

Historic Sites Study

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Massachusetts has for many years led the nation in concern for recognition of historic sites and areas. A first-of-its-kind project has been initiated in the Massachusetts Department of Public works to utilize an inventory of historic sites as a variable to be considered when making decisions for transportation facility location. This paper discusses (a) a method for conducting and compiling a comprehensive historic sites inventory, (b) a means for encouraging local community participation in completing the inventory, (c) a technique for obtaining professional and qualified historical evaluation of inventoried sites, (d) a system for geographic location of sites by X and Y coordinates, (e) a system for recording historic data for computer storage and retrieval. This survey is not meant to be a demi-preservation program; it is rather an "early warning system" which will supply, in advance of final transportation facility designs, information on potentially valuable historic sites and areas.

•THERE are numerous variables that can influence a planner's decision for locating a transportation facility. Some of the variables are of major importance: predicted population growth, the economic needs of and opportunities for this population, land use and open space requirements, and transportation demands. Other variables, taken individually, are of less importance: historic sites, parks and recreation areas, scenic views. This second group, the "aesthetic" variables, has not until recent years been given proper consideration by the planner. (See Appendix A for legislation pertaining to this.)

In coordination with the Massachusetts Historical Commission, the Massachusetts Department of Public Works is collecting inventory data on historic sites in 40 eastern Massachusetts communities affected by the proposed 1975 highway network. The inventory is not limited to those structures and areas that are well known in the commonwealth or those open to the public, but it includes structures of architectural or historic significance to the local community.

The Historic Sites Study was undertaken to aid in planning decisions. The information on each historic site, the location of sites by X and Y coordinates, the use of the computer to store and retrieve information—all these are geared to the planner's needs. The planner's function is to anticipate the future; the preservationist's to save the past. This program will not pretend to cover the ground of experts in the field of the historical. The goal is only to establish an early warning system, to build up a comprehensive bank of information that will tell a transportation planner in advance what sites the plan may affect. Alternatives for dealing with the site, i.e., integration into the total design, elimination of the site, preservation by relocation of the site or the highway, will be considered when the need arises. The choice of alternatives will be left to the experts.

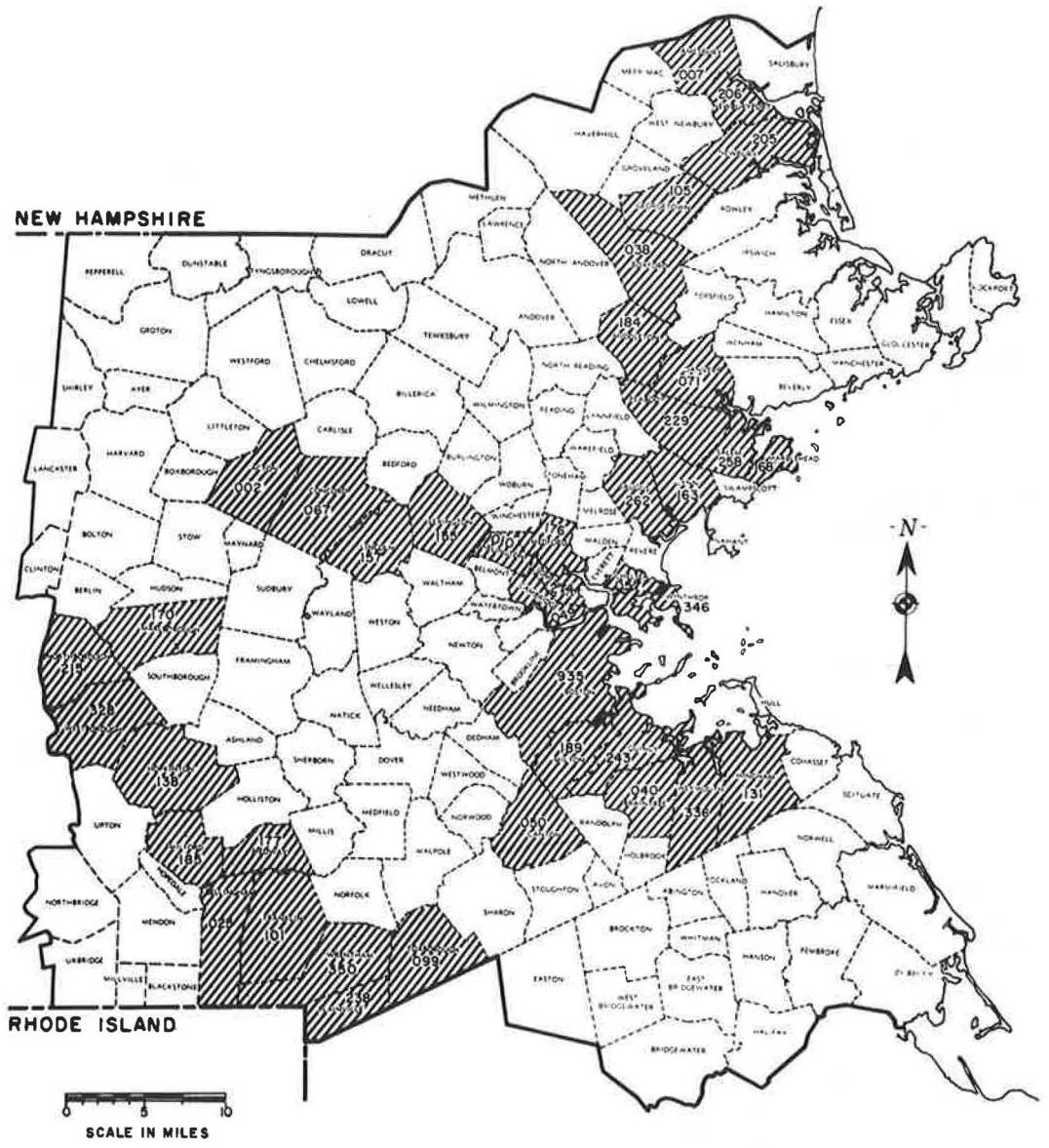


Figure 1. Towns affected by the 1975 network.

