



City of Newburyport Historic Preservation Plan

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City of Newburyport

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I. Project Objectives

The purpose of the project was to prepare a preservation planning document for the preservation of the historic and cultural resources of the City of Newburyport. Specific project goals were:

- 1 To evaluate the existing Newburyport inventory and identify properties and areas that require further study or update.
2. To identify issues of critical concern and formulate objectives, priorities, and strategies for the preservation of historic and cultural resources as they relate to those issues.
3. To analyze existing city ordinances, regulations, and authorities that impact historic resources, and develop recommendations for strengthening and integrating preservation goals.
4. To develop a historic/cultural overview for the City of Newburyport that can be utilized in future public education and tourism efforts.

In its Request for Proposals, the City of Newburyport further articulated its desire to maintain and enhance the city's historic character by integrating historic preservation, education, and regulatory methods. Recommendations for preservation education as well as recommendations for regulatory controls would "allow the general public to understand the relationship between the value of the city's historical resources and the value of tools to insure their preservation."

Responsibilities for specific project tasks and products were divided among the Newburyport Office of Planning and Development, the Newburyport Historical Commission, and the project consultant. The project consultant and the Director of Planning wrote the final sections of the preservation plan in accordance with their respective project tasks.

II. Community Profile

Newburyport is located at the mouth of the Merrimack River in northeastern Essex County, approximately thirty-six miles north of Boston, twenty miles south of Portsmouth, New Hampshire, and twenty-five miles north of Salem, the county seat. The city has direct access to Interstate 95 and U. S. Route 1, which pass through Newburyport from north to south. State Route 113 (Storey Avenue-High Street) is the major east-west connector, merging with U. S. Route 1A in the eastern end of the city.

Occupying the southern bank of the Merrimack River, Newburyport is bounded by the barrier beach at Plum Island on the east, the Artichoke Reservoir and West Newbury town line on the west, and the Little River and Newbury town line on the south. City boundaries encompass approximately 10.3 square miles of land and water. Land surfaces generally slope easterly from uplands to the coast, with several hills in the extreme western portion of the city. Notable topographical features include the large estuary at the head of the Plum Island River and the man-made Artichoke Reservoir.

About one-third of Newburyport's total acreage (6,616 acres) is developed land, much of which is currently in residential use.¹ Most concentrated settlement is located at the heart of the city, along the Merrimack River. The vast majority of residential buildings are one to three-family units, with over 60% of the city's housing stock constructed prior to 1940. Major commercial areas of Newburyport include the historic Central Business District and more contemporary development concentrated on Storey Avenue and at the Route 1 traffic circle. Most of Newburyport's industrial activity is currently confined to the industrial park on the city's southern border. Newburyport's undeveloped territory includes approximately 3,200 acres of conservation, agricultural, or vacant land and roughly 1,200 acres of water.

Originally settled in 1635 as part of the town of Newbury, the Merrimack River settlement known as "the water-side" was inhabited primarily by the town's merchants and mariners. Having achieved economic prominence in maritime trade and related

¹Statistics in this paragraph are drawn from the City of Newburyport's Land Use, Population, and Buildout Analysis (June 14, 1989).

industries, the water-side was set off as the town of Newburyport on January 28, 1764. A population of 2,882 citizens resided within the original town boundaries between Bromfield Street and Oakland Street. On May 24, 1851, Newburyport was re-incorporated as a city and its boundaries were substantially enlarged to their present positions. Population at the time of the city's incorporation was 12,866. The present (1990) population is 16,317.

Newburyport's location on the Merrimack River gave rise to its preeminence as a regionally important colonial trading center and port of entry. Shipbuilding was also an early and significant industry. Between about 1790 and 1810, Newburyport experienced a period of maritime-based prosperity that is unrivalled in any other period of its development. Embargos and tariffs brought about the downfall of maritime trade in the early 19th century, although shipbuilding continued, somewhat abated, through the 1880s. With the advent of steam power, manufacturing became the mainstay of Newburyport's economy from the late 1830s into the 20th century. Textile and later shoe manufacturing dominated local industry, with rum, cigars, hats and combs, and silver flatware produced on a smaller scale. By the 1940s, electronics and electric machinery replaced the long-dominant shoe manufacturing as the city's principal manufacturing activity. Today, manufacturing and wholesale/retail operations employ the greatest number of workers.

III. Overview of Historic Development

Most concentrated historic settlement in Newburyport is located at the heart of the city, the core of the colonial town (1764) on the Merrimack River. More scattered development characterizes those outlying sections annexed and incorporated into the City of Newburyport in 1851. The following overview outlines major historic developments according to the time periods established by the Massachusetts Historical Commission.² See also Maps 1, 2, and 3. For more specific information about Newburyport's neighborhoods and related areas of historic development, see the area narratives.

Contact Period (1500-1620)

Little is currently known about this period of Newburyport's development. The area was likely inhabited by members of the Pawtucket Indians and other groups whose territory lay between the Charles River near Boston and modern Concord, New Hampshire. Native American settlements in the Newburyport area likely subsisted on a variety of seasonal activities, including hunting, fishing, and collecting of wild plants and shellfish.

Plantation Period (1620-1675)

Newburyport's territory was originally part of the 30,000 acres granted to the settlers of Newbury in 1635. Although local tradition suggests that a trading station existed in the vicinity of Market Square in the 1620s and 1630s, it was not until the mid-1640s, approximately ten years after settlement at Newbury Lower Green, that English settlement is known to have occurred within the modern boundaries of Newburyport.

Maritime interests, including fishing, international trade, and shipbuilding, rapidly gained in economic importance at the port settlement. These interests eventually surpassed agriculture and husbandry in Newbury's overall economy.

²Much of the material in this section comes from the following sources: the Newburyport inventory, prepared by Mary Jane Stirgwalt (1980-1981); the Newburyport Historic District National Register nomination, prepared by Candace Jenkins of the Massachusetts Historical Commission (MHC) and Brian Pfeiffer (1984); and the draft MHC Reconnaissance Survey Report (1985, incomplete).

Major roads laid out during this period include High Street (ca. 1645) and State Street (by 1648). Several houses were built in the vicinity of modern State Street, and docks and wharves were constructed along the Merrimack River.

Colonial Period (1675-1775)

Newbury's port settlement became increasingly important during the Colonial period. The community was a regionally important trading center for the Merrimack Valley, shipping lumber, shingles, and other goods to England as well as the Dutch and French West Indies. Shipbuilding continued to be a major local industry; by the end of the period shipyards occupied almost every available waterfront spot between Marlboro Street in the South End and Bartlett's Cove in the West End.

By 1700, the village of approximately thirty houses that had formed around modern State and Federal Streets came to be known as "the water-side", or the section of Newbury located on the Merrimack River and inhabited primarily by merchants and mariners. Farmers and husbandmen made up the balance of Newbury's population. The water-side quickly grew into an urban center with a population growth that far exceeded growth in the balance of the town.

The interests of the two populations eventually grew so distinct that the water-side settlement--encompassing the territory between North Street (now Oakland) and South Street (formerly Cottle's Lane, now Bromfield)--was set off as the town of Newburyport in 1764. At the time of its incorporation, Newburyport had 2,882 inhabitants, 357 houses, three shipyards, and six cordage factories.

Other sections of modern Newburyport--Joppa and the West End--were settled in this period, although they were not incorporated as part of the city until 1851. Like the town of Newburyport, the small fishing village at Joppa depended on the sea for its livelihood. Farming was the principal activity in the West End, although a grist mill was in operation after 1678 and a shipyard after 1710.

Federal Period (1775-1830)

Newburyport's population increased from 3,681 individuals in 1776 to 6,375 in 1830, with most of the growth occurring by 1790. Between about 1790 and 1810, Newburyport experienced a period of maritime-based prosperity that is unrivalled in any other period of its development. The port's wealthy mercantile class began to build large homes along High Street, which became the area's most desirable residential district. Bartlett Mall emerged as the town's civic focus, as the location of the Essex County Superior Courthouse, the Essex County jail, and other institutional buildings.

The 1807 Embargo Act adversely affected maritime trade, the source of the town's fortunes. The Non-Intercourse Act of 1810 and the subsequent War of 1812 brought about the effective end of Newburyport's maritime prosperity. By 1820, the wealth of the port had declined considerably.

A major fire struck Newburyport's waterfront commercial district on May 31, 1811. Although the fire came at a time when the town's mercantile interests had been hurt by the Embargo and Non-Intercourse Acts, reconstruction began quickly. An added incentive to rebuild was the burned district's location at the terminus of the Newburyport Turnpike (1803-1806), an important Federal-period highway between Newburyport and Boston. The resulting district of brick commercial buildings in the Market Square-lower State Street area is one of the largest and least altered groups of Federal-period commercial buildings in the nation.

In addition to the Newburyport Turnpike, other major transportation developments of the Federal period include construction of the first Chain Bridge to Amesbury (1792), the first bridge to Salisbury (1826), and the turnpike to Plum Island (1805). Completion of the Chain Bridge contributed to the demise of the Amesbury ferry, located at the end of Ferry Road.

Early Industrial Period (1830-1870)

Newburyport's population increased from 6,375 in 1830 to 12,595 in 1870. Much of this growth is attributed to the annexation of the Belleville and Joppa sections of Newbury in 1851, the same year Newburyport was incorporated as a city. Despite the overall growth trend, in size Newburyport dropped from third to sixth in

Essex County, as the industrial towns Lawrence and Lynn rose to greater prominence. During an era of increasing immigration to the United States, Newburyport's population included many residents of Irish, Canadian, English, and Scottish birth.

Following the collapse of the local maritime economy, significant economic recovery did not occur until the 1830s. Local capital went into the establishment of textile mills, made technologically possible by the arrival of steam power. Newburyport's population increased, especially in the 1840s, when major complexes such as the James Steam Mills and Ocean Steam Mill were opened. About the same time, railroads arrived in Newburyport. By 1840 the Eastern Railroad from Boston to Salem was extended to Newburyport, Salisbury, and Portsmouth, New Hampshire. In 1853, the Boston & Maine Railroad began operating trains from Newburyport to Boston via Georgetown, Danvers, and South Reading (now Wakefield) on tracks leased from the Newburyport Railroad Co. (previously the Newburyport, Georgetown & Bradford Railroad).

A large number of public and private institutional buildings in Newburyport date to the third quarter of the 19th century, following the 1851 incorporation of the city and the annexation of Belleville and Joppa. The community's civic focus shifted from Bartlett Mall to Pleasant and Green Streets with the completion of City Hall in 1851.

The second half of the 19th century was a period of modest growth for Newburyport. Textile mills remained in operation, although their relative importance to the city's industrial base declined as shoe manufacturing grew to become the city's second largest industry. In addition, the manufacture of silver flatware became an important industry as the former craft was mechanized by the Towle Manufacturing Company. Between the 1840s and 1870s shipbuilding re-emerged as an important local business, as did fishing, both of which declined to insignificant proportions by the opening of the 20th century.

Late Industrial Period (1870-1915)

Newburyport's population grew slowly but steadily from 1870 to 1915, beginning the period at 12,595 and ending at 15,311. Irish and Canadians constituted the city's largest immigrant groups in 1885, and English, Scottish, Swedish, and German-born populations

were also present. By 1905, the ethnic diversity of Newburyport had expanded considerably, as Russian, Turkish, Italian, Armenian, Greek, Polish, Norwegian, and French-born citizens were counted among the city's population totals.

Major institutional developments during this period include the construction of lighthouses and the expansion of the city's water supply. In 1873, the Federal government built the Front Range and Rear Range lights on Bayley's Wharf off Water Street, and in 1898 the present Newburyport Harbor Light was built on Northern Boulevard on Plum Island. In the West End, the damming of the Artichoke River in 1906 created the Artichoke Reservoir between Newburyport and West Newbury.

Following the collapse of maritime commerce during the Federal period, the downtown waterfront remained largely unchanged until the 1870s. Wharves between Bromfield Street and Market Square were filled for the construction of the Newburyport City Railroad, which opened in 1872. The adjacent Philadelphia & Reading coal pocket was built in 1876. In the North End and Belleville, shipbuilding remained a prosperous industry until the early 1880s.

Early 20th-century patterns of commerce and industry were largely unchanged from the late 19th century. Harvesting of the Joppa Flats made clamming an important industry at Joppa at the turn of 20th century. Elsewhere, textile mills gradually closed and were replaced with shoe factories and tire fabric factories. Despite the changing products, local industry and business provided the community with a stable economy from the Civil War to about 1930.

Early Modern Period (1915-1940) and Recent Developments

After rising steadily for the previous half century, Newburyport's population totalled 15,311 in 1915. Thereafter, the city's population generally declined, decreasing to 13,916 in 1940 and continuing its overall downward trend through the 1950s. Population has rebounded since the urban renewal era of the 1960s and 1970s and today stands at 16,317.

About 1934, the old Newburyport Turnpike, by then known as U. S. Route 1, was relocated from State Street several blocks to the west, by-passing the city's downtown district. Later, and more

substantial, highway construction occurred in the West End, where Interstate 95 was built between 1949 and 1955.

Many of Newburyport's factories were closed in the 1930s and not replaced by new enterprises. In the 1950s, several large employers in the city closed their doors, and during the ensuing recession commercial buildings in the downtown district gradually decayed. The Newburyport Area Industrial Development Corporation (NAID) was formed to encourage industry in Newburyport, and resulted in the creation of the industrial park on the city's southern border.

The Central Business District was the target of a federally funded urban renewal effort in the 1960s that called for clearance of historic buildings in the Market Square-lower State Street vicinity. The 1970s were marked by a radical shift in objectives from demolition to preservation, which distinguishes Newburyport's urban renewal experience from that of other cities throughout New England. In the 1990s, mounting economic pressures challenge the city to identify new methods for integrating historic preservation and economic development.

IV. History of Preservation Activity in Newburyport

In 1970, Newburyport became the first city in the United States to apply federal urban renewal funds toward the preservation, rather than the demolition, of historic buildings. Following is a brief overview of preservation activity in Newburyport since the 1960s, activity that has shaped attitudes toward historic preservation in the city today. For more detailed information regarding Newburyport's urban renewal, see Nichola Vichert, "Urban Renewal in Newburyport" (unpublished manuscript, UMass/Boston, 1984), on file at the Hamilton Room at the Public Library.

Early Years of Urban Renewal (1960-1969)

Following over two decades of economic decline and rising unemployment in Newburyport, the City Council voted in 1960 for urban renewal of the decaying central business district immediately adjacent to the waterfront. The Newburyport Redevelopment Authority (NRA) was formed and began work on the federally funded urban renewal plan for the project area, which extended roughly from State Street to Green Street, from Pleasant Street to the Merrimack River, and along the river from Riverside Park to east of the Custom House (see Map 4). An early plan, typical of many urban renewal plans executed during the 1960s, called for wholesale demolition of twenty-two acres at Market Square and the waterfront. Historic buildings there were to be replaced by a shopping center and large parking lot.

At the time of the vote for urban renewal, the Historical Society of Old Newbury was the only organization in Newburyport related to preservation of the community's heritage. The Society's headquarters was the scene of a slide show on Newburyport's numerous historic resources, presented in May 1963 to city officials and community leaders by Edmund and Ruth Burke. The Burkes led a small but dedicated group of citizens concerned about the effect urban renewal would have on their historic city. Spearheading efforts to incorporate historic preservation into the urban renewal process, they began by soliciting the opinion of the director and assistant director of the Society for the Preservation of New England Antiquities (SPNEA) regarding the possibility of a restoration of downtown Newburyport. Abbott Lowell Cummings, then assistant director, observed that with the demolition of India Wharf in Boston,

Newburyport had the most intact 19th-century commercial district on the Atlantic seaboard, if not in the entire nation.

The Newburyport Historical Commission, the city's preservation agency, was established in 1964. However, preservationists were not given a formal voice in the renewal process until 1966, when Dr. Robert W. Wilkins, a member of the preservation committee headed by the Burkes, was appointed to the NRA board. By this time, the city had received confirmation that the federal government's Department of Housing and Urban Development (HUD) would accommodate preservation in its funding of the renewal project.

Despite positive feedback from HUD, preservation continued to be excluded from the city's official urban renewal plan, and the NRA proceeded with the first phase of demolition according to the plan approved in 1965. In response to attempts by preservationists to piece together restoration work in select areas concurrent with the approved demolition in other areas, HUD ruled in January 1968 that the entire project must be executed from a single plan. Lack of a single, NRA-sponsored plan continued to thwart preservationists, as sixty-seven buildings were demolished by the end of 1968.

A growing number of residents joined the preservationists in challenging plans for wholesale demolition in the downtown. Mounting public pressure prompted the NRA to announce on May 2, 1969 that the authority was officially choosing rehabilitation over total demolition of the project area's historic buildings.

A New Era Integrating Preservation and Renewal (1970-1979)

Under the direction of Paul J. McGinley, the new Executive Director of the NRA, a dramatic shift in emphasis from demolition to preservation marked the NRA's renewal activities in the early 1970s. The amended renewal plan incorporated rehabilitation of Inn Street, lower State Street, and Market Square. In all, over two dozen brick buildings plus the Custom House were slated for rehabilitation.

As a prerequisite for acquiring federal historic preservation funds, the NRA nominated the Market Square Historic District (Maps 4 and 5) and the Custom House to the National Register of Historic Places in 1971. A fund drive was launched in 1972 to restore the Custom House and convert the building into a museum of Newburyport's maritime heritage. The Newburyport Historical

Commission received federal matching grants for part of the restoration work. The Custom House Maritime Museum, operated by the Newburyport Maritime Society, opened in 1975.

With rehabilitation underway, the NRA's focus during the late 1970s shifted to the second phase of the urban renewal project, development of the waterfront parcels. Proposed redevelopment plans spawned a lawsuit filed against the NRA by the Friends of the Waterfront, a citizens' group formed to retain public access to the waterfront and minimize encroaching architecture and land uses. Disputes regarding the waterfront's historic significance led to archaeological investigations sponsored by the National Park Service and summarized in Port and Market: Archaeology of the Central Waterfront (1978). The results of these investigations in turn led to a 1979 federal determination that the Central Waterfront Archaeological District at Market Square was eligible for the National Register of Historic Places (Map 5).

Recent Developments (1980-present)

Newburyport's urban renewal experience demonstrated the need for a coordinated public planning effort to ensure the future protection of the city's valuable historic resources. In 1980-1981, with a grant from the Massachusetts Historical Commission (MHC), the Newburyport Community Development Office (now the Office of Planning and Development) and the Historical Commission completed a comprehensive inventory of the city's historic and cultural resources. This project updated and considerably expanded the work of an earlier survey, conducted in 1973-1974. The 1980-1981 inventory served as the baseline documentation for nomination of the Newburyport Historic District (Map 6) to the National Register of Historic Places in 1984. The district is one of the largest National Register districts in the Commonwealth.

Controversy over appropriate redevelopment of the waterfront has continued from the late 1970s to the present. In the early 1980s, local residents banded together in an effort to prevent the historic Central Firehouse at Market Square from being incorporated into the proposed waterfront hotel project. In August 1985, the city awarded co-developer rights to the Society for the Development of the Arts and Humanities, a private, non-profit organization. Firehouse Center, a multi-purpose civic center, is scheduled to open in the summer of 1991.

Construction of a waterfront hotel and conference center on the NRA's last urban renewal parcel is currently on hold due to litigation. An important product of earlier litigation pertaining to the waterfront is the Newburyport Waterfront Trust, created in 1991 as a public trust charged with holding and managing certain waterfront properties in perpetuity for the public benefit. Included under the trustees' jurisdiction are Market Landing Park, the river boardwalk, and four colonial-era ways providing public access to the waterfront, all of which were transferred from the NRA to the city. A fifth way will be transferred pending the outcome of the hotel litigation.

V. Areas of Historic Development

Newburyport has been divided into seven areas of historic development (Map 7). The boundaries of these areas, which roughly correspond to areas of the city as defined by the residents, were selected to group clusters of similar historic resources. Each of the following area narratives provides an overview of the area's historic development as related to the city as a whole, and cites resources in the area which illustrate that development.³

These narratives have been created in response to dual concerns regarding future preservation planning efforts in Newburyport. First, since most existing historic documentation focuses on the South End, Central Business District, and parts of the North End to the virtual exclusion of other areas of the city, there is no city-wide perspective from which to make informed preservation decisions. Second, there is a specific desire for neighborhood-based narratives for the purposes of public education. In addition to serving as the backdrop for understanding decisions regarding the creation of future historic districts, for example, these narratives may also serve as the basis for future preservation education programs such as neighborhood walking tours and newspaper articles.

