTROL ELEVATIONS SHOWN TO THE NEAREST 0.1 METER
OTHER ELEVATIONS SHOWN TO THE NEAREST 0.3 METER
DEPTH CURVES AND SOUNDINGS IN METERS
DATUM IS MEAN LOW WATER
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE
OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 2.5 METERS

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS

CONVERSION TABLE		DECLINATION DIAGRAM		ADJOINING MAPS		
Meters	Feet	Miles		1	2	3
1	3.2808	1° 16'		1	2	3
2	6.5617	15'		4	5	6
3	9.8425	284 MILES		7	8	
4	13.1234	15'				
5	16.4042	15'				
6	19.6850	15'				
7	22.9658	15'				
8	26.2467	15'				
9	29.5275	15'				
10	32.8084	15'				

To convert meters to feet multiply by 3.2808
To convert feet to meters multiply by 0.3048

UTM grid convergence (G) and magnetic declination (M) Diagram is approximate

1 Marmet
2 Boston North
3 Lynn
4 Framingham
5 Hull
6 Medford
7 Norwood
8 Weymouth



Topographic Map Symbols

Primary highway, hard surface	—————
Secondary highway, hard surface	—————
Light-duty road, hard or improved surface	—————
Unimproved road, trail	—————
Route marker: Interstate, U.S. State	—————
Railroad: standard gage; narrow gage	—————
Bridge: drawbridge	—————
Footbridge; overpass; underpass	—————
Railroad area: only selected landmark buildings shown	—————
House; barn; church; school; large structure	—————
Boundary:	—————
National, with monument	—————
State	—————
County, parish	—————
Civil township, precinct, district	—————
Incorporated city, village, town	—————
National or State reservation, small park	—————
Land grant with monument; land section corner	—————
U.S. public lands survey: range, township; section	—————
Range, township; section line: location approximate	—————
Fence or field line	—————
Power transmission line, located tower	—————
Dam; dam with lock	—————
Cemetery: grave	—————
Campground; picnic area; U.S. location monument	—————
Wellhead; water well; spring	—————
Mine shaft; prospect; adit or cave	—————
Control: horizontal station; vertical station; spot elevation	—————
Contours: index; intermediate; supplementary; depression	—————
Distorted surface: strip mine, lava; sand	—————
Soundings; depth curve	—————
Perennial lake and stream; intermittent lake and stream	—————
Rapids, large and small; falls, large and small	—————
Submerged marsh; marsh; swamp	—————
Land subject to controlled inundation; woodland	—————
Scrub; mangrove	—————
Orchard; vineyard	—————