This program, in its effort to preserve a rapidly vanishing historical heritage, has several advantages. It has fostered understanding between state planning and preservation agencies. It has achieved close coordination and communication between local communities and state agencies. It offers, by presenting a broad picture of Massachusetts historical assets, the possibility of an integrated plan of highways and historic sites.

Methods

The steps necessary to complete the Historic Sites Study will be briefly delineated here and discussed in detail in the following section. The first step is the completion of the initial inventory. Because of limited time, the study concentrates on the 40 cities and towns in the eastern Massachusetts area affected by 1975 proposed highways (Fig. 1). In many of the communities the inventory is conducted by local volunteers.

Completed inventory forms are returned, checked, and corrected. All inventoried sites are then rated numerically under two categories: history and architecture. This classification is done for the Eastern Massachusetts Regional Planning Project by Architectural Heritage, Inc., a nonprofit organization that evaluates the historic and architectural worth of structures and makes suggestions for preservation and restoration.

The historic sites having significant ratings are located on aerial photos and assigned X and Y coordinate locations. All information on the Department of Public Works form is keypunched. The coordinates for the center line of a proposed highway are taken and also keypunched. The information from the punch cards is recorded on tape within the computer. The computer can then provide the information on any site within a specified distance of the highway center line.

A DEMONSTRATION: BOXFORD

One town can be used to illustrate how the Historic Sites Study is conducted, how it is used by planners, and what may be done with endangered sites. Boxford has been chosen because the inventory information which was collected conforms closely to the standards of reporting desired.

Boxford was originally part of a large tract of land occupied by the Agawam Indians. In 1683 the land was deeded to John Winthrop. In 1685, 48 families were living on the land called Rowley Village. At that time they applied for a separate town charter in order that they might settle a minister and build a meeting house, "wee being sensaball to the great need of having the publick word of God preached among us For the betor edication of our childern that cannot gooe fouer mieles to meeting." The charter was granted by the General Court, and the Town of Boxford, named for Boxford, England, was incorporated August 12, 1685.

Although the beginning of Boxford is similar to that of many New England towns, its evolution to the present is not. Two hundred eighty-five years after its incorporation, with a population slightly over 3,000, Boxford still has the atmosphere of a village.

Driving through the center of Boxford today one has the feeling of going back a hundred years. There is a sense of the past comingled with the present that evokes a total picture of the town's history. This feeling that Boxford is a historic town is not an accident. It is derived from the town's careful preservation of old houses as well as its pride in the new. Boxford's citizens have worked hard to sustain the past. Special zoning laws have preserved the integrity of groups of older houses. Private owners of old houses have tried to keep them in repair and as unaltered as is practical. There is an active Historical Society, headed by Loren M. Wood, who expressed Boxford's concern for history in a letter to the Massachusetts Historical Commission:

Boxford is a unique town in Eastern Massachusetts surrounded by burgeoning suburbia. This town retains a quiet rural setting for its fine old homes, and its new ones alike. This happy situation is not happenstance. Rather, it is the result of diligent zoning and planning board administration. (Two acres, 250 ft. frontage minimum. Even the road shoulders have a minimum cutback to enhance the rural atmosphere, and signs have a maximum size

limit.) The result is a delightful settings of fields and woodlands with the houses and their settings well-matched examples of times as they were.

Introducing the Inventory

Loren Wood was sent a letter informing him of the desire for historical inventory of Boxford. (In all the cities and towns where it was possible, the aid of local historical societies and commissions or volunteers was solicited.) A folder of information was sent from the office of the Massachusetts Historical Commission. This folder included a letter stating the purpose for the inventory and requesting local assistance in completing it; a sample of the Massachusetts Historical Commission's inventory form; a sample of the Department of Public works inventory form; a sheet of criteria defining historic site; a booklet explaining how the Massachusetts Historical Commission forms should be completed, and how to recognize certain architectural styles and features; a sheet explaining how to fill out the Department of Public Works forms; and suggestions for methods of conducting the inventory. Mr. Wood was asked to form a committee to inventory the town and to set a date when a representative from the Department of Public Works or the Massachusetts Historical Commission could meet with the committee and review the procedures.

Mr. Wood found the folder self-explanatory, so no meeting was necessary in Boxford, although meetings were held in many of the other cities and towns. During these meetings the information supplied in the introductory letter was expanded, and questions were answered. Sometimes a brief lesson in architecture was included. These meetings served a dual purpose: they were informative and they fostered goodwill. Through these meetings we hoped to convey the state's interest in individual communities and to express appreciation for the time and effort these towns would expend on the project.

The Inventory

The actual inventory of Boxford's historic sites was carried on by the committee members. Boxford had previously drawn up a list of 113 historically and architecturally important houses. The committee selected 67 of these (and two areas) to be included in the inventory. Information on each site was recorded on both Massachusetts Historical Commission and Department of Public Works inventory forms (see samples shown in Figs. 2 and 3). The Massachusetts Historical Commission form is constructed for the recording of more detailed architectural and historic information; space is provided on the back of the form for details on the history and interior features of more important structures. The Department of Public Works form includes information that is most relevant to transportation planners and highway engineers. Since all the information from these forms is translated into codes for use on a computer, space is provided on the right for this purpose.

Mapping and Photographing

The one aspect of the inventory that was most stressed was mapping. As stated earlier, the objective was to establish an early warning system. In order to have an effective system two things must be known: first that there is a building of architectural or historic value, and second where it is located. It was requested that the volunteers hand-draw detailed maps in the space provided on the Massachusetts Historical Commission forms and also locate the sites on a United States Geological Survey Map, each inventoried house being given a number corresponding with the number on the map. It was also requested that each site, when possible, be photographed (Fig. 4). These photographs are an immeasurable aid to Architectural Heritage, in classifying the sites. After each of the sites had been inventoried and checked, forms and map were returned to the Massachusetts Historical Commission.