Joppa Flats-Plum Island

The Joppa Flats-Plum Island area encompasses the eastern section of Newburyport from Marlboro Street east to Plum Island, including Woodbridge Island and the northernmost tip of Chaces Island. In 1851 the entire area was annexed from Newbury and incorporated into the City of Newburyport. The area contains Newburyport's largest section of tidal flats, as well as two residential neighborhoods: the eastern end of Joppa, a former fishing village oriented toward Water Street and extending as far east as Ocean

³ The narratives draw on information from the following sources: the Newburyport inventory, prepared by Mary Jane Stirgwalt (1980-1981), National Register nominations, particularly the nomination for the Newburyport Historic District, prepared by Candace Jenkins of the Massachusetts Historical Commission and Brian Pfeiffer (1984), Pauline Chase-Harrell's published history of Arrowhead Farm (1983); and John J. Currier's published histories of Newburyport (1906, 1909) and Newbury (1902).

Avenue; and the summer-turned-year-round cottages of Plum Island. Today, the western half of Joppa (located between Marlboro and Bromfield Streets) is considered part of the city's South End neighborhood [see **South End-Highland**].

Though there is little mention of Joppa in early records of Newbury, the village was at least partly settled in the 17th century, having constituted a portion of the town's original settlement known as "the water-side" on the Merrimack River. The Joppa name appears to have been taken from the Biblical city that was for centuries the chief seaport in Judea. Surviving buildings at Joppa date primarily from the 18th and early 19th centuries.

Fishing was the primary occupation at Joppa into the late 19th century. In addition, the Woodwell Shipyard occupied a site on Water Street at the foot of Marlboro Street from the mid-18th century through the mid-19th century. Other than the houses of the fishermen and shipbuilders, little evidence remains of the village's maritime history. The site of an old flake yard--where cod was dried on racks in the sun--is now the Hale Memorial Park on Water Street. An early 20th-century clam shack survives at 267 Water Street, the last of a long line of clam shacks that once stood on the bank of the Merrimack River. Harvesting of the Joppa Flats made clamming a prosperous industry at Joppa at the turn of the 20th century. During the winter months, Joppa fishermen also made shoes at home to supplement their income.

Members of the Woodwell, Lunt, Hale, Thurlow, Short, and Noyes families were among those active in fishing and shipbuilding at Joppa in the 18th and 19th centuries, and their houses define the character of the area today. Joppa's earliest houses are clustered primarily in the cross streets off Water Street and along Union and Purchase Streets. They are, for the most part, modest 18th-century, single-family dwellings. Capes, half-houses, and larger two-story houses with five-bay facades and gable roofs are seen. Two-story half houses with three-bay facades and pitched roofs line Union Street; one example is the Samuel Kilborn House at 5 Union Street. Several houses along Water Street, such as the Walter J. Walsh House at 284 Water Street, are more high-style examples of Georgian architecture, built by shipbuilders like the Woodwells and some merchants that lived on the outskirts of Joppa. Federal-period dwellings are uncommon at Joppa; the few examples of the style are generally found on the outskirts of the neighborhood.

The coming of industry to Newburyport in the mid-19th century was evident even at Joppa, where increasing numbers of residents turned from exclusively maritime-related occupations to work in local textile mills or on shoes at home. Some industrial buildings such as ropewalks were located immediately southwest of the neighborhood in the second half of the 19th century; none of these buildings survive.

Physically distinct from Joppa is a more recent residential community at Plum Island. Located at the mouth of the Merrimack River, Plum Island is a barrier land mass containing extensive areas of sand dunes and beach grass. The Island is forked at its northern end with "The Basin" separating the two points. Plum Island's tenuous physical connection with mainland Newburyport--it is accessible only by the Plum Island Turnpike (1805) through Newbury-- has contributed to this community's independence.

Its location at the harbor entrance made Plum Island a prime spot in the 18th century for the construction of facilities related to monitoring harbor activity. Plum Island was the site of a fort built during the American Revolution for the protection of Newbury and surrounding communities. In the 1780s, the Newburyport Marine Society, an organization of ship captains, built two small shelter huts on the island for victims of shipwrecks, as well as two beacons to guide ships entering the channel. Two lighthouses were built in 1788 to replace the beacons, and in 1790 the Federal government assumed the maintenance of the coastal markers. The lighthouses were rebuilt in 1809.

Plum Island gradually gained popularity as a summer resort community in the 19th century, after the Plum Island Turnpike and Bridge Corporation built a small hotel (1804, demolished) south of the turnpike in Newbury. Later in the century, a horse railroad (1886) was organized to take passengers from Market Square over the turnpike to the hotel. In 1894 this road was rebuilt and equipped for electric car service.

Additional maritime developments at Plum Island include the 1881 relocation of the U. S. Life Saving Station from the southern end of the island in Newbury to the northern end in Newburyport. The present lighthouse at the top of Northern Boulevard, known as Newburyport Harbor Light (1898), is part of the abandoned U. S.

Coast Guard Station. The lighthouse is believed to incorporate elements of one of the original 1788 twin lights on Plum Island, giving it some claim to the title of oldest extant light in the state. The original lighthouse on this site was the 11th built in the United States. Also at the northern end of the island are the headquarters of the Parker River National Wildlife Refuge and a state-owned beach.

Residential development in the Newburyport section of Plum Island is concentrated at the northern end of Northern Boulevard and Old Point Road, on the eastern and western sides of the Basin, respectively. Here cottages, two-family houses, and some multi-family houses have been built since the 1920s. Many of the originally seasonal dwellings have been converted for year-round use and substantially altered. Porch enclosure, replacement of original window sash, and additions have changed the area's original historic character.

South End-Highland

The South End-Highland area between Marlboro Street, the Central Business District, Highland Cemetery, and the Newbury town line is an area of concentrated early development in Newburyport. The area encompasses the South End and part of the former fishing village at Joppa, which are among the city's earliest residential settlements. Also included are Bartlett Mall, several cemeteries, and numerous buildings of architectural significance. Much of the area was incorporated in the original town of Newburyport in 1764. Annexed to Newburyport in 1851 was the eastern section of the area between Bromfield and Marlboro Streets, plus the southern section of the area between Hill, Pond, and High Streets.

Today, the South End is generally known as the 18th and 19th-century neighborhood between the Central Business District and Marlboro Street. This section of the city is actually comprised of distinct pockets of historic development. Oriented toward Water Street at the northern edge is a section of Joppa, a 17th and 18th-century fishing village that extended from Bromfield Street east to Ocean Avenue [see **Joppa Flats-Plum Island**]. Northwest of Joppa is the historic 18th-century core of the South End, roughly bounded by Bromfield, Prospect, Temple, and Fair Streets. Somewhat later are the Federal-style residences along High Street to the south, and still later are the 19th-century dwellings on cross streets north of High

such as Tremont, Horton, Parsons, Allen, and Barton.

The South End was part of Newbury's original maritime settlement on the Merrimack River known as "the water-side". Many of the buildings in the early core of the South End are fine Georgian dwellings, constructed by the successful merchants of Newburyport in the 18th century before High Street became the preferred address. The South End also includes more modest houses built by employees of the shipyards, ropewalks, and shops in the immediate area.

Of the various types of 18th-century houses represented in the South End, by far the most common is the 2 1/2-story Georgian house with gambrel roof and symmetrical, five-bay facade. These houses, which date to the second half of the 18th century, are also seen in other areas of the city. Excellent examples are the Steven Kimball House at 49-51 Milk Street and the George Armitage House at 48-50 Milk Street. Another commonly seen type of dwelling is the two or three-story Georgian with hipped roof, symmetrical five-bay facade, and elegant entrance porch, such as the brick William Bartlet House at 15-17 Federal Street. Several examples of two-story houses with pitched roofs and five-bay facades also survive, including the Capt. Elias Haskell House at 12-14 Milk Street. Other house types include scattered three-story Federal dwellings, and the 1 1/2-story gambrel roofed Appleton House--the only 18th-century house of its kind in Newburyport--at 24 Milk Street.

The South End also has two institutional buildings that pre-date the establishment of the town of Newburyport. At 68-70 Federal is the Old Newbury Jail (1744). Comprising a gaol and workhouse, the property served as a jail until 1825 when a new stone jail was constructed on Auburn Street across from Bartlett Mall. The old jail was converted to residential use by the mid-19th century and is now substantially altered. The First Presbyterian Church, also known as Old South Church at 29 Federal Street (1756), replaced an earlier Presbyterian meetinghouse located near the intersection of High and King (now Federal) Streets. The First Presbyterian Society of Newburyport (known by that name even before the town was incorporated) was formed in 1746 by individuals who broke away from the Third Parish Church at Market Square. The Greek Revival detailing of the exterior is the result of extensive remodeling in 1856.

In 1764 the residents of "the water-side" were successful in

petitioning to have their section of Newbury set off as the town of Newburyport. Newburyport prospered in the following decades due to extensive West India trade and other maritime commerce. Vestiges of maritime commerce survive along Water Street, particularly near the foot of Independent Street where Cushing's Wharf was located in the 19th century. Two brick mercantile structures constructed here in the late 18th century are the Cushing's Wharf Mercantile Building at 51 Water Street and Capt. Anthony Gwynne's building at 63-65 Water Street.

At the peak of maritime-related prosperity, Newburyport's wealthy mercantile class began to build large homes, almost country estates, along High Street. This broad highway had been laid out along a glacial ridge as early as 1645. High Street supplanted the South End as the area's most desirable residential district of the early 19th century, and High Street today remains the finest residential street in Newburyport. Many homes in this section are set back on "the Ridge" above the core of the city, and feature expansive front lawns and formal, often terraced, gardens behind. The "Ridge" between Bromfield Street and Bartlett Mall remained part of the town of Newbury until its annexation by Newburyport in 1851.

High Street was rapidly transformed from a country road into the town's major thoroughfare at the turn of the 19th century. High Street and adjacent streets--particularly Fruit, Lime, and upper State--were developed with an impressive array of primarily three-story Federal dwellings with symmetrical five-bay facades, hipped roofs, and tall interior chimneys. These so-called "square houses"--nearly as deep as they are wide--survive in great number in Newburyport and in the High Street vicinity especially. Many remain as originally built; others have doorways or entrance porticos updated during the Greek Revival period and later. Among the many notable examples of this house type are the Stocker-Wheelwright House at 75 High Street (ca. 1797), with its "beehive" cornice and Palladian window over the entry; the Nelson-Wheelwright House at 96 High Street (1801), distinguished by an intact rooftop balustrade; and the Pike-Cushing-Bachman House at 63 High Street (ca. 1810), which features a portico of paired, fluted, Ionic columns. The Caleb Cushing House at 98 High Street (ca. 1808), a National Historic Landmark, is a brick example of the square house type, with an exceptional classical cornice and an entry graced with sidelights and a fanlight.

In the first quarter of the 19th century, Bartlett Mall and adjacent hills emerged as the town's institutional focus, likely due in part to their location near the terminus of the Newburyport Turnpike (1803-1806), an important Federal-period highway between Newburyport and Boston. Bartlett Mall is perhaps the most significant and certainly the most prominently positioned historic park in the city. The Mall has been the site of a windmill, ropewalks, hay scales, and schools, as well as a training field. In 1800, through the generosity of Capt. Edmund Bartlett, the park was laid out and the Frog Pond improved according to a plan by Timothy Palmer. Palmer was the noted Newburyport bridge designer, builder, and reputed architect of the meetinghouse for the First Religious Society on Pleasant Street (1801). Additional landscaping was added to the Mall in the late 1880s under the direction of the Mall Improvement Association and noted Boston landscape architect Charles Eliot, with additional improvements proposed by another Boston landscape architect, Arthur Shurcliff, in the 1930s.

Several important buildings were built on or near the Mall early in the 19th century. The Superior Courthouse (1805), designed by noted Boston architect Charles Bulfinch, has served as a courthouse and meeting place throughout its history. Town meetings were also held in the building until the 1830s, when Newburyport conveyed its interest in the building to Essex County. Although the High Street facade and sides of the courthouse were remodelled in the Italianate style in 1853, the original Federal-style Bulfinch design is preserved on the rear wall. In 1824, Essex County constructed a new granite jail and jailkeeper's house on Auburn Street across from the Mall. A short distance east of the Mall at 83-85 High Street (1807) is the former Newburyport Academy building. The Academy operated a private school for boys and girls until 1840. In 1842 the brick building was converted into a two-family dwelling and extensively remodeled.

Among the oldest historic resources in the Mall area are the cemeteries. The hill behind the Mall was first targeted for institutional use in 1729, when the Third Parish Church at Market Square laid out what is now known as Old Hill Burying Ground. In 1790, the cemetery was extended to Pond and Auburn Streets. Three more cemeteries were added to this area during the 19th century. The adjacent New Hill Burying Ground (ca. 1801) was expanded in 1848 and eventually became part of Highland Cemetery (1870). On the eastern side of State Street, which remained part of

Newbury until 1851, was the Oak Hill Cemetery (1842). In 1894 Oak Hill was extended south to Parker Street.

Southeast of the Mall off State Street and near Oak Hill Cemetery is a building significant for its civic associations with both Newbury and Newburyport. Built originally in the Federal style as the Newbury Town House (1819), 1-3 Brown Street occupies land that was annexed the Newburyport in 1851. Following annexation, the former Town House was extensively remodelled in the Italianate style for use as a high school (1853). In 1868, Brown High School was sold and converted to a four-family house.

Mid-19th century industrialization in Newburyport was evident throughout the South End-Highland area. The only extant textile mill in Newburyport today is James Steam Mill at 1 Charles Street (1842). The factory was occupied by textile manufacturing concerns until 1938, and was rehabilitated for senior citizens' housing in the 1980s. Other 19th-century industry-related buildings in the area have been demolished, including ropewalks between Bromfield and Marlboro Streets; a large comb factory, built by William H. Noyes and Company, on Chestnut Street; and the passenger and freight depots of the Boston & Maine Railroad, which occupied a site on Pond Street overlooking the Mall in the second half of the 19th century.

Many new homes were built in the South End-Highland area during Newburyport's industrial boom between ca. 1840 and ca. 1890. Most of the houses on Allen, Parsons, Prospect, and Tremont Street, for example, were built during this period. The Greek Revival and Italianate styles predominated, and throughout the South End new types of residential buildings were constructed, such as cottages, double houses, rowhouses, and boarding houses. Good examples of the new house types include four attached Greek Revival rowhouses at 163-169 Water Street (ca. 1845), Greek Revival double houses on lower Fair Street (ca. 1850), and four attached Italianate rowhouses at 12-18 Spring Street (ca. 1872). Other noteworthy Italianate dwellings were built for individuals connected with the maritime trades. Two sea captains, Frederick Moore and George Lunt, resided at the double-house at 52-54 High Street (ca. 1860). Eben P. Goodwin, a partner in the sail-making firm of Clannin and Goodwin, owned the brick bowfront house at 70 Middle Street (ca. 1850), one of the few brick Italianate houses in Newburyport and the only known example of a brick bowfront dwelling.

During the same period, the section bounded by High, Bromfield, Chestnut, and Marlboro Streets was developed largely on speculation as a new neighborhood bordered by earlier residential areas at Joppa, High Street, and the old South End. Residents here were either skilled craftsmen such as carpenters, or associated with the shoe or the comb-making industries. This section contains several fine Greek Revival homes, such as the William Kidder House at 67 Bromfield Street (ca. 1855). Somewhat later are the two-story, two-family houses lining Chestnut Street, constructed between 1885 and 1900 to house workers at the Noyes comb factory next door.

It was through the same area, between Bromfield and Marlboro Streets, that the Newburyport City Railroad was constructed. Opened in 1872, the railroad split off from the Eastern Railroad line in Newbury, passed northeast through this residential area to Water Street, then turned northwest along the bank of the Merrimack River to Market Square. In 1884 the tracks were acquired by the Boston & Maine Railroad, but the exact date of the railroad's termination is currently unknown. The path of the railroad cut east of Bromfield Street is still visible today.

The South End-Highland area contains several noteworthy examples of late 19th-century residential construction. One of the few Stick Style houses in Newburyport is the George W. Piper House at 59 Milk Street (ca. 1880), which includes a Stick Style carriage house. The Henry T. Moody House at 20 Orange Street (ca. 1890) is one of the most ornate and extravagantly detailed Queen Anne homes in the city, featuring a turret, iron cresting at the roof, and an elaborate porch with turned balusters and oversized curved brackets. Horton and Barton Streets, perhaps the most recent residential streets in the area, were developed with Queen Anne and Victorian eclectic houses. Horton Street was laid out on the site of the old Federal Street almshouse (demolished in 1888), and Barton Street was laid out in 1893. There is a cluster of Queen Anne houses built in the 1880s and 1890s on Pond Street. Other residences were built on State Street south of High Street as old estates there were broken up in the late 19th century.

New institutional construction in the South End-Highland area slowed somewhat after the initial spurt of activity in the early 19th century. The People's Methodist Episcopal Church of Newburyport at 64 Purchase Street (1825) was built in a field between Marlboro and

Bromfield Streets. A few years later Adelphi Street, now a portion of Purchase Street, was laid out to provide an unobstructed way to the meetinghouse. The structure was remodeled three times, most recently in 1888, and displays a weather vane of the angel Gabriel. Newburyport's civic focus shifted from the Mall to the Central Business District with the 1851 construction of the present City Hall on Pleasant Street. In the South End, the city built two historic engine houses: at 85 Water Street (ca. 1855) and 65 Federal Street (ca. 1890).

The South End also includes two historic lighthouses, known as the Front Range and Rear Range Lights. In 1873 the Federal government built the lighthouse pair on Bayley's Wharf off Water Street. This pair is significant as one of only three sets of range lights in Massachusetts. Use of the Rear Range Light at 61-1/2 Water Street was discontinued in 1961 and the structure is now privately owned. About 1972, the Front Range Light on the Merrimack River was moved from its original location on Bayley's Wharf to a site adjacent to the Merrimack River Coast Guard Station.

Although most growth in the South End-Highland area occurred in the 18th and 19th century, certain 20th-century developments merit mention. In 1902, Newburyport residents of French parentage organized St. Louis de Gonzague Church in the South End. The cornerstone of the Catholic church was laid in July 1904 at 17 Federal Street, and the completed building was dedicated May 20, 1905.

In 1908, two buildings were constructed that are significant in the South End: a mixed-used block owned by J. B. Pickard at 94-96 Water Street and a new clubhouse for the American Yacht Club on the Merrimack River. The mixed-use corner block is one of the few examples of its type in the city. In addition to the typical first-floor storefronts with apartments above, the block features Classical Revival porches reminiscent of the three-decker type of residential construction. The Colonial Revival-style yacht clubhouse, designed by Newburyport architect William G. Perry, is the second on the present site and the third facility built by the club, which was organized in 1885.

In the mid-1930s, the old Newburyport Turnpike, by then known as U. S. Route 1, was diverted from State Street to a newly constructed highway along the old Eastern Railroad corridor west of

Highland Cemetery. In 1950 Mrs. Clara Dewint, owner of the house at 40 High Street (ca. 1870), purchased property on High Street across from Bromfield Street and later gave the land to the City of Newburyport as a park. Known as March's Hill, the park was the site of public gatherings such as fireworks as early as the 1880s.

Central Business District

The Central Business District extends roughly from Fruit and Fair Streets west to the U. S. Route 1 corridor, and from High Street north to the Merrimack River. This area encompasses the historic commercial core of Newburyport in the vicinity of State Street and Market Square. The Central Business District also encompasses the city's historic institutional core, with City Hall, churches, and other buildings of city-wide significance. The entire area comprises the heart of the original town of Newburyport, incorporated in 1764.

Market Square, the city's chief commercial district, initially developed around a legendary, but as yet undocumented, fishing and trading center known as Watts Cellar. As early as 1648 the present State Street was described in Newbury town records as "the way to Watts Sellar [sic]". The trading station that officially marked the beginning of the community's development, however, was the wharf, warehouse, and dock established by Captain Paul White in 1655. White and later businesses probably dealt in pickled sturgeon, lumber, furs, agricultural products, and limestone. By 1684, local commerce was sufficiently active for the area to be designated a port of entry, which permitted cargoes to be cleared through a customs agent at Market Square rather than in Salem.