A pamphlet describing topographic maps is available on request

City Stale
Newton, Middlesex
County, MA
19/213516.70/49137.87

Crafts Street City Stable 90 Crafts Street

City of Newton,
Massachusetts

Legend

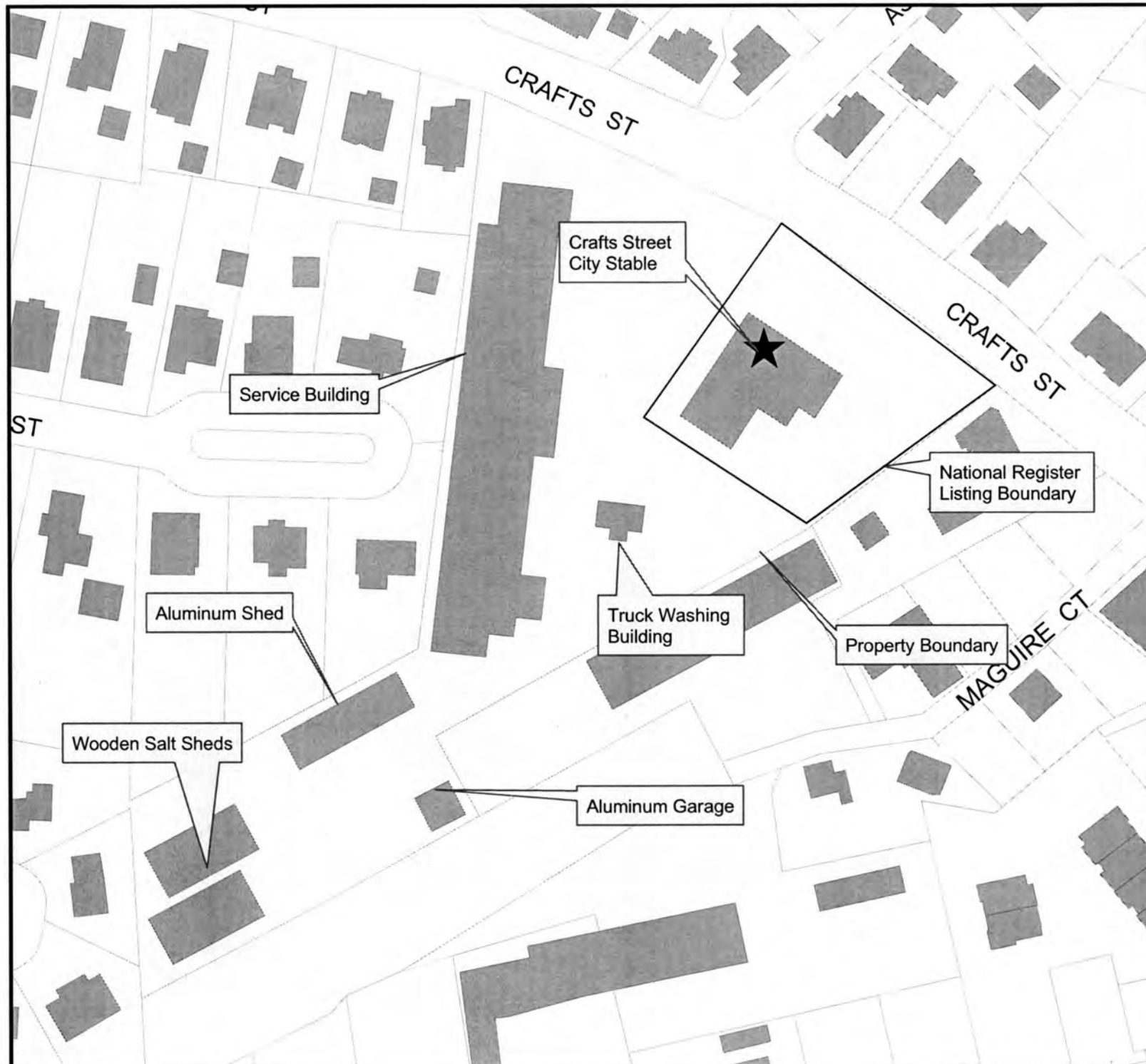
- Building Outlines
- Property Boundaries
- Property Boundaries



The information on this map is from the Newton Geographic Information System (GIS). The City of Newton cannot guarantee the accuracy of this information. Each user of this map is responsible for determining its suitability for his or her intended purpose. City departments will not necessarily approve applications based solely on GIS data.

100 50 0
Feet

MAP DATE: October 20, 2009





The Commonwealth of Massachusetts

William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

October 23, 2009

Mr. J. Paul Loether
National Register of Historic Places
Department of the Interior
National Park Service
1201 Eye Street, NW 8th floor
Washington, DC 20005

Dear Mr. Loether:

Enclosed please find the following nomination form:

Crafts Street City Stable, 90 Crafts Street, Newton (Middlesex), MA

The nomination has been voted eligible by the State Review Board and has been signed by the State Historic Preservation Officer. The owners of the property in the Certified Local Government community of Newton were notified of pending State Review Board consideration 60 to 90 days before the meeting and were afforded the opportunity to comment.

Sincerely,

A handwritten signature in cursive script that reads "Betsy Friedberg".

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

enclosure

cc: Brian Lever, Newton CLG Coordinator
David Cohen, Mayor, City of Newton
Donald Lang, Newton Historical Commission
Michael Kruse, Newton Planning and Development Director