FORM B - STRUCTURE SURVEY
 MASSACHUSETTS HISTORICAL COMMISSION
 Office of the Secretary, State House, Boston

1. Is this structure historically significant to:
 Town Commonwealth Nation

Structure has historical connection with the following themes: (See also reverse side)

- | | |
|--|---|
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Commerce/Industry |
| <input checked="" type="checkbox"/> Architecture | <input checked="" type="checkbox"/> Science/Invention |
| <input type="checkbox"/> Art/Sculpture | <input type="checkbox"/> Travel/Communication |
| <input type="checkbox"/> Education | <input type="checkbox"/> Military Affairs |
| <input type="checkbox"/> Government | <input checked="" type="checkbox"/> Religion/Philosophy |
| <input type="checkbox"/> Literature | <input type="checkbox"/> Indians |
| <input type="checkbox"/> Music | <input type="checkbox"/> Development of Town/City |

2. Town BOXFORD
 Street (214)* IPSWICH RD
 Name KIMBALL/ROWE/ALLEN
 Original Use DWELLING
 Present Use RESIDENCE
 Present Owner MRS. ARTHUR W. ALLEN
 Date 1780 Style 18TH CENTURY COLONIAL
 Source of Date B.H.S.
 Architect _____

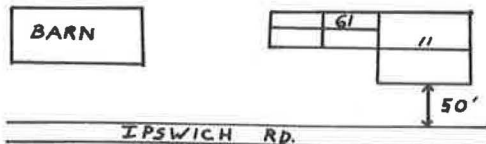
3. CONDITION: Excellent Good Fair Deteriorated Moved Altered 1932
 IMPORTANCE of site to area: Great Little None SITE endangered by _____

4. DESCRIPTION

FOUNDATION/BASEMENT: High Regular Low Material: STONE
 WALL COVER: Wood CLAPBOARD Brick Stone Other _____
 STORIES: 1 2 3 4 CHIMNEYS: 1 2 3 4 Center End Cluster Elaborate Irregular
 ATTACHMENTS: Wings Ell Shed Dependency _____ Simple/Complex
 PORCHES: 1 2 3 4 Portico Balcony SCREENED Recessed _____
 ROOF: Ridge Gambrel Flat Hip Mansard
 Tower Cupola Dormer windows Balustrade Grillwork _____
 FACADE: Gable End: Front Side Symmetrical/Asymmetrical Simple/Complex Ornament
 Entrance: Front/Side Centered Double Features: SIDE WINDOWS/OVERDOOR TRIANGULAR PED.
 Windows: Spacing: Regular/Irregular Identical/Varied DOUBLE HUNG 9/6 6/6 (OLD)
 Corners: Plain Pilasters Quoins Obscured _____
 OUTBUILDINGS BARN LANDSCAPING UNUSUALLY FINE

5. Indicate location of structure on map below

6. Footage of structure from street 50
 Property has 1900 feet frontage on street



Recorder I. M. WOOD
 For BOXFORD HISTORICAL SOCIETY
 Photo _____ E 05. 038 -1-09

NOTE: Recorder should obtain written permission from Commission or sponsoring organization before using this form. (See Reverse Side)

* NOT STREET No.

NUMBER IS FROM PERLEY'S LISTINGS "DWELLINGS OF BOXFORD"

Figure 2. Form B—Structure Survey, Massachusetts Historical Commission.

FOR USE WITH IMPORTANT STRUCTURES (Indicate any interior features of note)

Fireplace 5 original fireplaces around center chimney still working

Stairway

front stairs, clockwise, two landings

Other original barn (1780) still standing and in use- barn contains bellows and blacksmithing equipment from original Amos Kimball occupancy- wide pine board flooring throughout original house-one room retains original Indian shutters

GIVE A BRIEF DESCRIPTION OF HISTORIC IMPORTANCE OF SITE (Refer and elaborate on theme circled on front of form)

Why Important:

1. Because it was the home of Rev. Samuel Rowe, the first deaf mute ordained as a Congregational minister in the United States.
2. Because it was the home of Dr. Arthur Allen, noted surgeon in the Massachusetts General Hospital (now deceased)
3. Because of the integrity and excellent general condition of the structure, built 1780 by Amos Kimball, blacksmith. The property remained in the Kimball family until 1880. At that time Rev. Samuel Rowe and Mr. Isaac Wyatt came from New Gloucester, Me. and purchased the farm. Messrs. Rowe and Wyatt were deaf mutes. Rowe was an Evangelist of the Congregational Church to the deaf mutes of Maine. His ordination took place in the Second Church (West Boxford) in 1878- the service was all done by sign language

REFERENCE (Where was this information obtained? What book, records, etc.)

"Dwellings of Boxford" Perley, Published 1893 by Essex Institute

BIBLIOGRAPHY

Original Owner: _____
Deed Information: Book Number _____ Page _____, _____ Registry of Deeds

(BACK OF FORM B)

Figure 2. Continued.