The present Central Business District was the heart of the early settlement known as "the water-side", or that section of the town of Newbury located on the Merrimack River and inhabited primarily by merchants and mariners. In June 1725 the first meetinghouse at "the water-side" was dedicated at Market Square, which by that time had emerged as Newbury's major maritime trading center. The Third Church or Parish in Newbury was organized six months later in connection with this meetinghouse. Farmers and husbandmen made up the balance of Newbury's population. The interests of the two populations grew so distinct that the water-side settlement--encompassing all of the Central Business District and portions of the present North and South Ends--was set off as the town of Newburyport in 1764.

Maritime commerce expanded throughout the 18th century, and was sufficiently prosperous by the 1750s to have created a distinct merchant class, many of whom built houses in the grid of streets adjacent to the waterfront. An excellent example of early residential construction within the Central Business District is the Dalton House at 95 State Street (ca. 1746-1747). Built by Michael Dalton, a master mariner-turned-merchant, the house is the finest Georgian-style house in Newburyport, distinguished by its wood exterior and rusticated facade. Another indication of the growth of local maritime commerce was the founding of the Newburyport Marine Society in 1772. The association of shipmasters was formed with the goals of gathering navigational information and providing financial assistance to families of shipmasters who were lost at sea. The Marine Society was based at the center of the business district.

Among the earliest extant buildings in the Central Business District is the Pleasant Street church of the First Religious Society of Newburyport (1801). One of the finest examples of a Federal-style meetinghouse in the state, the church was reportedly designed by local bridge designer and builder Timothy Palmer. The First Religious Society's predecessor congregation was the Third Church in Newbury, associated with the Market Square meetinghouse. The Third Church changed its name to the First Religious Society following the incorporation of the town of Newburyport.

Another congregation with its roots in the early part of the 18th century is St. Paul's Church. St. Paul's is one of the oldest organized parishes now a part of the Episcopal Church in Massachusetts. The first church on the site at High and Market Streets was built ca. 1738, and the earliest burial in the adjacent churchyard dates to 1742. Services at an earlier Episcopal church--Queen Anne's Chapel (1711) at Storey Avenue near Noble Street--were conducted for fifty-five years before the congregation was finally dissolved in 1766, by which time many communicants had transferred to St. Paul's [see also **North End-Belleville** and **West End-Curzon's Mill**]. The present Georgian Revival stone church (1922), the third church on the site, was designed by Newburyport resident and noted Boston architect William G. Perry. The church property also includes St. Anna's Chapel (1863), designed in the Victorian Gothic style and constructed of Rockport granite.

A distinguishing feature of the Central Business District that

sets it apart from other sections of the city is the historic downtown commercial district, primarily consisting of brick Federal-style buildings constructed between 1811 and 1815. During this period, the core of the commercial district around Market Square was rebuilt following a major fire that began on May 31, 1811. The Fire of 1811 destroyed an area of approximately 16.5 acres in which were located more than 250 buildings valued at \$1,000,000 at the time of their destruction. Although the fire came at a time when the mercantile interests of Newburyport had been hurt by the Embargo and Non-Intercourse Acts, reconstruction began quickly. An added incentive to rebuild was the district's location at the terminus of the Newburyport Turnpike (1803-1806), an important Federal-period highway between Newburyport and Boston.

Market Square and adjacent streets encompass one of the largest and least altered groups of Federal-period commercial buildings in the nation. The group consists of the North Row (4-15 Market Square, ca. 1811), the East Row (17-22 Market Square, ca. 1811, ca. 1850), the South Row (23-26 Market Square, 1821), and the West Row (27-29 Market Square, ca. 1815), plus adjoining buildings of similar scale and detail on Inn Street (#4-24, ca. 1815) and lower State Street (#1-31 and 4-58, ca. 1811-1830). Among the several individually significant buildings in this area is the large Phoenix (Insurance Company) Building (18-26 State Street, 1811) with its seven-bay facade, arched central window on the third story, and marble date plaque. In accordance with the special act passed by the General Court following the fire, all buildings reconstructed in Market Square were of brick construction. As an added precaution, massive fire walls were constructed between individual buildings. These walls end at the roofline in the distinctive stepped gables seen throughout the Market Square vicinity.

Also at Market Square are two individually significant buildings important for their associations with local commerce. The Market House (1823-1824) anchors the southwestern end of Market Square. Constructed as a market house and lyceum, this two-story Federal-style building was converted for use as a firehouse in 1864. The building is currently undergoing renovation for use as a multi-purpose civic center. In connection with the Newburyport's role as a port of entry, the Federal government built the United States Custom House at 19-23 Water Street (1835) at the eastern edge of Market Square. Designed by Robert Mills, a nationally known architect, the granite and brick Custom House is a regionally significant example of

Greek Revival-style public architecture. Its construction of fire-proof materials is significant, as the previous Custom House burned in the 1811 fire. The Custom House was restored by the Newburyport Maritime Society in 1973 and has housed a maritime museum since 1975.

Residential sections along the east, south, and west sides of the business district saw a great deal of development at the turn of the 19th century. Many houses were built by merchants and others employed in the maritime trades, and a number of noteworthy examples survive. The Bartlet-Atkinson House at 3 Market Street (1804) is an exceptionally well-detailed example of a Federal home in Newburyport, with its pedimented door hood, splayed window lintels, stone belt courses, and "beehive" cornice. On the western side of Fruit Street, a row of frame, three-story, Federal houses (ca. 1800-1810) is believed to have been built by Capt. Samuel Tenney for members of his family. Other fine Federal houses, both frame and brick, are seen on Essex Street and Green Street.

Brown Square (1802) at the heart of the Central Business District attracted a mix of historic development. The small park was laid out by Moses Brown, a Newburyport merchant who gave the park to the town for public enjoyment. Brown later built the present Garrison Inn (1809-1810) fronting Brown Square. Originally intended to be part of a row of brick townhouses, the structure is the largest brick structure surviving in Newburyport from the Federal period.

The Brown Square vicinity has been a target for institutional construction as early as 1768, when a meetinghouse was built on Titcomb Street by a group that had separated from the First Religious Society. Originally known as the Third Religious Society, the congregation changed its name in 1860 to the North Congregational Society of Newburyport. The present Italianate church was constructed in 1861 from the ruins of an earlier meetinghouse (1826) that had burned. On the Pleasant Street side of Brown Square is City Hall (1851), a fine example of Italianate public architecture in the city. Designed by Newburyport architect Frederick J. Coffin, City Hall dates from the time of Newburyport's annexation of sections of Newbury as well as its conversion to a city form of government.

The construction of two churches in the mid-19th century extended the city's institutional focus to the south along Green Street.

Green Street Baptist Church (1848) was designed by Frederick J. Coffin prior to his work on City Hall. Remodelled in 1873 when the original building was raised and a new ground floor constructed, this church retains most of its original Gothic style trimmings. Newburyport's first Catholic church, Church of the Immaculate Conception (1853), is an unusually early example of Victorian Gothic architecture. The architect was Patrick C. Keely, an Irish immigrant who settled in Brooklyn, New York ca. 1841. Keely designed over 600 churches and religious buildings, including several churches in Boston, before his death in 1896. Church of the Immaculate Conception was organized in 1843 as a Roman Catholic mission for Newburyport's growing Irish population.

While the Brown Square-Green Street vicinity was emerging as an institutional corridor, the Pleasant Street-Inn Street area became the focus for industrial activity in the Central Business District. This development began in the late 1830s. Wessacumcan Steam Mills, established at Pleasant and Inn Streets, was the earliest textile mill in Newburyport. Incorporated in 1837, the company changed its name to Bartlet Steam Mills in 1840 and enlarged the business by building a second factory. The mill's counting room (ca. 1840), now a store at 24 Pleasant Street, is the only structure that survives from the original complex, which burned in 1881.

In ensuing decades, changes in Newburyport's economic base were evident in the Central Business District. Shoe manufacturing became especially prominent. Both the E. P. Dodge Building at 19-23 Pleasant Street (1873) and the Bliss & Perry Shoe Company factory at 84-86 State Street and Prince Place (ca. 1880, later Brackett & Co. Company) are Italianate-style buildings originally connected with shoe manufacturing. Unlike the textile mills, each shoe factory generally consisted of a single rectangular building rather than a complex of several buildings. Architecturally, the Dodge Building is the finest industrial building surviving in Newburyport. The extent of the building's architectural ornament is likely the result of its location fronting the Pleasant Street commercial corridor.

The configuration of the waterfront in the Central Business District changed dramatically in the 1870s with the construction of the Newburyport City Railroad. Slips between the wharves were backfilled to accommodate the tracks, which ran parallel to the Merrimack River. The adjacent Philadelphia & Reading coal pocket, built in 1876, towered over the waterfront until it burned in 1928-

1929.

Little new commercial construction occurred in the area until the 1850s-1870s period, when several major blocks were built. These new blocks were generally designed in the Italianate style. The brick Essex Block at 35-41 State Street (1855, 1870) was originally covered with mastic that was colored and incised to give the appearance of brownstone. The Grand Army Building at 57 State Street (ca. 1850-1870) was similarly intended to be covered with mastic. A unique example of Italianate architecture is the Institution for Savings at 93 State Street (1870). Designed by local architect Rufus Sargent and recently restored, the bank features a brick facade faced with brownstone ashlar, a central pavilion framed by full-height Corinthian pilasters, arched window and entry surrounds, and a rooftop balustrade.

Two other commercial blocks are architecturally notable. The Atkinson Block at 35-41 Water Street (ca. 1875) retains cast-iron storefronts, projecting bracketed cornice, and decorative brickwork. At 74-80 State Street (ca. 1874), the O'Brien Building retains arched windows, iron cresting, and sandstone trimmings. Originally built for the Newburyport Five Cent Savings Bank, the O'Brien block has the finest Victorian Gothic detailing of any commercial building in the city. At the same time that these blocks were being built, several buildings in Market Square were altered by the addition of ornate cast-iron storefronts; one example is 11-15 Market Square.

The Newburyport Public Library at 94 State Street (1771) is one of the more sophisticated examples of Italianate architecture in the city. Originally built as a high-style Georgian mansion for Nathaniel Tracy, one of Newburyport's wealthiest 18th-century merchants, the building was extensively enlarged in 1865 according to the designs of noted Boston architect Arthur Gilman, who was a Newburyport native. Inside, a galleried two-story reading room and book stacks were added, while outside, the brick house was entirely re-faced with pressed brick trimmed with buff-colored sandstone. The Tracy house had been purchased in 1863 by the Newburyport Public Library. The Newburyport library, which first opened in 1855, is reportedly among the earliest free public libraries in the Commonwealth.

Next to the Public Library on State Street is Newburyport's only example of Richardsonian Romanesque architecture, the Corliss

Memorial Building or Y. M. C. A. Civic Center (1891). The Newburyport Y. M. C. A. was organized in 1876, and occupied rooms at various locations in the Central Business District. George H. Corliss, whose name is immortalized by the Corliss Steam Engine, planned to assist the Y. M. C. A. in constructing a headquarters, but died before plans could be prepared. His widow and children went ahead with the construction and donated the building to the city in his memory. Designed by Worcester architect Amos Cutting, the brick and brownstone building is a prominent element of the State Street streetscape. The Y. M. C. A. was gutted by fire and lost its roof in July 1987; rehabilitation plans are currently unclear.

While numerous commercial and institutional developments in the Central Business District between ca. 1840 and ca. 1920 generally eclipse the area's residential construction, certain trends and buildings merit mention. After the 1830s, residential development was a combination of infill construction along established 18th-century streets, and construction on newly laid-out streets. An example of the former is the north side of High Street between Fruit Street and the present Route 1 corridor, where Greek Revival double houses from the mid-19th century are interspersed among the earlier Georgian and Federal, single-family dwellings. Examples of the latter type of development include Park Street and Titcomb Street, which were developed almost entirely in the second half of the 19th century with primarily gable-front houses in the Greek Revival or Victorian vernacular modes.

Somewhat later residential development is illustrated by Garden Street and Otis Place, a pocket of Victorian vernacular residences constructed primarily between ca. 1880 and 1910. An outstanding example of Georgian Revival residential architecture is the Pope-Moseley House at 110-112 High Street (ca. 1855/1895). Originally constructed as a Greek Revival double house, the building burned in February 1894 and was substantially rebuilt. The Balch-Bliss-Cashman House at 52-54 Fair Street (ca. 1917) is a Colonial Revival-style three-decker, a type of dwelling that is highly unusual in Newburyport, although the form was common in other urban areas of Massachusetts in the early 20th century. The house's present side porches are of contemporary design.

Between ca. 1900 and ca. 1930, the Green Street-Pleasant Street area filled out with the construction of several civic and commercial buildings. Civic buildings are the Newburyport Police

Station at 6 Green Street (1912) and the U. S. Post Office at 61 Pleasant Street (1927). Architect of the Post Office was James Whetmore, who was then supervising architect of the U. S. Treasury and oversaw the design of numerous post office buildings. Commercial buildings include the Georgian Revival-style Strand Theatre (ca. 1917) across from the Police Station. At the corner of Pleasant and State Streets, the Dr. Micajah Sawyer house was razed and the existing one-story brick and cast-stone block built at 1-11 Pleasant Street (ca. 1930). This block once housed two five-and-dime stores, J. J. Newberry and S. S. Kresge. New commercial construction in the Neo-Classical style on adjacent State Street included the Newburyport Five Cent Savings Bank at 63-69 State Street (1928) and the storefront that was added in 1921 to the Merchants National Bank at 59-61 State Street.

Little new development occurred in the Central Business District between the 1930s and the 1960s. In the mid-1930s the Newburyport Turnpike (U. S. Route 1) was relocated from State Street several blocks to the west, by-passing the city's downtown district. In the 1950s, several large employers in the city closed their doors, and during the ensuing recession commercial buildings in the downtown district gradually decayed. The Market Square-lower State Street area was the target of federally funded urban renewal efforts that called for wholesale demolition of the area in the 1960s. A radical shift in objectives from demolition to preservation which took place in the 1970s distinguishes Newburyport's urban renewal from the experiences of other cities throughout New England. See also History of Preservation Activity in Newburyport.

North End-Belleville

The North End-Belleville area encompasses several residential neighborhoods between the Central Business District on the east, the Interstate 95 corridor on the west, the Merrimack River on the north, and Low Street on the south. The North End, or the section roughly between the Central Business District and Oakland' (originally North) Street, was incorporated in the town of Newburyport in 1764. The remainder of the area west of Oakland Street was known historically as Belleville, and was annexed by Newburyport in 1851.

While historic resources here document virtually every aspect of Newburyport's development from the late 17th century to the early decades of the 20th century, the North End-Belleville area

experienced its greatest growth in the second half of the 19th century. This growth was associated primarily with the shipbuilding and textile industries.

Little evidence survives of the early religious and civic developments that defined the area, particularly Belleville. In 1711, near the intersection of Storey Avenue, formerly known as Church Street, and Noble Street, formerly known as Meetinghouse Lane, several residents of "the plains" built Queen Anne's Chapel [see also **West End-Curzon's Mill**]. Queen Anne's Chapel was the second Episcopal church erected in Massachusetts and the predecessor to St. Paul's Church (ca. 1738) at High and Market Streets. The cemetery associated with Queen Anne's Chapel forms the core of the present Belleville Cemetery on Storey Avenue.

Queen Anne's Chapel served as the primary location for worship in the area until a Congregational meetinghouse was constructed on Noble Street by the Fifth (later Fourth) Parish in Newbury in 1762. Services were discontinued at Queen Anne's Chapel in 1766 and the building is believed to have been demolished by ca. 1770. About that time, a large group of communicants shifted to St. Paul's. After the 1784 departure of the Rev. Oliver Noble, the first and only minister of the Congregational parish, religious worship in the area lapsed. Services were discontinued at the Noble Street meetinghouse by 1800, and the abandoned building blew down during a storm in 1808.

Other houses of religious worship were built on High Street to the southeast. In 1743 the Society of Friends built a meetinghouse on the southwest side of High Street between Woodland and Ashland Streets. The building was moved in 1857 and converted to a dwelling, now located at 36 Ferry Road. In 1807, residents who were anxious to revive Congregational worship in the parish dedicated a new meetinghouse on the north side of High Street at Woodland Street. This meetinghouse was the first of three consecutive churches to occupy the site of the present Belleville Church (1861) at 300 High Street.

Residential development of the 18th and early 19th centuries was concentrated at the eastern end of the North End-Belleville area. Some dwellings were located on what were then quiet lanes, such as the Jacob Toppan House (ca. 1678, 1920s) at 20 Toppan's Lane. Most houses, however, were clustered in one of three areas, each with a

distinct character: the Washington Street vicinity between Winter and Kent Streets, the High Street corridor, and the shipbuilding district along Merrimac Street roughly between Carter and Jefferson Streets. Development of each of these primarily residential areas complemented commercial and industrial activity along the waterfront, where mercantile wharves and warehouses were constructed and the shipbuilding industry was gaining momentum.

The Washington Street neighborhood is roughly bounded by Winter, High, Kent, and Merrimac Streets. Proximity to both the waterfront and Newburyport's central commercial district at Market Square and State Street made this an ideal location for the dwellings of merchants, shipbuilders, and skilled craftsmen alike. Architecture in the area ranges from modest vernacular dwellings of the 18th century to more fully developed examples of the Georgian, and to a greater extent Federal, styles. The two-story vernacular house at 5 Strong Street (ca. 1790) is a typical example of small, working-class housing built in the area in the late 18th century and later embellished with Italianate-style brackets at the door hood. The Joseph Atkins House at 9 Strong Street (1730), a two-story house with hipped roof, is an excellent example of a high-style Georgian dwelling. Although most houses are of wooden construction, interesting examples of brick dwellings also survive. Among them is the Hiram Canney House 7-9 Buck Street (ca. 1820), a three-story house in the Federal style featuring blind arches on the first floor facade, splayed lintels, and a modillion cornice.

In the North End-Belleville area, residential construction on High Street continued the same pattern seen farther east on the street near Bartlett Mall and the South End. An impressive array of dwellings, many of them the three-story, Federal-style, "square houses" associated with the wealthy mercantile class, were constructed either on the north side of the street or set back on "the Ridge" on the south side. Exceptional for its detailing is the Jackson-Dexter House (1771) at High Street and Dexter Lane. Built by Jonathan Jackson, an importer and leading citizen of Newburyport, the house was purchased in 1798 by Timothy Dexter, a self-styled lord and one of Newburyport's most infamous characters. The three-story house features corner quoins, rusticated columns at the entrance portico, and a modillion cornice. Dexter added the cupola as well as the post and picket fence, which bore life-sized wooden statues of famous individuals. The statues blew down in a hurricane in 1815 and the fence was dismantled.

The shipbuilding district along Merrimac Street between Carter and Jefferson Streets was the third focus for development in the North End in the early 19th century. Shipbuilding was a prominent industry in the North End for much of the 19th century. In 1810 twenty-one ships, thirteen brigs, and one schooner were built on the banks of the Merrimack River. Some of these were built in the South End by the Woodwell family, whose shipyard closed in the mid-19th century.

During the second half of the 19th century, most of the shipyards in active operation in Newburyport were located in the North End, and many famous clipper and merchant ships were built here. The "Dreadnaught", one of the most famous 19th-century clipper ships, was built by William Currier and James L. Townsend in 1853 in their yard at the foot of Ashland Street. In 1860, this vessel made the voyage from New York to England in the record sailing time of nine days and thirteen hours. Merchant vessels were employed, for the most part, in the East India and China trades. Many of these vessels were captured by Confederate cruisers during the Civil War. Others were later sold in Europe or employed in the coal and lumber trade on the Pacific coast.

At the foot of Forrester Street was the shipyard of the Jackman family, who built ships in the North End between 1822 and 1875. During the Civil War, George Jackman Jr. built the gunboat "Marblehead" (of 529 tons) and the steamer "Ascutney" (of 1040 tons) for the Federal government. In 1866 and 1867 the Jackman yard produced the steamships "Ontario" and "Erie". Other shipyards in the area include several yards at the foot of Jefferson Street operated by the Coffin family, a yard at the foot of Ashland Street occupied by various enterprises, and the yard at Moggridge Point, first used by Samuel Moggridge and later occupied by the Merrills.

The launching of the ship "Mary L. Cushing" in 1883 marked the end of shipbuilding in the North End. The ship was launched from the yard of John Currier, Jr., which was located adjacent to the Whitmore-Currier house at 342 Merrimac Street (ca. 1790). Currier moved here in 1833 after building ships for two years at Moggridge's point. Between 1831 and 1884 Currier built ninety-seven ships and barks, one schooner, one steamer, and one scow, with a total tonnage of 80,869. Donald McKay, one of the most famous builders of clipper ships in New England, worked briefly in the Currier yard before

setting up his own shipyard in East Boston in 1843.

Since the shipyards themselves no longer survive, the residences in the Merrimac Street shipbuilding district provide the physical link to this prosperous era of Newburyport's history. Houses in the area were built by and for those associated with the shipbuilding industry over nearly a century. Examples of late 18th- and early 19th-century dwellings in the Georgian, Federal, and Greek Revival styles survive. Most of the houses are modest interpretations of high styles but are distinguished by their architectural detailing, such as the Federal doorway of the Dutton-Kenniston House at 313 Merrimac Street (ca. 1797) or the Greek Revival entrance surround of the George W. Jackman House at 348 Merrimac Street (ca. 1835). The quality of architectural detailing evident throughout the area suggests that some of the skilled craftsmen employed in the shipyards also had a hand in housebuilding.

Another industry--textile manufacturing was introduced to the North End in 1845-1846 with the incorporation of the Ocean Steam Mills and the construction of a four-story brick mill between Kent and Warren Streets. The original mill (demolished 1941) was designed by Frederick Coffin and built by Albert Currier, both of whom later worked on City Hall. Ocean Mills produced cotton sheeting and calico cloth. The mill facilities were enlarged and the corporate name was changed several times before 1886, when Seth Milliken of New York purchased the complex and changed the name to Whitefield Mills. Prosperity continued to elude the company, however, and in 1889 the machinery was sold to a Southern manufacturer and other interests moved into the buildings. The surviving brick factory buildings were constructed between 1880 and 1920. The Ocean Mills complex is currently under construction as a condominium and apartment complex known as The Courtyard.

The opening of Ocean Mills generated residential development of the section between Munroe and High Streets. Prior to 1845 much of the land in the area was used for pasture and tillage. Among the earliest dwellings associated with the mill is a row of connected brick, single-family houses at 15-29 Munroe Street (1845), built by Albert Currier for the mill corporation. This Greek Revival-style row is very significant as the only brick row of workers housing in Newburyport today. Currier purchased the block of buildings from the Ocean Mills shortly after they were constructed. The block

housed people associated with the neighboring industries until the early 20th century.

The opening of Ocean Mills fueled large-scale speculative construction in the area between ca. 1845 and ca. 1890. Tenement housing was built on Carter, Kent, Warren, and Munroe Streets. Carter Street, built up between 1845 and 1870, is an excellent illustration of the range of worker housing constructed, with examples of single-family cottages in the Greek Revival or Victorian modes as well as two-story, single-family dwellings and double-houses. Several real estate speculators owned and built small homes and boarding houses in the area. In addition, the overseers and agents of the mill and the skilled craftsmen associated with the industry built homes in the immediate area. These homes, slightly more elaborate than other dwellings, are generally interpretations of popular Victorian styles such as the Second Empire or Victorian Gothic, as illustrated by houses on upper Kent Street.

In addition to shipbuilding and textile manufacturing, shoemaking was evident in the North End. Shoemaking was always present as one of Newburyport's important cottage industries, with residents working out of their homes or in small workshops of less than five workers. In the third quarter of the 19th century the shops began to organize. Believed to be one of the earliest shoe factories in the city is 330-332 High Street (ca. 1860), an altered Greek Revival-style building originally occupied by John D. Pike and Company and later occupied by Jacob T. Rowe's business. Each company employed about twenty-five workers in the building. Once textile manufacturing at Ocean Steam/Whitefield Mills folded, the factory was occupied in 1894 by the Burley & Stevens shoe factory.

Other industries operated on a smaller scale in the North End. At 260 Merrimac Street (1866) is a fine example of a brick Italianate factory, now vacant, originally built by the Merrimack Arms Manufacturing Company. In 1883, the factory was acquired by the Towle Manufacturing Company. The Towle family had been involved in silversmithing in Newburyport since 1857, and members of the family lived in the residential neighborhood immediately south of the factory. A brick Italianate-style warehouse at 200 Merrimac Street (1876) was built by the Caldwell Rum Company. The Caldwell family distilled rum on Caldwell's Wharf as early as 1851, and this warehouse is believed to be the only extant structure associated with the once-thriving distillery industry in Newburyport. In addition,

Albert Russell & Sons operated an iron foundry in the brick building at 125-127 Merrimac Street.

Most public and private institutional construction in the North End-Belleville area dates to the third quarter of the 19th century, following the 1851 incorporation of the city of Newburyport and annexation of the Belleville territory west of Oakland Street. Three public schools were built. The Davenport School (1854) on Congress Street near Kent was designed by City Hall architect Frederick J. Coffin. Kelley School (1872) at 149 High Street was designed by Newburyport architect Rufus Sargent. The Kelley School is one of the Newburyport's most prominently sited historic buildings. A more modest brick school, later known as the Hose No. 7 engine house (ca. 1860), survives at 37 Forrester Street.

Italianate-style churches of the same period include the former Washington Street Methodist Episcopal Church (1865), now the Temple Achavas Achim at 53-1/2 Washington Street, and the Belleville Church (1867) at 300 High Street. The Belleville Church is the third on the site, replacing the 1816 meetinghouse that was destroyed by fire in 1867. The previous meetinghouses were built by the Second Parish in Newbury (formerly the Fourth Parish), which changed its name to The Belleville Congregational Church and Society of Newburyport following annexation.

Formal definition of the area's major historic open spaces also occurred during the third quarter of the 19th century. In 1851, the previously organized Belleville Cemetery Association (1843) was legally incorporated for the purpose of maintaining lots and driveways at the Belleville Cemetery at Storey Avenue and Noble Street. A portion of the cemetery has its earliest associations with Queen Anne's Chapel of 1711, and the oldest gravestone here dates to 1727. St. Mary's Cemetery (1874) was laid out on the other side of Noble Street and consecrated in 1876 for the burial of Roman Catholics in Newburyport and vicinity. Atkinson Common to the east originated in 1873, when Eunice Atkinson Currier bequeathed to the city several acres of land to be known as Atkinson Common. The property remained an uncultivated field until September 4, 1893, when the Belleville Improvement Society was organized to maintain and beautify the tract. The society began plans for a soldiers' and sailors' monument in 1895, and the present sculpture near the entrance was presented to the city on July 4, 1902. Incorporated in 1908, the Belleville Improvement Society continues its work on the

public park today.

Three important social service buildings were constructed on the south side of High Street in the late 19th and early 20th centuries. One of these buildings is demolished: the city almshouse (1888) at the intersection of Low and North Atkinson Streets, which was built to replace the Federal Street almshouse in the South End. The Newburyport Society for the Relief of Aged Men, incorporated in 1886, built a Colonial Revival brick home at 363 High Street (1896-1902). Also in the 1880s, Anna Jaques of Newbury gave bonds in trust to Dr. Francis A. Howe and William H. Swasey, Esq. for the purpose of establishing a hospital for caring for the sick and disabled of Newburyport, Newbury, West Newbury, Amesbury, and Salisbury. Anna Jaques Hospital opened April 16, 1884 in a converted three-story house at Broad and Munroe Streets, and in 1903-1904 moved to a new brick facility on Highland Avenue near Arlington Street.

New residential development continued, though somewhat abated, through the end of the 19th century in the North End-Belleville area. The area includes several noteworthy examples of late 19th-century residential architecture. Among them is the William H. Roby House at 6 Payson Street (ca. 1890), a Victorian Gothic cottage featuring a triple gable facade and full-width porch with Tudor arches. The Harriet F. Foote House at 8 Summit Place (ca. 1890) is perhaps the finest example of the Shingle Style in Newburyport. This hip-roofed house incorporates a cross-gambrel side wing, patterned shingle cladding, and a round-arched integral entry porch. At the corner of High and Woodland Streets, 294 High Street (ca. 1890) is an excellent example of a large Queen Anne-style home with prominent corner turret.

Certain sections of the North End-Belleville area, namely the territory between High and Low Streets and the northwestern reaches along Ferry Road and Moseley Avenue, did not develop as intensively as other sections in the 19th century. These sections, in fact, support the bulk of the area's 20th-century residential construction. Early 20th-century bungalows and cottages are located near Atkinson Common. A fine example of a Craftsman Colonial house is 2 Toppan's Lane (ca. 1915). Modern subdivisions constructed between 1940 and ca. 1955 appear throughout the area, especially off Ferry Road, the western end of High Street, and Merrimac Street.

A major example of municipal construction from the 1930s is the Newburyport High School (1937) at 241 High Street. The Georgian Revival school was designed by architect Edwin S. Dodge, a Newburyport native. Various elements of the building allude to Newburyport history, including the tower, which was copied from an early textile mill; the clipper-ship weather vane; and the round windows on the wings which show the four points of a compass. A prominent feature of the High Street corridor, the High School is set on a promontory with a spacious front lawn and circular drive.

Construction of Interstate 95 between 1949 and 1955 severed the North End-Belleville area from the West End. Easy highway access and the availability of land for development made the western section of the area a target for large-scale commercial development. The shopping centers in this location, such as Port Plaza and more recent developments, provide Newburyport with a major commercial focus outside the downtown [see also **Central Business District**].

Hale Street Area

The Hale Street area is roughly bounded by Storey Avenue, Low Street, Route 1, the Newbury town line, and Interstate 95. Historically a location of scattered farms, the Hale Street area contains few historic resources in relation to its size. The southeastern portion of the area, in the vicinity of Graf Road and Low Street, was set off in 1764 as part of the original town of Newburyport; common pasture for the new town was located in this section. The Hale Street and Crow Lane vicinity was annexed to Newburyport in 1851.

Little is currently known about the history of the scattered farmhouses extant in this area. All are 2-1/2 stories with gable roofs, and were likely constructed in the 18th or early 19th centuries. A fine example of a Georgian four-bay farmhouse is 26 Parker Street, owned by ten generations of the Smith family, who were among the earliest Newbury settlers in 1635. Five-bay Georgian houses include 79 Parker (now the centerpiece for the Lord Timothy Dexter Industrial Green), which has two later barns to the rear, and a greatly altered house at 112 Parker that has been converted to office use. The Cobby House on Low Street at the corner of Crow Lane retains its barn and other outbuildings connected with the farm property.

In 1820 the selectmen of the Town of Newburyport were requested to select a safe and convenient site for a new powder house to replace the one erected in 1754 near Old Hill Burying Ground. A site on Godfrey's Hill near the Common Pasture was chosen. The brick powder house (1822), located off Low Street near Johnson Street, was restored as a Bicentennial project.

Much of the Hale Street area is defined by historic transportation routes. Hale Street was laid out by the county commissioners in 1830, providing a connection between Toppan's Lane on the east and Turkey Hill Road on the west. The present Crow Lane was already in place and known as Atkinson Street until annexation to Newburyport, when it was renamed North Atkinson. Also in the 1830s, the tracks of the Eastern Railroad were laid out to the southeast. Chartered in 1836, the Eastern Railroad began operating trains from Boston to Salem two years later. By 1840, the line was extended to Newburyport, Salisbury, and Portsmouth, New Hampshire. Almost a century later, the same 19th-century transportation corridor became the site of the new U. S. Route 1 bypass constructed west of Newburyport's downtown district.

Subsequent development in the Hale Street area dates primarily to the mid- to late 20th-century. Construction of Interstate 95 between 1949 and 1955 effectively severed this from similar open land along Turkey Hill Road to the west. A portion of the original highway was later discontinued; the new section, which was constructed west of the old road, opened in 1975. In the 1950s, the Newburyport Area Industrial Development Corporation (NAID) was formed as a public-private partnership to encourage industry in Newburyport. The corporation purchased approximately 200 acres, mainly in the Graf Road-Parker Street section, to offer for sale to companies for development. NAID currently owns about 165 acres in the area, which contains the Lord Timothy Dexter Industrial Green and other office-industrial buildings.

West End-Curzon's Mill Area

This section of Newburyport features some of the city's most historically significant open spaces, including Arrowhead Farm and Maudslay State Park. Also important is a cluster of historic buildings associated with the Marquand family on Curzon's Mill Road. Roughly bounded by Interstate 95, the Merrimack and Artichoke Rivers, and

Curzon's Mill Road, this area was annexed from Newbury to form the city of Newburyport in 1851.

Settlement of "the plains", as the West End was once known, began within decades of the original settlement of Newbury. In 1678 the town granted John Emery twelve acres of riverside land with the provision that he would maintain a mill to grind the community's corn. Located near the confluence of the Merrimack and Artichoke Rivers, Emery's mill became known as Curzon's mill in the early 19th century. Among other 17th-century developments in this area was William Moulton's purchase in 1683 of four acres of land which later comprised the nucleus of Arrowhead Farm on Ferry Road. The area's economy was diversified further by 1710, when Tom Bartlett ran a shipyard at Bartlett's Cove west of Deer Island.

The West End was the location of the earliest meetinghouse constructed within the present boundaries of Newburyport. Financed by individuals residing at the western end of the town of Newbury, the meetinghouse was constructed--without the permission of the town--in 1685. The location was near the present Sawyer Hill Burying Ground, which was established in 1698 to serve the parish, then known as the Second Church in Newbury, or the West Parish. Though not centrally located with respect to the entire parish, a meetinghouse on Sawyer Hill indicates that a sizable community existed in this section, the extreme eastern end of the parish, prior to 1700.

In an episode that illustrates the increasing discord among residents regarding a mutually convenient location for worship, the Sawyer Hill meetinghouse was dismantled one evening in 1711 by a group of men and boys from the western end of the Second Parish. Construction of a new meetinghouse for the parish was already underway on Pipe Stave Hill (in the present West Newbury). Residents of the West End responded by building Queen Anne's Chapel on Storey Avenue [see **North End-Belleville**]. Queen Anne's Chapel remained the primary place of worship for residents of the West End until 1761, when this area was officially joined with Belleville to form the Fifth Parish in Newbury.

The West End community continued to grow during the 18th century, and three of the area's earliest extant houses on Ferry Road, all connected with the Moulton family Arrowhead Farm, date to the period. These are 2 1/2-story houses in the Georgian style with five-

bay facades, gable roofs, and either center or paired interior end chimneys. The oldest is 133 Ferry Road (ca. 1740), altered in the late 18th century when the original center chimney was replaced with two chimneys. The house at 129 Ferry Road (1789), which apparently served as a model for the house at 131 Ferry Road (1790), was moved once from Jackman Hollow to Ferry Road before being moved to its present site in 1897. Another intact 18th-century house is 232 Storey Avenue, which was later owned by Helen C. Moseley.

Ferry Road was an important 18th-century thoroughfare, providing access to the Amesbury ferry across the Merrimack River. Two ferries were in operation in the 1780s. After the 1792 construction of the Chain Bridge to Deer Island and Amesbury, Ferry Road became a secondary highway to points north, and a dead end once the ferry was finally discontinued.

The chief economic activity in the West End for much of its history was farming. Corn, beans, potatoes, peas, barley, oats, and rye were planted at Arrowhead Farm, and its owners also hayed the salt marshes on the river. In 1820, Samuel Curzon, a Newburyport merchant, purchased the 17th-century Emery grist mill plus the house (1780s) and barn on the Artichoke River at the end of Curzon's Mill Road. Among the Curzon descendants who occupied the property into the 20th century were John P. Marquand, the noted 20th-century novelist. Extensively rebuilt in 1848 following a fire, Curzon's Mill ceased to operate ca. 1906 and served as Marquand's study in the 1920s.

By the mid-19th century, a few houses were built in the area of Curzon's Mill Road and Hoyt's Lane. A fine example of a brick Greek Revival house (1859) with a brick dentil cornice and granite sills and lintels was built to the west on the Curzon family property.

The West End's scenic beauty drew scores of seasonal visitors from about the 1840s through the end of the century. One attraction was "the Laurels", a bluff on the north side of Moulton Hill overlooking the Merrimack River. Though owned by the Bartlett family, the site was enjoyed by the Curzons, who held an annual picnic there for their literary friends, and other nature lovers who came to view the laurels in bloom. Many notables also visited the Curzon estate, including the Peabodys, the Nortons, and the Eliots. The poet John Greenleaf Whittier was also a frequent guest.

About the same time, Captain Henry Moulton returned to his family homestead and in 1866 built a Gothic Revival-style castle (demolished) at the crest of Moulton Hill. The house was a replica of Naworth Castle, the ancient Moulton house in Warwickshire, England. Moulton lived there until the 1890s. The Moulton estate formed the nucleus of "Maudesleigh", the country estate created by financier Frederick S. Moseley in the late 1890s. The estate is significant for its landscape design, including driveways, formal gardens, farmland, and "natural" scenic areas, reflecting the work of noted landscape architects Martha Brooks Hutcheson, Charles Sargent, and Ernest Bowditch. Moseley, who owned the property until ca. 1929, commissioned the landscape improvements. Most of the estate now comprises Maudslay State Park, created in the mid-1980s and operated by the Commonwealth's Department of Environment Management. The estate caretaker's house on Curzon's Mill Road (1905), which is not included in the park, is architecturally significant as one of the very few Shingle Style houses in Newburyport.

Expansion of Newburyport's water supply has been a factor in the development of this area since the 1880s, when springs in the Arrowhead Farm vicinity were first tapped for the city's water supply. The Newburyport Water Company, incorporated in 1880, built the Spring Lane Pumping Station (1881). Additional land takings for the city's water supply continued in this area as late as 1953. In 1906, a concrete dam was built on the Artichoke River between Newburyport and West Newbury to create the Artichoke Reservoir. Construction of the dam led to the demise of industrial operations at Curzon's Mill.

Construction of Interstate 95 between 1949 and 1955 severed the West End from the balance of the city. A portion of the original highway was later discontinued; the new section, which was constructed west of the old road, opened in 1975. Other transportation developments include the 1960s closing of Curzon's Mill Bridge (1901) over the Artichoke River due to its unsafe condition.

West End-Turkey Hill Road

The Turkey Hill Road vicinity of the West End encompasses the majority of Newburyport's post-World War II residential

subdivisions. The area is roughly bounded by Interstate 95, the West Newbury town line, the Upper and Lower Artichoke Reservoirs, and the residential section on the north side of Storey Avenue. Storey Avenue, Turkey Hill Road, and Hale Street/Plummer Spring Road are the primary transportation routes. In 1851, the entire area was annexed from Newbury to form the city of Newburyport.

Historically a location of scattered farms, the Turkey Hill Road vicinity contains few historic resources in relation to its size. During the 17th and 18th century, development in this section was connected with that of the Curzon's Mill Road area to the north [see also **West End-Curzon's Mill**]. These two sections comprised the eastern end of the Second (West) Parish in Newbury. From 1685 to 1711, residents here worshipped at the meetinghouse near Sawyer Hill Burying Ground (1698), then later at Queen Anne's Chapel (1711) on Storey Avenue [see **North End-Belleville**]. Queen Anne's Chapel remained the primary place of worship for area residents until 1761, when the West End was officially joined with Belleville to form the Fifth Parish in Newbury.

Most early settlement in the Turkey Hill Road area was concentrated near the primary east-west routes over the Artichoke River, Storey Avenue and Plummer Spring Road. The area's few extant historic houses date are primarily Georgian in style and date to the 18th century. In general, these houses are 2 1/2-stories, with gable roofs, five-bay center-entry facades, and either single or paired interior chimneys. The house at 100 Turkey Hill Road (ca. 1750) was built by Moses Little, a prominent Newbury resident who served in the Revolutionary War as colonel of the Seventeenth Regiment and later became a farmer. To the north, on Turkey Hill Road across from Crow Lane, is the Joshua Newhall House, another dwelling that was probably originally built by a farmer.