HISTORICAL SITE INVENTORY FORM-EMRPP

DO NOT WRITE IN THIS SPACE
CODE

MASS. DEPT. OF PUBLIC WORKS

CODE# County 05 Town 038 Type 1 Site # 009
 Site Area

Name KIMBALL / ROWE / ALLEN

X & Y Location X 719.240 Y 618.715

Location S.W. X _____ Y _____

N.W. X _____ Y _____

N.E. X _____ Y _____

S.E. X _____ Y _____

Location: County ESSEX

City BOXFORD

Street(s) IPSWICH

Number(s) _____

Kind: (Underline One) 1) Home 2) Museum

3) Monument 4) Park 5) Other

Theme: (Underline One or Two if there are double themes. If two or more indicate first & second importance)

1) Agriculture 8) Commerce/Industry

2) Architecture 9) Science/Invention

3) Art/Sculpture 10) Travel/Communication

4) Education 11) Military Affairs

5) Government 12) Religion/Philosophy

6) Literature 13) Indians

7) Music 14) Devel. of Town/City

General Date or Period 1780

I

1

II

2	0	5
---	---	---

III

4	0	3	6	8	7	1
---	---	---	---	---	---	---

IV

8	0	0	9
---	---	---	---

11	7	1	9	2	4	16	0	17	6	1	8	7	1	22	5
23						28	29							34	
35						40	41							46	
47						52	53							58	
59						64	65							70	

VI

71			74
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VII

75	7
----	---

VIII

76	0	2
----	---	---

IX

78	8	80	0
----	---	----	---

Figure 3. Historical site inventory form-EMRPP.

HISTORIC SITE INVENTORY FORM - EMRPP PAGE 2
(9/16/66)

2 2054038718009

Size of Base of Bldg. (Approx. sq. ft.) 2400 X

11 0240160

Size of Bldg. Lot (Approx. sq. ft.) 82 ACRES XI

16 35260020

Distance of Bldg. from Existing Rd. 50' XII

23 000520

Ownership: (1) Public _____ Agency: _____

(2) Private

(3) Certified

(4) 5A of Chap. 79

(5) Other (_____) XIII 28
2

Present Use: 1. Private Home

- 2. Museum
- 3. Transportation
- 4. Entertainment
- 5. Commerce or Industry
- 6. Religion
- 7. Civic
- 8. Unoccupied
- 9. Other
(Specify) _____

XIV 29
7

Number of Stories 2 1/2

XV 30
0032

Wall Cover: (1) Wood (2) Brick (3) Stone

(4) Stucco (5) Shingle

(6) Other (_____)

XVI 33
7

Overall Condition: (1) Excellent (2) Good

(3) Fair (4) Deteriorated

(5) Altered

XVII 34
7

If Area:

Number of Historic Bldgs. _____

XVIII 35 38

Historic District

(1) Yes _____ (2) No _____ (3) Pending _____ XIX 39

Do Not Write Below This Line

Overall Rating 3/4

XX 40
3 4 11

FOR ADDITIONAL INFORMATION SEE:



Figure 4. Photograph of the Kimball-Rowe-Allen House.

Preliminary Classification

The forms were then sent to Architectural Heritage to be classified. Evaluating the importance of an historic site involves more than knowing facts such as the historic connection, the number of building stories, the wall cover, the date; it also involves a subjective measurement of the site's worth. A two-category classification system has therefore been developed to indicate a site's intangible worth. Each site has been classified numerically under history and architecture. (See Appendix B for classification system code and explanation.) A numerical designation has been used since it is most adaptable to the computer. The classification has been kept to two categories because all evaluations are made from information on the inventory forms and a more detailed clas-

sification could only be based on conjecture and hypothesis. The ratings on each site are by no means final and were not devised to indicate that certain low-rated buildings are expendable. These ratings merely added to the information on a site. Detailed evaluation of a site for preservation purposes can be given by experts when the site is threatened.

Some of the factors influencing the ratings in Boxford were as follows: the distribution of houses recorded by 50-year periods; the relation of one site to others, in a group or alone (as seen from the map); and the relation of the house to its natural surroundings. There are probably some errors in these classifications, but they were made with the greatest accuracy possible from the quality of the information on the forms.

X and Y Coordinate Location

When all the Boxford sites had been classified, the inventory forms, lists, and maps were returned to the Department of Public Works office. Using the U.S. Geological Survey maps and the hand-drawn maps, each site was located on large aerial photos on which the coordinate system is marked. From these photos the X and Y coordinate of the center point of a building was measured, and this information was put in the space provided on the inventory form. In dealing with an area rather than a single site, four coordinate points were used.

The Computer Product

All information on the Boxford historic sites was coded on the inventory forms. When the forms had been coded and checked, the coded information was keypunched on cards and transferred to tapes for use in the computations.

Retrieval may be carried out in four ways: a printout of data on all the sites within a town; a printout of all the recorded sites within a 25-year period; a printout of all sites classified as 1 or 2; a printout of all sites within 1,000 yards and 1,000

* DPW HISTORIC SITE INVENTORY * BOXFORD * MARCH 9, 1967 * TCA *

** SITES WITHIN 1,000 FEET OF IPSWICH ROAD CENTERLINE **

TOWN	SITE	L O C A T I O N		D I S T A N C E F R O M C E N T E R L I N E I N F E E T <
		X COOR.	Y COOR.	
038	009	719.240	618.715	77
038	014	721.530	618.630	152
038	015	723.510	619.000	97

Figure 5. Printout of all sites in Boxford within 1,000 feet of Ipswich Road centerline.

**** DPW HISTORIC SITE INVENTORY DATA TABULATION * BOXFORD * 1800-1825 * 3/2/67 * TCA ***																
CO-TOWN	TYPE	SITE NO.	LOCATION		SW	SW	NW	NW	NE	NE	SE	SE	LOC.	KIND	THEME	DATE
			X COOR.	Y COOR.	X COOR.	Y COOR.	X COOR.	Y COOR.	X COOR.	Y COOR.	X COOR.	Y COOR.				
05	038	1	010	719.690	620.505	.	.	.	.	.	.	.		1	14	1810
05	038	1	015	723.510	619.000	.	.	.	.	.	.	.		1	02	1812
05	038	1	025	728.580	608.580	.	.	.	.	.	.	.		1	12	1800
05	038	1	052	736.285	605.380	.	.	.	.	.	.	.		1	02	1825
05	038	1	060	738.470	597.340	.	.	.	.	.	.	.		1	14	1825
05	038	1	063	739.970	614.500	.	.	.	.	.	.	.		1	14	1810
05	038	2	071	717.000	622.670	716.935	622.205	716.640	622.840	717.235	622.805	717.320	622.415	5		1800

Figure 6. Printout of all sites in Boxford within a 25-year period, 1800-1825.

feet of the center line of a proposed highway. (Some printout samples for Boxford are shown in Figs. 5 and 6.) There is also the production of information on a data plotter. A data plotter can graphically display the line of the road and designate sites falling within certain distances of it.