Although the 1906 damming of the Artichoke River and subsequent creation of the Artichoke Reservoir to the west appears to have generated limited residential construction along Turkey Hill Road and Storey Avenue, most of the area's subdivisions were built in the 1950s and 1960s. Interstate 95 at the eastern edge of the area was constructed between 1949 and 1955. A portion of the original highway was later discontinued; the new section, which was built west of the old road, opened in 1975. The Turkey Hill Road vicinity has been identified in a 1989 buildout analysis by the city's Strategic Planning Committee as being the largest single area of

potential residential development in the city. Residential development of this area is continuing.

VI. Review of Existing City Ordinances, Regulatory Boards, and Other Agencies

Summary of Existing Ordinances

The City of Newburyport has an extensive amount of historic resources. However the means by which these resources are managed through regulations is not as comprehensive. There are two issues: the scope of the regulations and the process followed. The regulatory methods addressing appropriateness of design in the city are as follows: 780 CMR 635, Site Plan Review, Newburyport Zoning Ordinance, and the Sign Book.

Each of these regulatory measures is administered through separate authorities. The following is a description of each of the above methods with an indication as to the review process.

780 CMR 635

This section of the state building codes is administered through the Building Inspector Codes Administrator's office. The provisions of Section 635 govern all buildings and structures in the Commonwealth which are legally designated as historic buildings. Buildings so designated are "any building or structure, but excluding districts, so designated by the National Register of Historic Places or certified by the Massachusetts Historical Commission and ratified by the Board of Building Regulations and Standards as listed in Appendix H. Historic buildings shall be further defined as totally or partially preserved buildings."

The basic elements of this section treat issues such as safety requirements, fire protection, exit signs, egress, and maximum occupancy. In addition, Article 32 of sections 635.5.5 to 635.5.9 deals with repairs and maintenance, changes in occupancy, new systems, lesser and equal hazard, and greater hazard.

While this section provides some guidelines, they mainly pertain to issues of safety rather than appropriateness. In addition, Appendix H only lists one site in Newburyport, the Caleb Cushing House at 98 High Street.

Site Plan Review

This section is administrated through the Office of Planning and Development by the Planning Director. The Newburyport Zoning Ordinance under Section XV cites the site plan review requirement and refers to the Site Plan Review Standards. The review is required under the following circumstances:

A. Projects which require a Site Plan Permit from the Zoning Enforcement Officer;

1. For any residential use which includes five (5) to nine (9) units on one site.
2. For any new industrial use or structure.
3. For any new commercial use or structure.
4. For any exterior addition, remodeling, or renovation of an existing commercial or industrial use which exceeds twenty-five percent (25%) of the existing gross floor square footage of the structure.

B. Projects which require a Site Plan Special Permit from the Planning Board;

1. Residential use which exceeds nine (9) units on one site.

The Site Plan Review Standards address three basic issues: landscaping, signage, and circulation. These topics contribute to ancillary factors of appropriateness; they do not deal specifically with architectural factors. The site plan standards contribute to the issue of appropriateness by providing general standards that enhance/screen properties, limit sign sizes and locations, and encourage proper traffic circulation.

Newburyport Zoning Ordinance

In the Central Business District within the jurisdiction of the Newburyport Redevelopment Authority regulatory reference is made to the Sign Book; this is described in the section below. In addition to the Sign Book there are other general signage requirements which address issues of location and scale. Other issues are addressed

through the Site Plan Review Standards as described above.

In addition to these sections, the Zoning Board of Appeals has reasonable discretionary powers under the review of Special Permits. This power is provided through references to Item 6 under Special Permit Finding Section XH-7A. Item 6 refers to "The requested use will not impair the integrity or character of the district or adjoining districts...". This provides the Zoning Board with a limited ability to address issues of appropriateness. Primarily this item has been used to determine character and integrity in terms of use. The Zoning Board has sought the counsel of the Historical Commission when developments may impact historic resources. This little used referral is referenced in Section XH-8 Special Permit Process.

A second issue with the Zoning Ordinance is the relationship between the built and regulatory environment. The built environment in the downtown area and surrounding neighborhoods was densely developed by the turn of the century and displays a historic mix of business and residential structures. However, the zoning ordinance setbacks, lot coverage, and parking requirements encourage a suburban-like environment.

The Sign Book

This book serves as the best example of design regulations in the city. It is a comprehensive set of guidelines for the design and installation of signs. As stated above, the Zoning Ordinance makes reference to a review by the Newburyport Redevelopment Authority (NRA) for applications in the Central Business District. The NRA authority results from facade restrictions placed on the deeds for properties located in the Redevelopment District. This power was incorporated into the Zoning Ordinance to facilitate a permitting process that could be initiated through the Codes Administrator. The NRA refers applications to a Design Review Committee which then recommends back to the NRA. While the guidelines of the Sign Book are comprehensive, the regulated area is limited. As indicated on Map 4 the Redevelopment District does not encompass the entire downtown area. The geographical designation of an overlay district based on the redevelopment area does not serve to completely incorporate the downtown Central Business District.

Regulatory Boards and Other Agencies

Planning Board

This board's primary powers are within Chapter 41, Section 81K through 81GG and Chapter 40A, Section 5 amendments to the Zoning Ordinance. These powers are related to subdivision control and master planning. Through review of subdivisions, the Planning Board has encountered issues related to potentially historic landscapes. Guidance in this area from the Historical Commission could be a valuable tool in the review of developments that impact historic landscapes.

Regarding master planning, the Planning Board's recent June 1989 buildout study reviews the potential growth of the city based on current zoning. A related finding of the study was that the primary growth in residential sections would occur in conversion from single to duplex.

Working with the Planning Board, the Historical Commission should provide guidance toward appropriate conversions.

Zoning Board

The Zoning Board of Appeals jurisdiction is within Chapter 40A. As the variance and special permit authority, the board reviews new construction and conversions requiring special permits. The board, at times, reviews proposals that involve renovations to historic structures.

A formal review should be established that coordinates the expertise of the Historical Commission with the review procedures of the Zoning Board.

City Council

The Newburyport City Council is an eleven member council with six ward councilors and five at-large councilors. The council with the Mayor establishes ordinances and the city's budget. These elected officials will review and act upon ordinances and initiatives proposed for historic preservation.

The Historical Commission should work closely with the Council

to develop initiatives and guidelines for preservation planning.

Newburyport Redevelopment Authority (NRA)

The NRA was established in 1975 to oversee the redevelopment of the Central Business District. During the redevelopment, facade restrictions were placed on structures within the redevelopment area. These restrictions require review under the Zoning Ordinance through the NRA Design Review Committee which reports to the NRA.

The NRA's primary function is the disposition of land within guidelines of the redevelopment plan. Once the disposition is complete there is a possibility that the authority's tasks and therefore role may cease. If this is the case, a design review committee must be established.

Conservation Commission

The jurisdiction of the Conservation Commission is within MGL Chapter 131, Section 40, the wetlands protection act. Again, much like the Planning Board, the Conservation Commission has the potential to review historic landscapes.

While the Conservation Commission's primary role is wetlands protection, the Historical Commission should work with the Conservation Commission on sites where historic resources could be impacted.

Harbor Commission

The Harbor Commission recently completed in November 1989 the Harbor Plan. This document serves as a guideline for navigation, public access, and water related development in the harbor. As identified in this document, the historic resources need to be addressed more clearly.

The Historical Commission should work with the Harbor Commission to incorporate strategies for historic maritime sites preservation and identification.

Department of Public Works

The Department of Public Works (DPW) is responsible for maintenance of the majority of the city's infrastructure. This responsibility involves care of the city-owned historic buildings and cemeteries.

To assist the DPW, the Historical Commission should work on a maintenance plan that provides guidelines for appropriate capital improvements.

Greater Newburyport Chamber of Commerce

In the City of Newburyport, historic preservation and tourism are interconnected. The quality of life as expressed through the community's architectural character is a vital component of attracting tourists, retailers, and industry.

This presents an opportunity for the Historical Commission to work with the Chamber in developing strategies for historic preservation and tourism that meet the goals of both agencies.

VII. Current Preservation Planning Issues

Critical issues related to preservation planning in Newburyport are categorized under five headings: Planning and Land Use, Preservation Regulation and Administration, Appropriateness, Resource Development, and Public Awareness/Education. Within each category, broad issues are followed as appropriate by examples of pertinent current issues.

Planning and Land Use

This section deals primarily with issues related to maintaining and enhancing the city's historic character through compatible use of historic resources. See Review of Existing City Ordinances and Regulatory Boards for information pertaining to Newburyport's current regulatory and administrative processes, particularly the Zoning Ordinance as it pertains to this section.

- Rehabilitation and/or adaptive reuse of buildings of architectural and/or historic significance
 - No formal procedure exists for the Historical Commission to comment on the proposed reuse of historic buildings. The former Towle factory (260 Merrimac Street), the Atkinson building (27 Water Street), and the YMCA/Corliss Memorial Building (96 State Street) are examples of significant historic buildings for which reuse plans are currently uncertain.
 - Regenerating business in the rehabilitated State Street-Market Square area is perhaps the most pressing issue linking preservation and economic development in the city today. The growing number of commercial vacancies in the Central Business District is a generally acknowledged problem that is being studied by the city.
- Preservation of historically significant open space
 - Possible changes in ownership threaten the preservation of one of Newburyport's most historically significant open spaces, Arrowhead Farm off Ferry Road. The property has been farmed by members of the Chase and Moulton families since the 17th century. The Massachusetts Historical Commission has determined the farm to be potentially eligible for listing in the National Register of Historic Places.
 - For issues pertaining to the maintenance of historic burial

grounds, see **Preservation Regulation and Administration** below.

- No current master plan for Newburyport
 - The city has already completed a Land Use, Population, and Buildout Analysis and the Harbor Management Plan, both issued in 1989. Lack of a current master plan for the city increases the possibility that preservation issues will be addressed on a piecemeal basis, rather than as part of a coordinated local planning effort.

Preservation Regulation and Administration

This section deals with procedural issues related to monitoring and evaluating the impact of public and private action on historic resources in the city. For information pertaining to Newburyport's existing regulatory and administrative processes, see **Review of Existing City Ordinances and Regulatory Boards**.

- Involvement of Historical Commission in design and development review is by referral only and not required under current ordinance.
 - The city has no local historic district ordinance. A local historic district ordinance would provide a mechanism for regulating additions and alterations to historic buildings which could compromise the character-defining features of historically sensitive areas. In addition, the ordinance would also regulate demolition and new construction within designated areas.
 - The Newburyport Redevelopment Authority (NRA) regulates signs and facade renovations for properties in the city's urban renewal project area (Map 4). The eventual disbandment of the NRA will affect the design review process that currently regulates this critical historic area. See also **History of Preservation Activity** and **Review of Existing City Ordinances and Regulatory Boards** for additional information on Newburyport's urban renewal and the authority of the NRA.
 - For properties outside the urban renewal area, the only mechanism for ensuring their protection from alterations that would adversely affect their historic integrity is the granting of preservation restrictions (or easements) from individual property owners. The Massachusetts Historical Commission (MHC) holds preservation restrictions on a total of five

properties in the city [see Appendices]. At present these properties are not routinely monitored to ensure compliance with the terms of each restriction.

- No formal process exists for Historical Commission review and comment on new development in or adjacent to historically sensitive areas. A proposed waterfront hotel and conference center, for example, is slated for construction on the city's last urban renewal parcel adjacent to Market Square. The site is adjacent to the Market Square Historic District and the Newburyport Historic District, both listed in the National Register.
- The YMCA/Corliss Memorial Building at 96 State Street was heavily damaged by fire in 1987. The building is in a deteriorated state and reuse plans are currently unclear. The MHC holds a preservation restriction on the building; such a restriction requires close monitoring of any reuse project to ensure that the building's historic integrity is not compromised by new construction. possible demolition of the YMCA is another concern.
- Need for formal liaisons between the Historical Commission and other municipal agencies charged with the care and maintenance of city-owned historic resources
 - The city owns and/or maintains several historic properties that are either designated contributing elements in the Newburyport Historic District or located outside the boundaries of the district [see list of government-owned historic properties in Appendices]. The Historical Commission is not routinely consulted in matters pertaining to the use and maintenance of these properties.
 - Among the historic properties maintained by the city's Department of Public Works is Old Hill Burying Ground, which is significant to the greater Newburyport area. The care of historic burial grounds raises sensitive preservation issues, and their maintenance should be monitored by the Historical Commission.
 - The newly formed Newburyport Waterfront Trust has jurisdiction over, among other waterfront properties, four colonial public ways to the waterfront. Transfer of a fifth way, Ferry Wharf Way, to the Trust is pending. The Waterfront Trust can receive gifts and bequests for the preservation and maintenance of waterfront lands. Ongoing dialogue between the Historical Commission and the Waterfront Trust is

warranted.

- With regard to certain preservation issues, communication with historical groups in adjoining towns would be desirable. Curzon's Mill Bridge, owned jointly by Newburyport and West Newbury, is in unsafe condition, and the focus of a renovation vs. replacement discussion in West Newbury. This National Register-eligible structure is an important element of a potential Curzon's Mill district in Newburyport.

Appropriateness

This section deals with issues related to visual compatibility of modern elements introduced into Newburyport's predominantly historic areas.

- Involvement of Historical Commission in design and development review is by referral only and not required under current ordinance.
 - In addition to issues outlined under **Preservation Regulation and Administration** regarding alterations and new construction, there is a desire for a procedure that examines the appropriateness of objects such as newspaper boxes in historic areas. Similarly, signs are regulated by the city but without the regular input of the Historical Commission.

Resource Development

This section deals with issues related to the documentation of Newburyport's historic resources through inventory and official designations.

- Need for expanding and updating the existing Newburyport historic resource inventory
 - The existing inventory was completed in 1981 and excludes resources constructed in the 1930s and early 1940s, which are now over fifty years old and thus eligible for inclusion in the inventory.
 - The inventory focuses almost exclusively on buildings. Cemeteries, burial grounds, parks, and other historic open spaces in the city merit documentation with inventory forms.
 - Market Square Historic District, a pivotal group of Federal commercial buildings in the Central Business District, and the Custom House were also excluded from the 1981 inventory.

Although these are National Register-listed properties, the resources merit inventory forms with updated photographs and a description of the urban renewal efforts that led to their rehabilitation.

- New survey photographs and revised architectural descriptions are needed for certain properties that have changed in appearance since their original documentation in 1981.
- Lack of an established inventory procedure for evaluating historic maritime resources
 - No survey specifically targeting historic maritime resources is known to have been conducted, and the extent to which historically significant resources survive on the city's waterfront remains unclear. Among maritime resources currently on the waterfront are public and private marinas and boat clubs, boatyards, moorings, launch ramps, and commercial fishing vessels. See Volume II of the plan for a checklist of maritime resources commonly found in waterfront communities.
 - The newly formed Newburyport Waterfront Trust has jurisdiction over several properties on the Merrimack River waterfront, including four colonial ways in the public domain. Transfer of a fifth colonial way from the NRA is anticipated. These resources need to be recorded on inventory forms and the documentation incorporated into the city's historic resource inventory.
- National Register-eligible properties that do not benefit from protection mechanisms and incentive programs afforded by full National Register status
 - The staff of the Massachusetts Historical Commission has determined that the following properties appear to be eligible for National Register listing: Curzon's Mill Bridge, Curzon's Mill Road Historic District, Maudslay State Park Historic District, and Arrowhead Farm. For various reasons, National Register designations for these properties were not pursued.
 - In the Newburyport Historic District, resources dating from the 1930s and early 1940s were designated "non-contributing" to the significance of the district due to their age (less than fifty) at the time the nomination was prepared. These properties cannot be reclassified as "contributing" and thus do not enjoy the full benefits of contributing status until the district nomination is amended to address the city's development to

fifty years from the present.

- Incomplete historic resource documentation on hand in Newburyport
 - The statement of project objectives and the narrative overview which accompany the 1981 inventory forms are available at the Public Library but not at the Office of Planning and Development, where the original forms are on file.
 - Both inventory collections at City Hall and the Public Library should include certain documents that provide information on historic resources in the city, including:
 1. National Register nomination for Newburyport Historic District
 2. Mass. Dept. of Public Works bridge survey
 3. Lower Merrimack Valley Inventory of Historic Engineering and Industrial Sites (1978, produced by the Museum of American Textile History in Lowell).

Public Awareness and Education

This section deals with issues related to promoting public awareness of the value of Newburyport's historic resources, and using those resources as a vehicle for both educating the local public about Newburyport history and generating tourism.

- Lack of a coordinated approach to preservation education on a city-wide, year-round basis
 - Private preservation-related organizations, particularly the Historical Society of Old Newbury and the Custom House Maritime Museum, sponsor most of the museum and preservation education programs in the city. The Historical Commission currently runs a highly successful "Then and Now" photograph series in the local paper. While each private and public organization has its respective focus, or niche, in the community, there does not appear to be a coordinated effort among these and other groups to provide ongoing information about Newburyport's history ("visitor orientation") on a regular basis.
 - Until the early 1980s, the Newburyport Economic Development Commission and the Greater Newburyport Chamber of Commerce published free brochures for self-guided tours of Newburyport. These included the "Clipper Trail", a tour of historic sites similar to the Freedom Trail in Boston. While

information on the Clipper Trail is still available in the Chamber's road map of northern Essex County (1985), the trail is not publicized and the sites themselves are not marked. No other preservation-related brochures are known to be available to visitors.

- Need for a central focus or presence for tourist information and distribution of pamphlets/brochures
 - In the past (late 1970, early 1980s), the Tourist Committee of the Chamber of Commerce maintained an information booth on the Mall (June through October) and an information center at the YMCA at 96 State Street. Aside from the Chamber's office on State Street, there is no central visitor information center in the city today. Postcards and maps are available at a convenience store on Pleasant Street.
- Decline in tourism since early 1980s
 - As an innovative departure from demolition-oriented urban renewal of the 1960s, the revitalization of the Market Square Historic District once generated considerable interest. Today, however, the novelty of the district's preservation has subsided, and new methods of attracting tourists to the area must be devised.
- Incomplete historic resource documentation available to the public in Newburyport [see Resource Development above].

VIII. Resources

The following public and private organizations are the major sources for information on historic preservation and heritage education in Newburyport and vicinity. Each listing includes a brief summary of the organization's responsibilities and programs as appropriate.

Local Organizations--Public

Newburyport Historical Commission
c/o Office of Planning and Development
City Hall, P. O. Box 550
Newburyport, MA 01950
(508) 465-4400

Municipal agency responsible for ensuring that preservation concerns are incorporated into the community planning process. The historical commission addresses local preservation issues and sponsors preservation planning projects such as surveys and National Register nominations. The commission also serves as a resource to property owners and others interested in the preservation of Newburyport's historic and cultural resources.

Newburyport Waterfront Trust
c/o Mayor's Office
City Hall, P. O. Box 550
Newburyport, MA 01950

Municipal organization created in 1991 with jurisdiction over several public properties on the Merrimack River waterfront, including colonial-era ways to the waterfront. As a city trust, the Waterfront Trust is able to receive gifts and bequests for the preservation and maintenance of the properties under its jurisdiction.

Newburyport Public Library
Hamilton Room
94 State Street
Newburyport, MA 01950
(508) 465-4428

Archives and library for genealogical and historical research. The collection is particularly strong for research on the greater Newburyport area and Essex County.

Local Organizations--Private

Historical Society of Old Newbury
Cushing House Museum
98 High Street
Newburyport, MA 01950
(508) 462-2681

Local historical society, founded in 1877 for the purpose of preserving and protecting the history of those communities that constitute Old Newbury, including Newburyport. The main focus of the society's programs is the Cushing House, a house museum and the organization's headquarters. The society regularly offers educational programs for children, a spring and fall lecture series, and tours of the museum. The society also sponsors a June garden tour and has in the past sponsored walking tours of historic architecture. Ongoing projects include an oral history program, cataloguing of the society's photograph collection, and planning for an exhibit on Newburyport's neighborhoods (targeted for 1992).

Custom House Maritime Museum
25 Water Street
Newburyport, MA 01950
(508) 462-8681

Established in 1975 as a museum devoted to Newburyport's maritime heritage. Headquarters for the museum is the Custom House, which was restored by the Newburyport Maritime Society in 1973. Recent exhibits have focused on Newburyport and the Coast Guard as well as Newburyport families at sea. The museum, which has recently reactivated its education committee, also sponsors walking tours.

Regional/Statewide Organizations--Public

Massachusetts Historical Commission (MHC)
80 Boylston Street, Suite 310
Boston, MA 02116
(617) 727-8470

Office of the State Historic Preservation Officer and State Archaeologist. The state's preservation programs are administered through MHC's Preservation Planning, Grants, Public Information, and Technical Services Divisions. MHC sets statewide preservation policy and provides local and state agencies, and the public, with technical assistance and information on historic preservation matters.

Salem Project
Salem Maritime National Historic Site
174 Derby Street
Salem, MA 01970
(508) 744-4323

Public-private venture coordinated by the National Park Service to preserve the cultural heritage of Salem and related sites in Essex County and to stimulate cultural awareness and economic development through tourism. Salem would be the focus of the project, which is still in the planning stages. Visitors would be directed to significant cultural, natural, and scenic resources throughout Essex County. One purpose of the Salem Project is to provide funding for related projects at the local level which will enhance interpretation of the county-wide themes. Once the Salem Project receives congressional approval, the next step will be the preparation of a comprehensive management plan for Essex County.

Sites in Newburyport have been identified for their potential to illustrate certain historic themes that are under-represented in the present National Park system and thus targeted by the Salem Project. The Newburyport National Register Historic District enhances the county-wide interpretation of two themes: Founding and Early Settlement (1626-1775) and Height/Decline of Maritime Trade (1775-1900). Newburyport lighthouses would also figure in the maritime theme. In addition, the salt marshes of Woodbridge Island have been identified as part of a potential state-designated rural scenic area.

Regional/Statewide Organizations--Private

Architectural Conservation Trust for Massachusetts (ACT)
Old City Hall
45 School Street
Boston, MA 02108
(617) 523-8678

Private non-profit preservation revolving fund. ACT also undertakes feasibility studies for the reuse of historic buildings, and has recently published a casebook of information on endangered historic properties in the Commonwealth.

Historic Massachusetts, Inc. (HMI)
Old City Hall
45 School Street
Boston, MA 02108
(617) 723-3383

Statewide, non-profit preservation organization. Assists individuals, non-profit groups, and government entities in the preservation of the Commonwealth's historic resources. HMI acts as a clearinghouse for information on all aspects of preservation, assists in coordinating efforts of Massachusetts preservation groups, provides professional advice on preservation, conducts conferences and seminars, and issues a variety of publications.

Society for the Preservation of New England Antiquities (SPNEA)
141 Cambridge Street
Boston, MA 02114
(617) 227-3956

The nation's largest regional preservation organization, founded in 1910 to preserve New England's domestic buildings and artifacts. SPNEA maintains an extensive archives, and offers building technology expertise through its Conservation Center. Among SPNEA's museum holdings are four houses in Newbury. Museum tours are given at the Coffin House (14-16 High Road) and the Spencer-Pierce-Little Farm (Little's Lane). The Dole-Little House and the Swett-Ilsley House are study houses open by appointment.

National Organizations--Public

National Park Service
North Atlantic Regional Office
15 State Street
Boston, MA 02109
(617) 223-0058

Regional office for the New England states, New York, and New Jersey. Administers National Park units within region and provides limited technical assistance to state, private, and other federal organizations.

National Organizations--Private

National Trust for Historic Preservation
Northeast Regional Office
Old City Hall
45 School Street
Boston, MA 02108
(617) 223-7754

to
buildings, and objects significant in American history and culture.
Regional office provides localized preservation advisory services,
including information, grants, and technical assistance. Of special
interest to Newburyport would be the Maritime Preservation
Program, which addresses maritime issues and promotes awareness
of maritime heritage.

IX. Overview of Preservation Strategies and Incentives

Following are brief descriptions of preservation protection mechanisms, incentives, and other programs appropriate to preservation planning in Newburyport. **Volume II** of the plan contains various preservation tools (e.g., "how-to" briefs, sample brochures from other communities, other relevant literature). Examples of preservation tools specific to Newburyport, such as the list of Newburyport properties in the State Register of Historic Places, appear in the **Appendices**.

For additional information on preservation resources, see Preservation Planning Manual. Local Historical Commissions: Their Role In Local Government (Massachusetts Historical Commission, 1988); The Massachusetts Preservation Resource Handbook (Historic Massachusetts, Inc., 1986); or contact the Massachusetts Historical Commission.

Inventory of Historic and Prehistoric Assets of the Commonwealth

The state's only centralized repository of data on significant historic and archaeological remains, the Inventory of Historic and Prehistoric Assets of the Commonwealth is maintained by the Massachusetts Historical Commission (MHC). The Inventory consists of inventory forms submitted to the MHC by local historical commissions, federal and state agencies, preservation consultants, private organizations, and others.

Inclusion in the Inventory does not confer any protective status on a property. However, the Inventory serves as the basis for National Register nominations and local historic district designations, and ensures that a community's cultural resources are considered in environmental review at the state level. The inventory of cultural resources also provides municipal boards and agencies with information about historic properties which should be considered in all community planning.

In order to be most useful, a community's inventory should be the result of a comprehensive survey which considers all types of resources and their geographic distribution through the community. The survey also considers all periods of the community's

development, up to fifty years from the present.

Samples of completed inventory forms for Newburyport properties are included in the Appendices.

Massachusetts Cultural Resource Information System (MACRIS)

MACRIS is a computerized database containing information on cultural resources previously available only as paper files at the Massachusetts Historical Commission (MHC). In addition to the Inventory described above, MACRIS provides information on the State Register of Historic Places, archaeological sites throughout the state, and comments by MHC staff in connection with federal and state environmental review. Recently, a Geographic Information System (GIS) component has added a computer-aided mapping capability to MACRIS, which will allow locational information currently stored in paper map files to be computerized and linked to the database.

MACRIS can generate a variety of reports on a community's inventory, among them profiles of geographical areas, street indices, and lists of surveyed properties according to style, time period, or architect. The Newburyport inventory is fully entered in MACRIS. Excerpts from reports generated for Newburyport are included in the Appendices. For more detailed information on MACRIS capabilities, see Volume II.

National Register of Historic Places

Administered by the National Park Service through the Massachusetts Historical Commission (MHC), the National Register of Historic Places is the official list of the nation's cultural resources worthy of preservation. The Register includes buildings, sites, structures, objects, and districts that retain their integrity and reflect some significant aspect of local, state, or national history. Nominations to the National Register are generally initiated by the local historical commission, which works with the MHC staff to prepare the nomination materials and coordinate review by the MHC State Review Board.

The main purpose of the National Register is to recognize the value of the nation's historic and prehistoric properties, and as such

the National Register is an important educational and informational tool. National Register status in no way affects what property owners may do with their property when using private funds. While not a design review program, the National Register does provide limited protection from state and federal actions, as well as eligibility for matching state and federal restoration and research grants (when available) and certain federal tax benefits for certified rehabilitation projects [see **Investment Tax Credits**, below]. See **Volume II** for additional information on National Register listing.

State Register of Historic Places

Properties accepted or determined eligible for inclusion in the National Register are automatically listed in the State Register of Historic Places. Established in 1982 and maintained by the Massachusetts Historical Commission (MHC), the State Register is the master list of designated historic properties in the Commonwealth. In addition to properties listed in or determined eligible for listing in the National Register, the State Register includes: local historic districts; local, state, and national landmarks; state archaeological landmarks; and properties with preservation restrictions.

The State Register closely parallels the National Register in intent by establishing a review process to ensure that designated properties are not inadvertently or knowingly harmed by state-funded or state-licensed projects.

See the Appendices for Newburyport properties in the State Register.

Local Historic Districts

Local historic districts are the strongest form of protection for historic properties. A local historic district is established and administered by the local community to protect the distinctive characteristics of significant areas, and to encourage new designs that are compatible with and appropriate to the area's historic setting. Local historic district legislation and zoning laws differ in two important ways: local historic districts do not regulate land use, and zoning alone cannot regulate the aesthetic qualities of historic areas.

When potential districts have been identified, a study committee is established by vote of the City Council, and its members

are appointed by the Mayor. The study committee is mandated to study the feasibility of creating historic districts in the community, determine boundaries for such districts, develop ordinances or bylaws for their adoption, and prepare a preliminary study report. Members of the committee also engage in educating the public and city officials about the benefits of district legislation. After submitting the preliminary study report to the Planning Board and to the Massachusetts Historical Commission (MHC), the study committee holds a public hearing. Comments and recommendations from the Planning Board, the MHC, and the community are incorporated into the final report, which is submitted for consideration by the City Council.

The ordinance or bylaw establishing a local historic district must be adopted by two-thirds vote of the City Council. Once a local historic district is established, the City Council appoints a historic district commission to review all applications for demolition, new construction, additions, and other visible exterior changes to the district. This design review process ensures that changes to properties will complement rather than compromise the district's historic character. Review criteria are determined by each municipality and may vary for each local district. See **Volume II** for design guidelines and other materials related to local historic districts.

Local Historic Landmarks

The Local Landmarks bill amends M.G.L. Chapter 40C, the statute that enables cities and towns to establish local historic districts. The bill proposes improvements to the existing legislation, which has been amended in piecemeal fashion over the last 25 years. Currently, a community interested in protecting an individual landmark may designate the property a "single-building district" under Chapter 40C. The Local Landmarks bill would enable a community to more clearly provide for designation of individual historic landmarks. The bill would also allow for recognition and protection of valuable archaeological features and landscapes.

Until such time as Chapter 40C is revised, enactment of local landmark ordinances and by-laws through municipal home-rule authority is an effective alternative. See **Volume II** for a model local landmarks ordinance.

Neighborhood Conservation Districts

Neighborhood conservation districts protect the overall character of an area or neighborhood, but allow for more flexible design review than local historic districts. This type of district may also serve as a protection area, or buffer, to a local historic district. The neighborhood conservation district is primarily concerned with maintaining the relationships of historic resources to each other and to their setting. Review may be confined to applications for demolition and new construction only, with other exterior changes being subject to a non-binding review process in which the district commission plays an advisory, rather than a regulatory, role.

The process of establishing a neighborhood conservation district is similar to that of a local historic district (see above), although there is no enabling legislation for neighborhood conservation districts comparable to M. G. L. Chapter 40C for local historic districts. Instead, communities use the Home Rule Amendment to draw up the ordinance. District recommendations may be made by the local historical commission or by an appointed study committee. A two-thirds vote of City Council is required for adopting a neighborhood conservation district ordinance and for designating specific areas.

See Volume II for a sample neighborhood conservation district ordinance.

Preservation Restrictions

A preservation restriction, or easement, is a legal agreement between a property owner and another party, usually a non-profit organization or state or local government body. In general, a restriction on a property prevents present and future owners from altering a specified portion of the building, structure, or site in such a way that the historic character of the property would be destroyed.

A preservation restriction can run for a term of a few years or in perpetuity, and may be included as part of the property deed. Preservation restrictions can be donated to or purchased by a government body or private preservation organization. Local historical commissions, for example, often hold preservation restrictions. Charitable donations of easements on historic buildings or archaeological sites may qualify for federal income tax deductions.

Preservation restrictions are enforced by the holder of the restriction, who has review over significant features as identified in the restriction. Currently, the Massachusetts Historical Commission holds preservation restrictions on five properties in Newburyport. These properties are designated "PR" on the list of Newburyport properties in the State Register, included in the Appendices. See **Volume II** for a model preservation restriction and additional information.

Environmental Review

In its role as the State Historic Preservation Office, the Massachusetts Historical Commission (MHC) acts as liaison to federal, state, and local development agencies, and is authorized by law to review and comment on certain state and federally licensed or funded projects that impact historic properties. If a proposed project poses a threat to a historic property within the project area, the MHC works with project proponents to explore alternatives that will eliminate, minimize, or mitigate any potential adverse effect to the property.

State agencies are required to consult with the MHC when a project will have an adverse effect on a State Register-designated property. Federal Section 106 environmental review operates under a similar provision; however, to trigger the federal consultation process, properties could be either formally designated as historic or simply determined eligible (DOE) for listing in the National Register of Historic Places.

Demolition Delay Ordinance

A demolition delay ordinance or bylaw helps to protect historic buildings that do not stand within local historic districts. The ordinance provides a review procedure requiring delay in the demolition of historically significant buildings. Typically, demolition delay is triggered by an application for a demolition permit on a "historic property" as defined in the ordinance. This delay allows time to consider preservation alternatives to the proposed demolition, such as identifying new uses for the building; locating buyers willing to rehabilitate or preserve the property; incorporating the property as an element in larger development plans; or, as a last resort, moving the building to a new location.

While demolition delay regulations cannot sanction or deny proposed demolitions, they can provide an alternative when it is in the public interest to preserve particular buildings. Guidelines for drafting a demolition delay ordinance, as well as a sample ordinance, are included in **Volume II**.

Scenic Roads

Under Chapter 67 of the Acts of 1973, as amended, Massachusetts communities may designate historically and aesthetically critical streetscapes as scenic roads, provided they are unnumbered routes or roads and not state highways. The legislation specifically prohibits the cutting or removal of trees or the tearing down or destruction of stone walls or portions thereof without the prior written consent of the planning board. However, scenic road designation does not prohibit other changes from occurring along the road which may alter the road's character. Another limitation of the existing legislation is the fact that the characteristics of a scenic road are not actually defined.

Curzon's Mill Road is Newburyport's only designated scenic road. See **Volume II** for further information on this type of legislation.

Overlay Zoning Districts

Overlay zoning districts allow appropriate development to occur in or near historic areas by controlling height, massing, setback, or other factors such as the location of parking lots. Overlay zoning districts can also be used at the edges of a designated historic district to provide a buffer to the sensitive area. The intent of overlay districts is to ensure that new development is sensitive to the significant features of a historic area. Overlay zoning districts alone, however, do not regulate the aesthetic qualities of a historic area, which would be addressed through a local historic district ordinance.

Investment Tax Credits

The federal tax incentive program for the rehabilitation of older buildings is one of the few tax credits to have survived the Tax Reform Act of 1986. A 10% tax credit is available for rehabilitation of buildings built before 1936 that are not listed in the National

Register. A 20% tax credit is available for rehabilitation of income-producing properties that are listed in the National Register. Such properties may be listed in the National Register either individually or as a contributing element of a National Register district.

The tax credit helps pay for the unique costs associated with rehabilitating historic properties according to the Secretary of the Interior's Standards for Rehabilitation (see Volume II). Each step of the rehabilitation project is documented in a Historic Preservation Certification Application. Projects are closely monitored by the Massachusetts Historical Commission and the National Park Service's Mid-Atlantic Regional Office to assure conformance to the Standards. The National Park Service issues final decisions regarding the approval of the rehabilitation work.

Massachusetts Preservation Projects Fund

Established in 1984 and administered by the Massachusetts Historical Commission, the Massachusetts Preservation Projects Fund is a grant program to assist municipalities and nonprofit organizations with the preservation and maintenance of their properties. The fund is a matching grant-in-aid program, wherein participating organizations are reimbursed at the end of the project for half of the total project costs of the grant.

Properties must be listed in the State Register to be eligible. Commercial and private residential properties are not eligible. Among the projects that can be undertaken with MPPF grants are: restoration or maintenance of a historic property; research to protect a State Register property; or acquisition of an endangered State Register property.

Currently, funding for MPPF is suspended due to state budget cuts.

Revolving Funds

A preservation revolving fund is a pool of capital created and reserved for a special activity, with the condition that the money be returned to the fund for additional activities. Revolving funds can be used to stimulate the preservation of historic properties through acquisition and subsequent resale of buildings, or through loans to individuals for restoration and rehabilitation. Funds are replenished

through proceeds from sales, rentals, loan repayments, and interest, and can then be "revolved" to new projects. Revolving funds can be set up by municipalities or non-profit organizations. Successful nonprofit revolving funds include the Architectural Conservation Trust for Massachusetts (ACT) in Boston and the Waterfront Historic Area League (WHALE) in New Bedford. [HMI, Inc., Massachusetts Preservation Resource Handbook, 1986]

X. Recommendations

Recommendations for preservation activity in Newburyport are divided into three sections. Regulatory and administrative recommendations are grouped in the first section, with broad-based goals and objectives followed by area- and project-specific recommendations. Preservation education and tourism recommendations are grouped in the second section. In the third section is an action plan or schedule for implementing the recommendations. For background information on specific issues pertinent to these recommendations, see Review of Existing City Ordinances and Regulatory Boards and Current Preservation Planning Issues.

The Newburyport Historical Commission will have the primary responsibility for initiating and implementing the plan recommendations. The Historical Commission is mandated to act in the public interest with respect to preservation concerns in the community. In addition to serving as a resource for property owners and others with an interest in the city's historic resources, the Historical Commission plans for and implements programs to identify, evaluate, and protect those resources. As the city's preservation agency, the Historical Commission is empowered to interact with other public agencies and has a legally defined commenting role in planning at the local level. However, the Historical Commission generally has only advisory, and not regulatory, powers. Currently, the Newburyport Historical Commission's role in the context of city-wide planning is limited, and not recognized through a formal administrative process. The review procedures now in place do not provide for maximum protection of the city's historic resources.

REGULATORY AND ADMINISTRATIVE RECOMMENDATIONS

Goals and Objectives with Respect to Existing Regulatory Methods

The Review of Existing City Ordinances and Regulatory Boards summarizes some of the current issues pertaining to existing regulatory methods. To address these issues three basic objectives should be met.

First, ordinances for historic preservation should provide the

direction to guide property owners toward the development of quality products.

Second, these ordinances need to be established to allow an expeditious review within the framework of the existing administrative process but not ancillary to another review.

Third, the review should be performed by agencies such as a historic district commission which specifically address the issues of historic preservation and design review.

The following recommendations are intended as steps to the development of historic preservation guidelines that better address the issues of product and process.

- Develop a Historic Preservation Regulatory Subcommittee to work with other boards, administrative officials, and the public in the formation of a formal review process, and to initiate the study of a local historic district.
- Develop an understanding of the potential role for a Historic District Commission given the current administrative process.
- Review examples of ordinances collected through this planning process and begin development of regulatory methods that address the critical areas identified in the plan.
- Review the potential geographical areas for historic district designation and determine the specific ordinances that would address issues in those areas.
- Work with local interest groups (home owners, merchants, contractors, architects, etc.) to gain input and educate them on the benefits and impacts of new regulatory guidelines.

Project-Specific Recommendations

- **Local Historic Districts** (Maps 8, 9, and 10)

Historic district controls protect and maintain the historic character of a district by regulating changes that could permanently compromise that character. A historic district commission is appointed to review applications for changes to the

exterior of any property, including new construction, in order to determine the impact such actions may have on the district as a whole. This review process ensures that changes and additions within the district are appropriate to the district's historic character. The review process also prevents the intrusion of incongruous elements that might detract from the aesthetic and historic values of the district. See Overview of Preservation Strategies and Incentives for additional information on local historic districts.

A historic district commission in Newburyport should review applications for demolition, new construction, additions, removal of historic architectural features, and other visible exterior alterations that would result in irreversible alterations to a property in the district. Paint color and storm doors and windows are examples of reversible changes, and regulation of reversible changes in potential Newburyport districts is not recommended.

Prior to the establishment of a local historic district, a complete survey of all historic and modern resources in the area is necessary. The completed inventory provides the historic district study committee with the background information necessary to justify the district's significance and to determine its precise boundaries. The inventory also assists the historic district commission in carrying out its design review authority. Local historic district recommendations are followed by estimates of the total number of properties in the district and the percentage of properties still to be inventoried.

The following priority areas have been identified by the Newburyport Historical Commission. These potential districts are well-preserved groups of properties that are of historic and architectural significance to the city of Newburyport, the Commonwealth of Massachusetts, and in some instances, the nation.

Downtown Local Historic District (Map 8) -- This area encompasses much of the downtown core between Fair, High, and Green Streets and the Merrimack River. The area also includes Brown Square. Comprising the greatest concentration of historic commercial and institutional buildings in Newburyport, the downtown area chronicles the city's economic and cultural development from the early 19th

century to the 1930s. A major feature is the Market Square area, one of the largest and least altered groups of Federal-period commercial buildings in the nation. Also significant are the colonial-era public ways linking Merrimac and Water Streets to the waterfront. Important character-defining features of the area are the relationship between buildings and open space, the continuity of the 19th and 20th-century streetwall, and the scale (with historic institutional buildings dominating the landscape).