The Computer Product in Boxford

To examine how information on historic sites and roadways may be obtained and used we will use two highway proposals in Boxford. The first is actual: the widening of I-95 to Boston; the second is hypothetical: the widening to four lanes of Ipswich Road east to Highland Road, and of Highland Road East to the Boxford town line. The first concern is to ascertain what sites may be encountered when the highway plan is in the early stages; the second is how to deal with these endangered sites.

In Boxford, two highway plans are contemplated for 1975. There are two ways that a planner can check his plans; by drawing his roadway to scale on U. S. G. S. maps where the historic sites for a town are recorded or by feeding to the computer the X and Y coordinates of his highway plan and having the information printed out showing all sites within a specified distance of the highway. For the widening of I-95 through Boxford the planner uses the first method and finds that the widening does not directly affect any of the sites enumerated on the U. S. G. S. maps. The second hypothetical highway plan is in an advance design stage. The planner marks the X and Y coordinates of this highway, feeds the information to the computer, and requests information on all sites within 1,000 feet and 1,000 yards of the highway's center line. The computer will return information on these sites, designating the site by code number. The lateral distance of the road (length) can be any number of miles and depends only on the center point coordinates that the planner has recorded and at what intervals. In the town of Boxford, the computer shows that sites 05-038-1-009, 05-038-1-014, and 05-038-1-015 are all at a 1,000-foot interval (Fig. 5). Further information on these sites can be obtained by feeding their code numbers to the computer and getting a printout of all the recorded information on them.

Disposition of Endangered Sites

The planner now has three recorded sites that his plan endangers. The ways that these sites may be dealt with are, at this time, only proposals rather than settled policy. First, assume that the highway plan is not in an inalterable design stage. The planner or some other representative of the Department of Public Works should, upon discovery of the endangered sites, send notice of these sites and the highway proposal to the Massachusetts Historical Commission. The Commission would go to the Boxford files and pull out inventory forms on 05-038-1-009, the Kimball-Rowe-Allen House, 05-038-1-014, the Tyler-Wood Homestead, and 05-038-1-015, the Jonathan Foster House.

Each site should be checked in the field and an evaluation of its architectural and historical merits and its relation to its surroundings should be made by qualified

historical surveyors. They would judge whether to move the structure to another location, to preserve it where it stands, or to destroy it.

These judgments and evaluations should be presented to a committee. This committee could be composed of qualified preservationists and members of the Massachusetts Historical Commission and the Department of Public Works. The committee would only act as a review board when the instance of an endangered site arises. Its decision on how to deal with the site would be based on the reports of the surveyors and the economic feasibility of various alternatives. With both planners and preservationists on the committee, weight will be given to both the value of the highway plan and of the historic site. If the state does not act to preserve the endangered site, preservation societies or private individuals would, with advance warning, find alternative measures for saving the structure. (The Massachusetts Historical Commission is now preparing a paper on the various methods of preservation and will make it available to private individuals on request.)

Value of the System

The system is valuable both to planners and preservationists, as well as to the transportation planner. It can anticipate legal entanglements and avoid them. It can avoid public anger by defining the value of certain sites to the state and to individual communities. It can permit the planner to comply with highway beautification requirements by offering him the alternative of integrating an historic site into his highway design. It offers communication and unity in local and state goals. The planner can now make communities aware of their local historic assets and can provide them with a comprehensive program by which they can recognize and record these assets. Through advance warning, communities and private individuals are given time to work out alternative preservation solutions for endangered historic sites. It also assures a closer union of purpose between planners and preservationists.

Application on a Local Level

Boxford's historic sites have been dealt with only as they are directly affected by the highway proposals. The development of a major highway through any community may bring increased population, housing, commerce and industry, and changes in access roads, which may threaten historic sites. These threats can only be dealt with by the town, for preservation is mainly the responsibility of the community and its residents. Many preservation alternatives are possible. It was proposed in the inventory stage that each community make copies of the inventory forms and file them with the historical commissions and societies of the town. These forms, as well as maps marking the sites, could also be given to the town planning board, which could inform the historical society when a site is threatened so that preservation can be made.

CONCLUSIONS

There are three major advantages to the Historic Sites Study. The first is community participation. Through coordination in the inventory process, both the town and the state benefit by better understanding each other's position, and there is uniformity of information and unity of purpose. Second, the information is computerized. When things must be done quickly and accurately the computer is of great assistance. The third advantage is that it is not a preservation program but an early warning system. It would be impossible, in a state as rich in historic assets as Massachusetts, to decide on a certain number of buildings deserving immediate preservation attention. It seems more practical to deal with each structure as it is threatened, with individual communities accepting the responsibility for preserving local structures, with the state stimulating local interest in historic assets, and with the Massachusetts Historical Commission continuing its program of certification and preservation.

Appendix A

SUMMARY OF RECENT FEDERAL LEGISLATION

Public Law 89-594 Sec. 137 Preservation of Parklands
Public Law 89-665 National Historic Preservation Act

In addition to giving explicit sanction to an accelerated Federal effort in historic preservation, this measure:

- (a) gives strong official encouragement to the vital role of private efforts,
- (b) authorizes matching grants to the states for comprehensive surveys and for programs of acquisition and development of significant properties appearing on a National Register to be expanded and maintained by the Secretary of the Interior,
- (c) authorizes matching grants to the National Trust for Historic Preservation, and
- (d) establishes a 17-member National Advisory Council on Historic Preservation (six Cabinet members, the Chairman of the National Trust and ten Presidential appointees) which, "inter alia," will receive and review reports about the effect on any property listed on the National Register, of any Federal or Federally assisted project from the responsible agency head.

To carry out the matching grant program, \$2,000,000 is authorized for Fiscal Year 1967 and \$10,000,000 for each of the three succeeding fiscal years. Most of the \$2,000,000 authorized for Fiscal Year 1967 is expected to go to the National Trust.

PL 89-665 allows the Trust to spend matching funds received from the Federal Government to meet the traditional Trust responsibilities.

Public Law 89-754 The Demonstration Cities and Metropolitan
Development Act of 1966

Title 1 - Comprehensive City Demonstration

Section 103. (b) In implementing this title, the Secretary shall . . . (3) encourage city demonstration agencies to (A) enhance neighborhoods by applying a high standard of design, (B) maintain, as appropriate, natural and historic sites and distinctive neighborhood characteristics. . . .

Title VI - Preservation of Historic Structures

Urban Renewal

Title VI amends the urban renewal law to provide recognition of historic and architectural preservation in urban renewal plans and to authorize preservation activities and planning therefor as eligible project costs.

A local public agency (LPA) could, as part of an urban renewal project, relocate historically or architecturally significant structures within or outside the project, whether or not the structures were owned by the LPA. An LPA could also acquire and restore properties of historic or architectural significance.

Title VI also amends the urban renewal law to authorize local grant-in-aid credit for certain expenditures by localities and other public bodies for historic and architectural preservation.

701 Program Expansion

Moreover, the Secretary of Housing and Urban Development is authorized to make up a two-thirds grant to assist a city with a population of 50,000 or more to make a survey of properties of historic or architectural value.

Grant Program

The Secretary would also be authorized to make matching grants to states and local public bodies for the acquisition, restoration, and improvement of areas, sites, and structures of historic or architectural value in urban areas. Properties will be judged eligible for inclusion in the program in accordance with the "criteria comparable" to those of the National Register. This requirement will take effect, however, only 3 years after the date of enactment.

Demonstration Grant Authority

Special 90 percent grants would be authorized for historic preservation demonstration projects which have special value in developing and demonstrating new and improved methods and materials.

Grants to the National Trust

A separate program of grants would be authorized to the National Trust for Historic Preservation for restoration of structures of historic or architectural value. These grants could not exceed \$90,000 per structure; they could provide help only for properties the Trust had accepted and would maintain for historic purposes. While not limited to 50 percent of project cost, the grants could not be used for acquisition or maintenance.

Appendix B

THE PRELIMINARY CLASSIFICATION SYSTEM

Architectural Heritage, Inc., is a nonprofit organization dedicated to the preservation of early architecture, by providing governmental agencies and other nonprofit organizations with professional assistance in evaluation, documentation, and preservation of significant architecture. The Department of Public Works contracted with Architectural Heritage to devise a system which would evaluate, rate, and screen the historic sites survey information gathered by volunteers in 40 communities in eastern Massachusetts.

Preliminary Classification System Objectives

The objective of the classification system is to provide highway engineers and transportation planners who are not familiar with architectural history with a measure of the relative architectural and historical worth of each structure or area. The system provides a preliminary classification to be used by planners and is not intended to be a final evaluation. It will first identify structures inventoried throughout the Commonwealth that have value to the general public or to a community of interest broader than those of a particular town or city. Second, it will identify those structures or areas of greatest historical and/or architectural value to each town.

Classification System Methodology

Architectural Heritage reviews the inventory forms pertaining to one town to determine the quality and quantity of the information gathered by local historians. This information, in part, has been recorded on Massachusetts Historical Commission forms, one form for each area (Form A) or each structure (Form B). This architectural and historical information is supplemented by photographs and lists of previously inventoried sites, such as the Historic American Building Survey (H.A.B.S.).

The locations of all sites submitted by local historians or volunteers are mapped and show the spatial relation of one site to another. Often a related group of buildings,

illustrative of an architectural period or development, are identifiable from these maps. If not already determined by local volunteers, these architectural or historical areas are carefully noted and identified on Massachusetts Historical Commission area forms.

When all available information is reviewed, a preliminary measurement is made of the relative worth of each inventoried area and site. Each one is rated twice, historically and architecturally.

Evolution of Classification System

Other surveys were examined and a preliminary classification list for Massachusetts was drawn up. The need was recognized for quality control of completeness and accuracy of submitted inventory forms and for a preliminary measurement within established definitions that would meet the requirements of transportation planners in the early stages of planning. After the practical application of this preliminary classification system to several towns, the need for revision became apparent. The preliminary system was incomplete and placed too little value upon areas. The final criteria as they evolved were comprehensive and also took greater recognition of the relatively rare occurrence of significant historical and architectural areas.

Explanation of Classifications

An area is considered a group of typical or related buildings, illustrative of an architectural period and maintaining an atmosphere of an earlier time, or a group of buildings with historic associative value. An area may also be a piece of land, cemetery, town common, pathway, etc., that cannot be defined as a single structure. A structure or site is an individual building or location of architectural or historical value.

Ratings range from 1 to 5 in descending magnitude of value to the nation, commonwealth, and town. Rating 6 indicates incomplete information. The first two ratings pertain to the value to the general public or to a community of interests broader than those of one town. The next two pertain to the interest of a particular town. The last is a tool to screen out the individual sites that are not significant to either commonwealth or town or are too incompletely documented for forming judgments. (See Rating Criteria at the end of this Appendix.)

The scope of judgment is limited to the number of inventoried sites which have been submitted for each town.

Rating 1 identifies sites that have historical associations known to and for the use of the general public and that are exempt from eminent domain.

Rating 2 identifies sites that are known beyond their community, in the commonwealth or nation.

Rating 3 identifies those sites that are of major importance to a particular town.