Total number of properties (estimated): 169

Percentage of total to be inventoried (estimated): 55%

High Street Local Historic District (Map 9, 10) -- Extending from the Newbury town line to Atkinson Common, this linear area is the finest residential street in Newburyport. The High Street corridor displays an outstanding collection of Federal-period dwellings built at the peak of Newburyport's maritime-related prosperity, in addition to significant later houses associated with city's industrial era in the second half of the 19th century. High Street is the major approach to the city from points east and west, and as such defines the character of historic Newburyport for visitors and residents alike. Important features that contribute to that character are building setback (houses close to the street on the north side and set back with generous front yards on the south side), fences at the sidewalk, and gardens at the sides and rear of houses on the Ridge (south side). The area also retains a large number of historic outbuildings that merit preservation.

Total number of properties (estimated): 222

Percentage of total to be inventoried (estimated): 48%

Bartlett Mall Local Historic District (Map 8) -- Centered on the landscaped park and Essex County Superior Courthouse at Bartlett Mall, this area is the most significant public space in Newburyport and an early 19th-century civic focus for Newburyport and Essex County. The area encompasses all properties framing the Mall on High, Pond, Greenleaf, Auburn, Railroad, and Vernon Streets. Also included are certain properties that define the character of approaches to the Mall via High Street. Old Hill Burying Ground provides a natural visual barrier at the southwestern edge of the area. The Mall features the Bulfinch-designed Superior Courthouse (1805), the oldest court house in the nation still in use. Also significant is

the landscaped park, Frog Pond, and fountain, the products of improvements to the Mall dating from the 18th century to the 1930s. The only intrusion in the area is the playground at the Mall's northwest corner.

Total number of properties (estimated): 32

Percentage of total to be inventoried (estimated): 46%

- **Neighborhood Conservation Districts (Maps 8 and 10)**

Neighborhood conservation districts protect the overall character of an area or neighborhood, but allow for more flexible design review than local historic districts. The neighborhood conservation district is primarily concerned with maintaining the relationships of historic resources to each other and to their setting. Such a district may also serve as a protection area, or buffer, to a local historic district. Regulatory review by a neighborhood conservation district commission in Newburyport should be confined to applications for demolition and new construction. More specific changes can be subject to a non-binding review process in which the district commission plays an advisory, rather than a regulatory, role. See Overview of Preservation Strategies and Incentives for additional information on neighborhood conservation districts.

Liberty Street-Federal Street Conservation District (Map 8) -- Roughly bounded by Federal, Middle, Center, and Water Streets, this area encompasses the northeastern end of the business district adjacent to the proposed Downtown Local Historic District. A variety of historic buildings (commercial, industrial, residential) dating primarily to the 19th century are seen here, including the old Peabody Mill, now the Tannery Mall. The area is irregularly settled, with the continuity of the historic streetwalls often broken by vacant lots and parking lots. Building demolition and new construction need to be closely monitored in this area to ensure that the historic character is not compromised further.

Merrimac Street-Market Street Conservation District (Map 8) -- Similar in nature to the Liberty Street-Federal Street Conservation District, this area encompasses the northwestern end of the business district adjacent to the proposed Downtown Local Historic District. The area, which extends roughly from Titcomb Street to the Route 1 overpass and from Pleasant

Street to the waterfront, includes several vacant parcels on Merrimack Street and the waterfront. As a buffer zone to the proposed Downtown District, this area needs to be closely monitored with respect to building demolition and new construction to ensure that its historic character does not continue to erode.

Arrowhead Farm Conservation District (Map 10) -- Arrowhead Farm is one of Newburyport's only remaining working farms and an important rural historic landscape. Farmed by members of the Chase and Moulton families since the 17th century, the property includes 18th and 19th-century dwellings as well as ancillary agricultural buildings. The farm is significant for the spatial relationships of the farm buildings to each other and to the landscape. Field investigation may prove the farm to have archaeological significance as well. The major threat here is possible development of the property in a manner that would compromise its historic integrity and its value as a natural resource.

Demolition Delay Ordinance

While demolition of historic buildings occurs infrequently in Newburyport, a demolition delay ordinance would provide a measure of protection for historic buildings that are not included within the boundaries of a local historic district. Criteria should be established to define "historic" for the purposes of the ordinance, in order to determine which properties will be subject to review. Possibilities include: properties listed in the State Register of Historic Places; properties listed as contributing elements in the Newburyport Historic District; properties documented in Newburyport's historic inventory; or more broadly, any property over fifty years old.

Inter-Agency Communication On Preservation Issues

City-owned Historic Resources

As the city's preservation agency, the Newburyport Historical Commission should develop working relationships with other city agencies and departments charged with the repair and maintenance of city-owned historic resources. The Historical Commission should also serve as a primary city contact for repair

and maintenance issues involving historic properties owned jointly by Newburyport and surrounding towns, such as bridges.

The Newburyport Historical Commission should be notified prior to the commencement of any proposed work (beyond routine maintenance) involving city-owned historic properties, and given the opportunity to comment on whether the proposed work will enhance or compromise the property's historic integrity. Criteria should be established to define "historic" and determine which properties will be subject to comment. Possibilities include: properties listed in the State Register of Historic Places; properties listed as contributing elements in the Newburyport Historic District; properties documented in Newburyport's historic inventory; or more broadly, any property over fifty years old.

Old Hill Burying Ground--one of the city's oldest cemeteries--is maintained by the Department of Public Works. Its care raises sensitive preservation issues and its maintenance should be routinely monitored by the Historical Commission. A public education program on the importance of burial ground preservation is recommended.

A partial list of publicly owned historic properties is included in the Appendices. Most of these properties are either currently part of Newburyport's inventory or should be added to the inventory. (See also inventory recommendations below). This list should be amended and revised as necessary.

Privately Funded Projects Requiring City Approvals

There is an interest on the part of the Newburyport Historical Commission in formally reviewing and commenting on privately funded activity involving or impacting historic properties. Currently, the Commission's role in design review is by referral only, at the discretion of the property owner and/or the city department or agency that issues the necessary permit or approvals. Projects of the greatest interest to the Historical Commission are new construction in or adjacent to historic areas, and rehabilitation/reuse of historic buildings. Also important are issues of appropriateness, that is, the visual compatibility of modern elements such as signs and street furniture in areas that have a distinct historic character.

It is recommended that the Historical Commission study this issue further. Criteria should be developed to determine under what circumstances privately funded projects should be referred to the Historical Commission for review. The criteria should be sufficiently narrow to allow the Commission to have maximum input in projects of the greatest interest while minimizing its review of projects in which it has only a marginal interest. See also recommendations for **Local Historic Districts and Neighborhood Conservation Districts** above, as well as **Review of Existing City Ordinances and Regulatory Boards.**

The Historical Commission may determine that public education programs are warranted for educating city officials on issues of historic integrity and character.

Master Plan for Newburyport

The Newburyport Historical Commission should advocate for the preparation of a city master plan and the incorporation of preservation concerns into the plan. Lack of a current master plan for the city increases the possibility that preservation issues will be addressed on a piecemeal basis, rather than as part of a coordinated local planning effort.

National Register of Historic Places Nominations (Map 10)

All of these resources are located outside the boundaries of the Newburyport Historic District. National Register designation would formally recognize the significance of these resources and provide them with limited protection from state and federally funded actions. The Massachusetts Historical Commission has determined these properties eligible for National Register listing.

Curzon's Mill Road Historic District -- This district encompasses the Curzon's Mill House, Curzon-Marquand House, Elizabeth Curzon Hoxie House, and the 1901 bridge over the Artichoke River; the bridge was found individually eligible for the National Register in 1981. The district is significant on the local level for its associations with the 20th-century novelist John P. Marquand, a Curzon descendent, as well as early industrial activity in Newbury and Newburyport.

Arrowhead Farm, Ferry Road/Spring Lane -- This district encompasses the entire farmstead, including 18th and 19th-century dwellings and ancillary agricultural buildings. Farmed by members of the Chase and Moulton families since the 17th century, Arrowhead is one of Newburyport's only working farms, and one of the city's most historically significant open spaces. The potential for finding significant archaeological resources on the property also exists. The farmstead has not been adequately inventoried; see survey recommendations below.

Maudslay State Park Historic District, Curzon's Mill Road -- Historically a private estate known as Maudesleigh, Maudslay State Park is significant as a landscape district, retaining drives, formal gardens, outbuildings, farmland, and landscaped scenic areas. Two houses on the property have been demolished. Frederick Strong Moseley, Sr., who owned the property from 1893 through the 1920s, commissioned major landscape improvements by several landscape architects of note, including master designer Martha Brooks Hutcheson, Charles Sargent, Ernest Bowditch, and Arthur Shurcliff. The district boundaries follow the lot lines of the property owned by Mosely, and should include the Superintendent's Cottage (1905), which is not part of the state park and is privately owned. Maudslay State Park has not been inventoried; see survey recommendations below.

In addition, an amendment to the National Register documentation for the Newburyport Historic District may be warranted in the future. The district includes roughly fifty resources from the 1930s and early 1940s which were designated "non-contributing" to the significance of the district due to their age (less than fifty) at the time the nomination was prepared. Amending the nomination to address Newburyport's development to fifty years from the present would allow these properties to be reclassified as "contributing" and thus enjoy the full benefits of contributing status. See Overview of Preservation Strategies and Incentives for the benefits of National Register listing.

• **Newburyport's Inventory of Historic Resources**

Expansion and Updating of Existing Inventory

The Newburyport Historical Commission should coordinate the following tasks needed to expand and update the existing inventory.

1. Prepare inventory forms for the following properties, some of which have been assigned an inventory number by virtue of their location within the boundaries of the Newburyport Historic District. Completion of inventory forms for these properties will close a major gap in the survey documentation for Newburyport, thus providing a more complete picture of the city's historic resources as reflected by the inventory, as well as recognition of the value of the city's historic open spaces.

HISTORIC RESOURCE	INVENTORY #	LOCATION
Old Hill Burying Ground (1729)	---	Pond Street
Oak Hill Cemetery (1842)	801	State Street
Highland Cemetery (1870)/	800	Pond Street
New Hill Burying Grnd. (1801)		
Bartlett Mall	920	High Street
Kelley School	2862	149 High Street
Brown Square Park	911	Pleasant Street
Atkinson Common	906	High Street
Belleville Cemetery (1711)	---	Storey Ave./Noble St.
St. Mary's Cemetery (1876)	---	Storey Ave./Noble St.
Sawyer Hill Burying	---	off Curzon's Mill Road
Ground (1698)		
Maudslay State Park*	Area AV	Curzon's Mill Road
Arrowhead Farm**	---	Ferry Road/Spring Lane

* Existing survey documentation for the state park consists of correspondence and a National Register eligibility opinion, labeled "Area AV" and located in MHC inventory files in Boston. See also the Dept. of Environmental Management's draft historic landscape analysis for Maudslay (June 17, 1988).

** Arrowhead Farm includes three houses on Ferry Road

(inventory #s 518, 522, and 523) with very limited survey documentation. An area form for the farm can be prepared using a study published after the 1981 inventory was completed. See Pauline Chase Harrell, Arrowhead Farm: Three Hundred Years of New England Husbandry and Cooking (1983).

2. Prepare an area form with data sheet for the Market Square Historic District (Area K). The text of the form may be taken from the National Register nomination and updated as necessary. An area form with up-to-date photographs and a list of properties within district boundaries will dramatically improve the quality of base line documentation for this important group of commercial buildings.
3. Identify significant 1930s-1940s resources (such as Newburyport High School) that are now over fifty years old and thus eligible for addition to the inventory. An up-to-date inventory will facilitate the execution of future preservation planning projects.
4. Review existing inventory forms and assign a "section of town" or neighborhood designation to each form. Once this information is entered into the Massachusetts Historical Commission's MACRIS database, the Commission's staff will be able to generate profiles of Newburyport's historic and architectural resources by neighborhood. Such profiles will be useful tools for public education and planning purposes. See Overview of Preservation Strategies and Incentives for additional information on MACRIS.
5. On an as-needed basis, field-check existing inventory forms and update photographs and descriptions as necessary. Priority should be given to properties within the boundaries of a potential local historic district.

Historic Maritime Resources

Newburyport's maritime inventory can be modeled on the National Trust for Historic Preservation's case study of the Gloucester waterfront, published in Historic Maritime Resources: Planning for Preservation (1990, see Volume II of the plan for excerpt). As a start the colonial ways to the waterfront, currently

under the jurisdiction of the Newburyport Waterfront Trust, should be documented with inventory forms and incorporated into the city's historic resource inventory. Forms would normally include a photograph, sketch plan, brief physical description of the property, and a summary of its historical significance.

PRESERVATION EDUCATION AND TOURISM RECOMMENDATIONS

- **Preservation and Local History Task Force**

A task force should be formed to plan and coordinate preservation education and local history programs on a city-wide, year-round basis. The task force would include one representative from each of the following organizations: the Newburyport Historical Commission, the Newburyport Public Library, the Historical Society of Old Newbury, the Custom House Maritime Museum, the Newburyport public schools, and the Greater Newburyport Chamber of Commerce and Industry.

The task force should maintain and circulate a schedule of preservation programs in the city and plan for complementary preservation programs on a year-round basis. In addition, the task force should work with the Chamber of Commerce on issues of tourism and promotion of the city's historic resources. The task force would provide a unified voice for preservation and local history during National Preservation Month (May each year) and in the planning of city-wide festivals such as Yankee Homecoming.

- **Information Center at Firehouse Civic Center**

There is a need for a central preservation information headquarters in the city, and the new information center to be located at the Firehouse would be the best location. In addition to brochures from the city's museums, the center should make available for tourists an information sheet that summarizes the preservation efforts that led to the rehabilitation of the Market Square area during urban renewal and the Firehouse more recently.

- **Salem Project**

By incorporating Newburyport sites into the projected tour route,

the Salem Project, if realized, could boost tourism in Newburyport. Funding is expected to be available for local projects that enhance the interpretation of county-wide themes relating to historic, cultural, natural, and scenic resources throughout Essex County. The Newburyport Historical Commission and the city's Office of Planning and Development should communicate with the staff of the Salem Project and advocate for the project's approval.

- **Public Education**

Preservation Planning Documents in Newburyport

Most preservation planning documents in the city are located at the Office of Planning and Development (at City Hall) and the Public Library. These collections are open to the public. In addition to the inventory of Newburyport's historic resources, the collections should include the following:

- copies of any new inventory forms prepared per the survey recommendations in the previous section;
- inventory forms for Newburyport bridges, documented by the Massachusetts Dept. of Public Works historic bridge survey;
- the Lower Merrimack Valley Inventory of Historic Engineering and Industrial Sites (1978, produced by the Museum of American Textile History in Lowell), which includes properties in Newburyport;
- the Massachusetts Historical Commission's MACRIS index of historic properties in Newburyport, which is a master index of all inventoried properties in the city;
- copies of all National Register of Historic Places nominations for Newburyport properties, as well as the District Data Sheet (property list) for the Newburyport Historic District;
- the statement of project objectives and narrative overview written in connection with the 1980-1981 survey project (this document has been located at the Public Library only).

Neighborhood-Based Public Education Programs

The Newburyport Historical Commission should identify and coordinate with representatives of the city's neighborhoods to develop neighborhood-based public education programs. Possible programs include guided or self-guided walking tours, "How to Research Your House" seminars, and children's hunts for architectural features found in their neighborhoods.

In addition, the Historical Commission should cultivate relationships with the administrators of the city's historic religious properties and private cemeteries. These are important neighborhood-based historic resources that contribute significantly to the history of Newburyport as a whole. A walking tour of these properties (including the interior of churches and the synagogue) would focus attention on the special preservation issues inherent in the maintenance of these valuable resources.

ACTION PLAN

The action plan is a schedule for implementing the preservation plan's recommendations. Tasks are divided according to immediate and long-range priorities, with responsibilities assigned to the appropriate agencies. For additional information specific to each task, see the plan recommendations.

Immediate Priorities

These tasks should be undertaken within the next year. Some tasks (such as coordinating with other city agencies) will be ongoing, but need to be initiated immediately. In general, all immediate-priority tasks should be initiated and preferably completed before long-range priority tasks are undertaken.

Newburyport Historical Commission

- Develop a continuous agenda of preservation-related issues to be taken up with other city agencies, boards, and administrative officials. As appropriate, designate Historical Commission members to act as formal liaisons between the Historical Commission and other city agencies, boards, trusts, and departments.

Newburyport Historical Commission (cont.)

- With the Office of Planning and Development (OPD), form a preservation regulatory subcommittee to work with other boards and administrative officials to identify ways in which the Historical Commission can be formally incorporated into the city's regular design review and permitting processes.
- Review recommendations for local historic districts and neighborhood conservation districts, and develop priorities for implementation.
- Work with OPD in drafting a demolition delay ordinance; this will involve the development of criteria for defining "historic" in order to determine which properties will be governed by the ordinance.
- Communicate with the Mayor's Office and the Society for the Development of the Arts and Humanities to ensure that preservation information is made available at the new public information center at the Firehouse, and draft a fact sheet on historic preservation in Newburyport for public distribution.
- Consult with the survey staff of the Massachusetts Historical Commission (MHC) in expanding and updating the existing Newburyport inventory per the specific recommendations listed in the previous section. Also, consider supplying the MHC with "section of town" designations for each property already inventoried, which will enable the MHC to use its MACRIS database to generate neighborhood profiles of historic resources for local use.
- Coordinate the formation of a task force to plan and coordinate preservation education and local history programs for the city.
- With OPD, initiate formal communication with the staff of the Salem Project and advocate for the project's approval at local, state, and federal levels.
- Assemble any missing preservation planning documents to supplement incomplete collections at OPD and the Public Library.

Newburyport Historical Commission (cont.)

- Begin coordinating with representatives from neighborhood groups and the city's historic religious properties to develop neighborhood-based public education programs.

Office of Planning and Development

- Assist the Historical Commission (HC) in forming a preservation regulatory subcommittee to work with other boards and administrative officials to identify ways in which the HC can be formally incorporated into the city's regular design review and permitting processes.
- Facilitate communication between the HC and other city boards and departments on issues pertaining to Newburyport's historic resources.
- Assist the HC in developing priorities for implementing local historic districts or neighborhood conservation districts, including guidelines for drafting the necessary ordinances.
- Work with the HC in drafting a demolition delay ordinance; this will involve the development of criteria for defining "historic" in order to determine which properties will be governed by the ordinance.
- With the HC, initiate formal communication with the staff of the Salem Project and advocate for the project's approval at local, state, and federal levels.

Long-Range Priorities

While important to the continued protection of Newburyport's historic resources over the long term, these tasks are considered secondary priorities in relation to the immediate-priority tasks outlined above. Some programs, once implemented, would be ongoing. Completion of all long-term priority tasks may take from five to ten years. This list may be used to shape the Newburyport Historical Commission's preservation goals over the next decade.

Newburyport Historical Commission

- Launch an aggressive public education program to educate property owners, merchants, contractors, architects, real estate agents, and others about the benefits of preservation regulation as a means of maintaining and enhancing Newburyport's unique character. Develop a list of objectives, solicit the cooperation of local interest groups such as the Chamber of Commerce, and implement the program in a high-visibility manner.
- Once priorities for local historic districts and/or neighborhood conservation districts have been identified, petition the City Council for establishment of a Historic District Study Committee or Neighborhood Conservation District Study Committee to complete the inventory in each potential district, educate the public regarding the benefits of such a district, prepare a preliminary study report, and undertake other activities pertinent to establishing such districts. See related sections of the preservation plan for additional details.
- With OPD, advocate for the preparation of a city master plan that incorporates preservation issues as outlined in previous sections.
- Consult with the National Register staff of the Massachusetts Historical Commission (MHC) to complete National Register nominations for eligible properties referenced in the recommendations.
- In conjunction with the MHC National Register staff, explore the feasibility of amending the National Register documentation for the Newburyport Historic District to include historic properties constructed from ca. 1934 to within fifty years of the date of amendment. Amendment would allow these properties to be reclassified as contributing to the significance of the district.
- With the task force on preservation education and local history, develop a series of regularly scheduled (annual or seasonal) education/tourism programs that focus on Newburyport's built environment.

Office of Planning and Development

- Assist the HC and any subsequent district study committee in developing regulatory methods to address issues specific to each district under consideration.
- With HC, advocate for the preparation of a city master plan that incorporates preservation issues as outlined in previous sections.