Rating 4 identifies the sites in a town that are significant but not of major significance in relation to the other inventoried sites.

Rating 5 identifies sites of no significance because of deterioration, major alterations, or recorded but insignificant history.

Rating 6 identifies those sites with inadequate historical or architectural information.

If a site does not receive the same rating both historically and architecturally, it is judged by the higher rating.

Application of Classifications

All ratings are reported on a standard form "Area and Structure Itemized Listing by Town" (see Fig. 7). Architectural and historical areas are the first to be rated. Areas are usually judged to be of major significance to a town. Each site and structure within the area usually is judged to have at least an equal rating to the area. A site is judged to have relatively greater value if it is a component of an architecturally or historically valuable area. This judgment is made in the belief that in the evaluation of architectural or historical assets, the grouping of related structures is an increasingly rare phenomenon.

AREA AND STRUCTURE ITEMIZED LISTING BY TOWN
TOWN: BOXFORD

DATE	HIST. AREA	HISTORIC STRUCTURE/AREA NAME	CODE *	CLASSIFICATION	
				HIST.	ARCH.
18th		East Boxford Village Area	05 038 1 072	3	3
19th		West Boxford Village Area	05 038 1 071	3	3
SITES 1790		Major John Robinson	05 038 1 001	3	4
1845		Stone House	05 038 1 002	4	4
1745		G. B. Austin	05 038 1 003	6	4
1763		Bradstreet Tyler	05 038 1 004	6	4
1788		Governor Andrew	05 038 1 005	2	2
1775		Nason House	05 038 1 006	4	4
1843	X	Second Congregational Church	05 038 1 007	3	3
1830	X	Ephraim Foster	05 038 1 008	3	3
1780		Kimball-Rowe-Allen	05 038 1 009	3	4
1810		Peter Pearl	05 038 1 010	4	4
		Site of Old Morse House	05 038 4 011	4	5
1793		Doherty House	05 038 1 012	4	4
1730		Col. Thomas Knolton	05 038 1 013	3	4
1690		Tyler Wood Homestead	05 038 1 014	2	3
1812		Jonathon Foster	05 038 1 015	4	4
1695		Eagle Nest Farm	05 038 1 016	4	4
1794		Israel Foster	05 038 1 017	6	6
1700		H. Berry	05 038 1 018	3	4
1702		Old Adams House	05 038 1 019	3	3
1810		Brookview Farm House	05 038 1 020	4	4
1805		Israel Spofford	05 038 1 021	6	6
1730		Connecticut Saltbox	05 038 1 022	4	4
1730		John Boardman	05 038 1 023	4	4
1831		D. Bremner	05 038 1 024	4	4
1800		S. P. Peabody	05 038 1 025	2	4

Figure 7. Area and structure itemized listing by town for Boxford.

(Boxford Continued)

DATE	HIST. AREA	HISTORIC STRUCTURE/AREA NAME	CODE*	CLASSIFICATION	
				HIST.	ARCH.
1790		Match Factory House	05 038 1 026	3	4
1830	X	George Perley	05 038 1 027	3	3
1826	X	Captain John Peabody	05 038 1 028	3	3
1774	X	Alice Freeman Palmer	05 038 1 029	3	3
1812	X	Samuel Perley	05 038 1 030	6	6
1840		W. G. Mathews	05 038 1 031	4	4
1817		Eliphalet Perley	05 038 1 032	6	6
1760	X	Abraham Reddington	05 038 1 033	3	3
1856		G. K. Cole	05 038 1 034	5	5
early 19th		R. K. Foster	05 038 1 035	4	4
1750		Gould Sawyer	05 038 1 036	4	4
17th		Goodrige Gould	05 038 1 037	5	5
1842		Daniel Gould	05 038 1 038	5	4
1783		John Gould Farmhouse	05 038 1 039	6	5
1745		Solomon Wood	05 038 1 040	6	6
1828		Deacon Samuel Bixby	05 038 1 041	3	3
1817	X	Frederick D. Allen	05 038 1 042	3	3
late 17th	X	Wood - Peabody	05 038 1 043	3	3
1938	X	First Congregational Church	05 038 1 044	3	3
1840	X	Jefferson Kimball	05 038 1 045	3	3
1700	X	Thomas Reddington	05 038 1 046	3	3
1844	X	John Averill	05 038 1 047	3	3
1770	X	Rev. Wm. P. Alcott	05 038 1 048	3	3
1841	X	Wm. Howe	05 038 1 049	3	3
1842	X	Rev. Coggin	05 038 1 050	3	3
1760	X	Holyoke - French	05 038 1 051	1	1
1825	X	Dean Andrews	05 038 1 052	3	3
1835	X	Ancill Dorman	05 038 1 053	3	3

Figure 7. Continued.

(Boxford Continued)

DATE	HIST. AREA	HISTORIC STRUCTURE/AREA NAME	CODE	CLASSIFICATION	
				HIST.	ARCH.
1688	X	Moses Dorman	05 038 1 054	3	3
mid 18th	X	Nat Dorman	05 038 1 055	3	3
1842		Daniel Andrews	05 038 1 056	4	4
1773		Amos Perley	05 038 1 057	4	4
1687		Watson - Hale	05 038 1 058	3	4
1749		Old Barnes House	05 038 1 059	3	3
1721		Garob Gould	05 038 1 060	5	5
1765		Solomon Gould	05 038 1 061	4	4
mid 19th		Zaccheus Gould	05 038 1 062	6	4
1810		Chester Killman	05 038 1 063	3	4
early 18th		Dr. George W. Sawyer	05 038 1 064	5	5
1790		Janes House	05 038 1 065	4	4
1818		Aaron Perley	05 038 1 066	4	4
1749		Old Hale House	05 038 1 067	4	4
late 17th		Asa Perley	05 038 1 068	4	4
1890		Hale House	05 038 1 069	4	4

Notes: *County City Single site or area Site number in area
 XX XXX X XXX

_____ Structures classifies with 5s or 6s.

Figure 7. Continued.

After areas and all the individual sites within the areas are identified and rated, the sites scattered throughout the town are rated. In most instances, these sites are rated to be of importance to a town. Occasionally a structure is found that has a community of interest broader than the town.

Application of Classification: Boxford

Boxford was used as a case study, and all submitted material was reviewed by Architectural Heritage. The information from the field was compiled by the Boxford Historical Society, directed by Loren Wood. From this material, consisting of forms, maps, and photographs, the overall measure of the inventoried sites and areas was taken: number and location of areas, identification of structures within these areas, and recognition of structures outside of areas. The inventory included 69 structures and two areas—East Boxford and West Boxford. Both areas were judged to be of major importance to Boxford and were rated as 3. All the 21 inventoried structures within the areas were also rated at least 3 historically and architecturally.

Structures not in areas were judged next. Ten inventory forms (in 5-6 rating category) were screened out because the structures were judged not significant or the information was too incomplete to make a judgment. This left a total of 61 inventory forms significant enough to be computerized. Four structures were judged to have a value and scope of interest beyond the town and were rated 1 or 2. Nine sites were judged to be of major significance to the town but not of major importance and were rated 4; none of the 25 is unique in Boxford, a town unusually fortunate in the number and quality of its historic houses (see Fig. 7).

Conclusion

This classification system is unique and is the first devised for transportation planning. Ratings provide an assessment of the relative value of each site, and are comprehensive, yet easy for a planner to use. The system is preliminary and will be followed, when needed, by an in-depth evaluation based on more precise location of transportation facilities. Though devised for the Commonwealth of Massachusetts, this system could be applied in any state.

PRELIMINARY HISTORICAL RATING CRITERIA FOR THE CLASSIFICATION OF MASSACHUSETTS HISTORICAL COMMISSION SURVEY FORMS

1—For Public Use, or Exempt from Eminent Domain

Area—historically significant

- Mass. Historic Landmark, designated by Mass. Historical Commission
- National Historic Landmark, designated by U.S. Department of Interior
- National Park or State Parkland (with historic Associations, buildings, sites)
- Town park or town common (excluding surrounding buildings)
- Preserved or maintained by a historical organization as an ancient landmark, or property of historical or antiquarian interest
- Burial ground or any tract of land used for more than one hundred years as a burial place

Structure or site—historically significant

- Mass. Historical Landmark, designated by Mass. Historical Commission
- National Historic Landmark, designated by U.S. Department of Interior
- Within National Park or State Parkland (with historic associations)
- Structure owned, preserved and maintained by any historical organization or society as an ancient landmark or as property of historical or antiquarian interest

2—Significant to Commonwealth/NationArea—historically significant to Commonwealth/Nation

- Historic District
- Group of buildings or sites related to historical development, person, or event significant in the history of Commonwealth/Nation
- Archaeological or geological area significant to Commonwealth/Nation

Structure or site—historically significant to Commonwealth/Nation

- Structure within an area historically significant to Commonwealth/Nation
- Structure or site related to historical development, person, or event significant in the history of Commonwealth/Nation
- Structure previously recorded in national surveys

3—Major Significance to TownArea—historically significant to town

- Group of buildings or site related to historical development, person or event significant in the history of town
- Archaeological or geological area significant to town

Structure or site—historically significant to town

- Within an area historically important to town
- Related to an important historical development, person, or event significant in history of town

4—Minor Significance to Town

Area, structure, or site whose historical importance is not of major significance to town

5—Not Significant

Area or structure researched but not historically significant

6—Significance not Determined

Historical information not recorded

ARCHITECTURAL HERITAGE, INC.
March 31, 1967

PRELIMINARY
ARCHITECTURAL RATING CRITERIA
FOR THE CLASSIFICATION OF

MASSACHUSETTS HISTORICAL COMMISSION SURVEY FORMS

1—For Public Use, or Exempt from Eminent DomainArea—architecturally significant

- Mass. Historic Landmark, designated by Mass. Historical Commission
- National Historic Landmark, designated by U. S. Dept. of Interior

Structure—architecturally significant

- Mass. Historic Landmark, designated by Mass. Historical Commission
- National Historic Landmark, designated by U. S. Dept. of Interior
- Within an area designated as a National Park or State Parkland
- Owned, preserved, and maintained by any historical organization or society as an acient landmark or as property of historical or antiquarian interest

2—Significant to Commonwealth/NationArea—architecturally significant to Commonwealth/Nation

- Historic District
- Outstanding group of related buildings, illustrative of an architectural period or development
- Outstanding example of landscape architecture

Structure—architecturally significant to Commonwealth/Nation

- Within an area architecturally significant to Commonwealth/Nation
- Work of great architect or builder; great work of minor architect or builder
- Outstanding example or rare survivor of an architectural style
- Early example of an architectural detail or construction technique

- Noteworthy architectural curiosity
- Outstanding example of earlier commercial, industrial, or institutional building
- Recorded in an earlier national survey

3—Major Significance to Town

Area—architecturally significant to town

- Group of typical or related buildings in their original settings, preserving the atmosphere of an earlier time
- Outstanding landscape architecture important to town

Structure—architecturally significant to town

- Within an area architecturally significant to town
- Outstanding example or rare survivor of an architectural style (town)
- Outstanding example of an earlier commercial, industrial or institutional building (town)

4—Significant to Town but not Unique

Area not unique, but noteworthy because of maintaining atmosphere of earlier time

Structure not unique, but noteworthy because a survivor of an earlier architectural period

5—Not Significant

Area whose architectural integrity has deteriorated by numerous changes in design

Area not architecturally significant

Structure whose architectural significance has been destroyed by drastic alterations

Structure not architecturally noteworthy, and not within area of architectural significance to town

6—Significance not determined

Architectural information not recorded

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