* * * * *

APPENDICES

Sample Inventory Forms for Newburyport

MACRIS Profile of Newburyport

MACRIS Street Index for Newburyport (excerpt)

Newburyport Properties in the State Register of Historic Places

Historic Resources in Newburyport under Public Ownership

FORM B - BUILDING

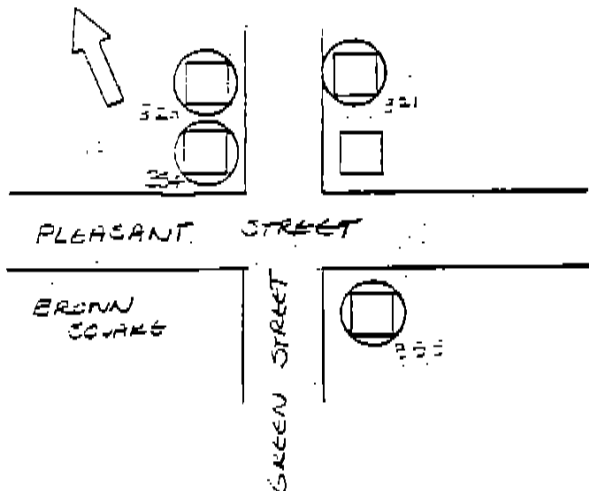
MASSACHUSETTS HISTORICAL COMMISSION

Area	Form no. 334
------	-----------------



T Newburyport
 Address 60 Pleasant Street
 Historic Name City Hall
 Original Town Hall
 Present City Hall
 Ownership: ☐ Private individual
 ☐ Private organization
 ☒ Public City of Newburyport
 Original owner Town of Newburyport

Draw map showing property's location in relation to nearest cross streets and other buildings or geographical features. Indicate north.



DESCRIPTION:

Date 1851
 Source Currier, "History of Nbpt."
 Style Italianate
 Architect Frederick J. Coffin
 Exterior wall fabric Brick
 Outbuildings _____
 Major alterations (with dates) addition and upper hall alterations, galleries and new stage entrance added (1882), glass doors installed (1961)
 Moved _____ Date _____
 Approx. acreage 23,770 sq. ft.
 Setting adjacent to central business district and other public buildings including the U. S. Post Office and the Newburyport Police Station.

Recorded by Mary Jane Stirgwalt
 Organization Office of Community Development
 Date 8-25-80

(Staple additional sheets here)

ARCHITECTURAL SIGNIFICANCE (describe important architectural features and evaluate in terms of other buildings within community)

City Hall is an excellent example of the Italian Villa style as interpreted in public buildings during the mid-nineteenth century. Buildings of the style are generally rectilinear in form as is City Hall. City Hall has the rusticated quoins that are often the only surface of the building that is not smooth and uniform in the Italian Villa style. Other important architectural features that are characteristic of this style are the shallow pitched gable roof, the projecting eaves supported by brackets, the pedimented second story windows and the double round beaded window within the pediment formed by the gable roof. (Cont.)

ISTORICAL SIGNIFICANCE (explain the role owners played in local or state history and how the building relates to the development of the community)

At a meeting held March 19, 1850, the citizens of the town of Newburyport voted to build a new and commodious hall at a cost not to exceed \$30,000.00. On April 15 a committee was formed to supervise the construction of the building. This committee was made up of Charles H. Coffin, Albert Currier, John M. Cooper, Frederick J. Coffin, James Blood and others. These men were authorized to purchase land on the Northwesterly corner of Green and Pleasant Streets which they proceeded to do.

The members of the committee provided all of the necessary expertise for the construction of the new Town Hall. Currier was a noted contractor and mason. Frederick Coffin was a local architect and James Blood was a real estate investor. The cornerstone was laid July 4, 1850. By February 1851 the building had been completed according to the designs of Frederick J. Coffin.

On May 24, 1851, Governor Boutwell of Massachusetts signed an act to establish the City of Newburyport. At that time the new Town Hall became Newburyport's City Hall.

In 1882 a small addition was made on the Western side of City Hall. At that time a new stage entrance was put in and galleries were added in the auditorium.

Since its construction, City Hall has been the site of Newburyport's municipal government.

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- 1872 Map of the City of Newburyport, Mass. D. G. Beers and Co.
- J. J. Currier, History of Newburyport, 1764-1905, vols. I and II, reprint, Newburyport 1977.
- Newburyport Town Records Vol. IV
- E. V. Smith, History of Newburyport from the Earliest Settlement of

INVENTORY FORM CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
Office of the Secretary, Boston

Community: Newburyport	Form No: 354
Property Name: City Hall 60 Pleasant St.	

Indicate each item on inventory form which is being continued below.

ARCHITECTURAL SIGNIFICANCE (CONTINUED)

The brownstone trim on City Hall is exceptional and is seen in the building's quoins and the belt courses between the first and second floors. The cast iron balustrade above the Italianate entrance is also noteworthy.

City Hall was remodeled in 1975.

Staple to Inventory form at bottom

FORM G - STREETSCAPE

In area no.

Form no.

30

1. Town Newburyport

Street name Fair Street

Addresses (inclusive) 8, 10, 12, 14-16,

3, 5-7, 9-11-13, 15, 17, 19, 21 Fair St.

Present use Residential

Description:

General date or period mid-nineteenth

century.

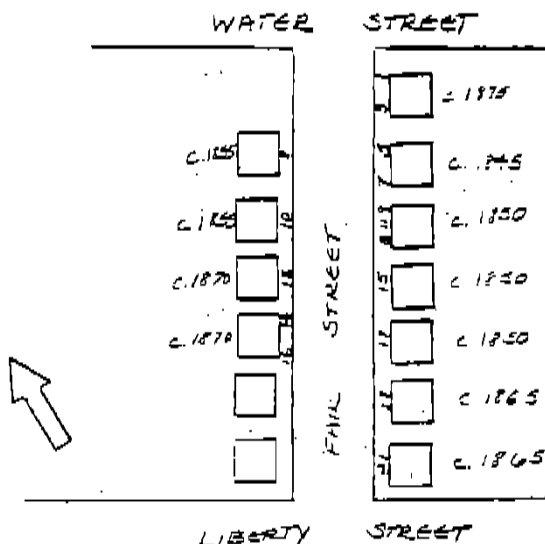
Dominant architectural styles Greek

Revival and vernacular Victorian

Major intrusions None



4. Map. Draw map of street, clearly showing all buildings; indicate street addresses and approximate date for all buildings; identify intrusions by use or type. Indicate north.



5. Recorded by Mary Jane Stierwalt

Organization Office of Community
Development

Date 09-29-80

6. Themes. Check as many as applicable to streetscape

Aboriginal	_____	Conservation	_____	Recreation	_____
Agricultural	_____	Education	_____	Religion	_____
Architectural	<u>X</u>	Exploration/	_____	Science/	_____
The Arts	_____	Settlement	_____	invention.	_____
Commerce	_____	Industry	_____	Social/	_____
Communication	_____	Military	_____	humanitarian	_____
Community Development	<u>X</u>	Political	_____	Transportation	_____

7. Significance. Explain historical and/or architectural significance of streetscape. Include explanation of themes checked.

The buildings presently standing on Fair Street below Liberty Street date from 1840 to 1890. Most were built between 1840 and 1851. The houses at 3, 10, and 12 Fair Street were built during that period and are all similar in style. They are vernacular Greek Revival, with pitched roof with gable facing the street. These houses have been altered and only 3 Fair Street retains a doorway with Greek Revival elements. Number 14-16 Fair Street is a late nineteenth century building with several types of shingles, indicating the influence of the Queen Anne style.

In 1851, the inhabitants of these houses were Captain William C. Vauna at number 8, Samuel G. Swain at 10 Fair Street and Elias Pike at 12 Fair Street. Pike was a pump and block maker and actually had his business here, while his residence was across the street at 11 Pike Street.

The dwellings on the other side of Fair Street range from Greek Revival multi-family residences to a large Italianate single family dwelling. The house at 1-3 Fair Street was apparently moved to the site as it is not noted as late as 1884. The next two buildings are Greek Revival in style. Both 5-7 and 9-11-13 Fair Street are typical multiple family residences of the period. They are two stories with pitched roof. Architectural detail is kept to a minimum although the Greek Revival influence is evident in the trabeated doorways with flanking sidelights and bold, heavy entablature above.

In 1851 the owners of these homes were as follows: Charles H. Brown, house carpenter, 7 Fair, James Bradley, master mariner, 5 Fair, Henry Morse and Moses Merrill, carpenters, 9 and 13 Fair Street.

In 1851, Joseph M. George, a blacksmith, had his business at 15 Fair. His building was probably on the site prior to the present

8. Bibliography and/or references

1851 Plan of Newburyport, Mass. H. McIntire
 1872 Map of the City of Newburyport, Mass. D. G. Beers and Co.
 1851, 1872 City Directories
 1884 Atlas of Essex County, G. H. Walker Company

INVENTORY FORM CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
Office of the Secretary, Boston

Community: Newburyport	Form No: 304
Property Name: Fair Street	

Indicate each item on inventory form which is being continued below.

7. Significance (Continued)

building which is Italianate in style. The present 15 Fair Street was owned by Jere R. Ireland in 1872. Ireland had a furniture business at 24 Market Square. His business partner, George W. Trefethan lived in the next house, 17 Fair Street.

The homes at 19 and 21 Fair Street were also built between 1851 and 1872. The owners in that year were Samuel Brown, master mariner, and Isaac C. Clement, grocer.

Though vernacular in style the houses along Fair Street provide century streetscape. It remains relatively of the twentieth century.

Staple to Inventory form at bottom

Types of Resources

Item - alphabetical	Count	Percent	Item - ranked by count	Count	Percent
Areas	48	1.8	Buildings	2590	96.9
Buildings	2590	96.9	Areas	48	1.8
Burial Grounds	2	0.1	Structures	31	1.2
Objects	1	0.0	Burial Grounds	2	0.1
Structures	31	1.2	Objects	1	0.0
	2672	100.0		2672	100.0

Oldest Property: 1649 Newest Property: 1983

Object Types

Item - alphabetical	Count	Percent	Item - ranked by count	Count	Percent
Statue	1	100.0	Statue	1	100.0
	1	100.0		1	100.0

Structure Types

Item - alphabetical	Count	Percent	Item - ranked by count	Count	Percent
Bridge	11	36.7	Other	12	40.0
Lighthouse	3	10.0	Bridge	11	36.7
Other	12	40.0	Lighthouse	3	10.0
Powerhouse	1	3.3	Wharf	2	6.7
Street	1	3.3	Powerhouse	1	3.3
Wharf	2	6.7	Street	1	3.3
	30	100.0		30	100.0

Places

Item - alphabetical	Count	Percent	Item - ranked by count	Count	Percent
	0	100.0		0	100.0

Designation Types

Item - alphabetical	Count	Percent	Item - ranked by count	Count	Percent
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Profile of Town: NEWBURYPORT

(Blank/Null)	8	0.3	NRDIS	2588	98.8
NHL	1	0.0	NRIND	12	0.5
NRDIS	2588	98.8	(Blank/Null)	8	0.3
NRDOE	1	0.0	NRTRA	5	0.2
NRIND	12	0.5	PR	5	0.2
NRTRA	5	0.2	NHL	1	0.0
PR	5	0.2	NRDOE	1	0.0
	2620	100.0		2620	100.0

Materials by Resource Type

Item - alphabetical	Count	Percent	Item - ranked by count	Count	Percent
Bl-	7	0.2	Bl-Wood -	1577	43.2
Bl-Aluminum Siding	15	0.4	Bl-Wood Clapboard	575	15.8
Bl-Asbestos Shingle	57	1.6	Bl-Asphalt Shingle	488	13.4
Bl-Ashlar Random Laid	1	0.0	Bl-Brick	386	10.6
Bl-Asphalt Shingle	488	13.4	Bl-Stone, Cut	157	4.3
Bl-Asphalt Shingle ² Wood C	1	0.0	Bl-Wood Shingle	94	2.6
Bl-Asphalt Shingle ² Wood S	3	0.1	Bl-Granite	89	2.4
Bl-Brick	386	10.6	Bl-Asbestos Shingle	57	1.6
Bl-Brick Veneer	1	0.0	Bl-Stone, Uncut	49	1.3
Bl-Brown Stone	16	0.4	Bl-Glass	34	0.9
Bl-Cast Iron	2	0.1	Bl-Wood Flushboard	24	0.7
Bl-Cast Stone	4	0.1	Bl-Slate	17	0.5
Bl-Concrete Cinderblock	3	0.1	Bl-Brown Stone	16	0.4
Bl-Concrete Unspecified	3	0.1	Bl-Aluminum Siding	15	0.4
Bl-Glass	34	0.9	Bl-	7	0.2
Bl-Granite	89	2.4	St-Steel	7	0.2
Bl-Iron	2	0.1	St-Wood	5	0.1
Bl-Marble	4	0.1	Bl-Stucco	4	0.1
Bl-Rubble	2	0.1	Bl-Cast Stone	4	0.1
Bl-Slate	17	0.5	St-Granite	4	0.1
Bl-Slate ² Asphalt Shingle	1	0.0	Bl-Marble	4	0.1
Bl-Stone, Cut	157	4.3	Bl-Concrete Unspecified	3	0.1
Bl-Stone, Uncut	49	1.3	Bl-Asphalt Shingle ² Wood S	3	0.1
Bl-Stucco	4	0.1	Bl-Concrete Cinderblock	3	0.1
Bl-Vinyl Siding	1	0.0	St-Concrete Encasted Stee	3	0.1
Bl-Wood	1577	43.2	Bl-Cast Iron	2	0.1
Bl-Wood Clapboard	575	15.8	St-Stone, Cut	2	0.1
Bl-Wood Flushboard	24	0.7	Bl-Rubble	2	0.1
Bl-Wood Shingle	94	2.6	St-Concrete Unspecified	2	0.1
Bl-Wrought Iron	1	0.0	St-Wood Shingle	2	0.1
St-Ashlar Random Laid	1	0.0	Bl-Iron	2	0.1
St-Brick	1	0.0	Bl-Slate ² Asphalt Shingle	1	0.0
St-Cast Iron	1	0.0	Bl-Asphalt Shingle ² Wood C	1	0.0
St-Concrete Encasted Stee	3	0.1	St-Slate	1	0.0
St-Concrete Unspecified	2	0.1	St-Brick	1	0.0
St-Granite	4	0.1	Bl-Vinyl Siding	1	0.0
St-Iron	1	0.0	Bl-Wrought Iron	1	0.0
St-Slate	1	0.0	St-Cast Iron	1	0.0
St-Steel	7	0.2	Bl-Ashlar Random Laid	1	0.0
St-Stone, Cut	2	0.1	St-Iron	1	0.0

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 Profile of Town: NEWBURYPORT

St-Wood	5	0.1	Bl-Brick Veneer	1	0.0
St-Wood Shingle	2	0.1	St-Ashlar Random Laid	1	0.0
	3648	100.0		3648	100.0

Periods of Significance

Item - alphabetical	Count	Percent	Item - ranked by count	Count	Percent
CL	281	9.5	LI	846	28.6
EI	783	26.4	EI	783	26.4
EM	200	6.8	FE	706	23.8
FE	706	23.8	CL	281	9.5
LI	846	28.6	EM	200	6.8
PL	3	0.1	PW	143	4.8
PW	143	4.8	PL	3	0.1
	2962	100.0		2962	100.0

Decades of Construction Year (year given=first year of decade)

Item - alphabetical	Count	Percent	Item - ranked by count	Count	Percent
0	69	2.6	1870	412	15.4
1640	1	0.0	1800	244	9.1
1650	1	0.0	1850	233	8.7
1660	1	0.0	1840	231	8.6
1670	1	0.0	1890	199	7.4
1700	7	0.3	1880	164	6.1
1710	1	0.0	1770	123	4.6
1720	11	0.4	1860	122	4.6
1730	5	0.2	1810	114	4.3
1740	4	0.1	1750	113	4.2
1750	113	4.2	1920	75	2.8
1760	15	0.6	1960	75	2.8
1770	123	4.6	1820	73	2.7
1780	48	1.8	0	69	2.6
1790	63	2.4	1790	63	2.4
1800	244	9.1	1780	48	1.8
1810	114	4.3	1830	47	1.8
1820	73	2.7	1950	46	1.7
1830	47	1.8	1900	38	1.4
1840	231	8.6	1970	38	1.4
1850	233	8.7	1930	36	1.3
1860	122	4.6	1910	31	1.2
1870	412	15.4	1940	26	1.0
1880	164	6.1	1760	15	0.6
1890	19	0.7	1720	11	0.4
1900	3	0.1	1700	7	0.3
1910	3	0.1	1980	6	0.2
1920	7	0.3	1730	5	0.2
1930	2	0.1	1740	4	0.1

1940	26	1.0	1640	1	0.0
1950	46	1.7	1670	1	0.0
1960	75	2.8	1660	1	0.0
1970	38	1.4	1650	1	0.0
1980	6	0.2	1710	1	0.0
<hr/>			<hr/>		
	2673	100.0		2673	100.0

Areas of Significance

Item - alphabetical	Count	Percent	Item - ranked by count	Count	Percent
Agriculture	3	0.1	Architecture	2591	84.3
Archaeology, Historic	3	0.1	Commerce	139	4.5
Architecture	2591	84.3	Social History	126	4.1
Art	2	0.1	Industry	39	1.3
Commerce	139	4.5	Religion	30	1.0
Communications	2	0.1	Transportation	24	0.8
Community Planning	17	0.6	Politics Government	21	0.7
Economics	6	0.2	Community Planning	17	0.6
Education	17	0.6	Education	17	0.6
Engineering	14	0.5	Landscape Architecture	16	0.5
Health Medicine	2	0.1	Engineering	14	0.5
Industry	39	1.3	Maritime History	7	0.2
Invention	1	0.0	Recreation	7	0.2
Landscape Architecture	16	0.5	Economics	6	0.2
Law	1	0.0	Literature	3	0.1
Literature	3	0.1	Archaeology, Historic	3	0.1
Maritime History	7	0.2	Agriculture	3	0.1
Military	1	0.0	Art	2	0.1
Politics Government	21	0.7	Health Medicine	2	0.1
Recreation	7	0.2	Communications	2	0.1
Religion	30	1.0	Invention	1	0.0
Social History	126	4.1	Law	1	0.0
Transportation	24	0.8	Military	1	0.0
<hr/>			<hr/>		
	3072	100.0		3072	100.0

Type of Use

Item - alphabetical	Count	Percent	Item - ranked by count	Count	Percent
Abandoned or Vacant	10	0.3	Single Family Dwelling Ho	1919	62.1
Agricultural	3	0.1	Multiple Family Dwelling	658	21.3
Apartment House	8	0.3	Commercial Block	77	2.5
Bank	7	0.2	Other Commercial	45	1.5
Boathouse	1	0.0	Out Building	23	0.7
Burial Ground	2	0.1	Residential District	19	0.6
Business Office	18	0.6	Business Office	18	0.6
Chapel	4	0.1	Speciality store	17	0.6
Church	13	0.4	Industrial Complex or Dis	17	0.6
Church Hall	2	0.1	Other Transportation	14	0.5

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Profile of Town: NEWBURYPORT

City Hall	2	0.1	Public School	14	0.5
Clothing Factory	1	0.0	Other Manufacturing	13	0.4
Clubhouse	6	0.2	Textile Mill Cotton	12	0.4
Commercial Block	77	2.5	Church	12	0.4
Commercial District	6	0.2	Abandoned or Vacant	10	0.3
Common	1	0.0	Park	9	0.3
Community Center	4	0.1	Gas Station or Service St	8	0.3
Convent	2	0.1	Market or Grocery Store	8	0.3
Cooper	1	0.0	Apartment House	8	0.3
Courthouse	1	0.0	General Retail Store	7	0.2
Customs House	1	0.0	Warehouse	7	0.2
Factory Other	3	0.1	Parsonage	7	0.2
Fire House	4	0.1	Bank	7	0.2
Foundry	1	0.0	Shoe Factory	6	0.2
Funeral Home	2	0.1	Other Residential	6	0.2
Gas Station or Service St	8	0.3	Professional Office	6	0.2
General Retail Store	7	0.2	Other Industrial	6	0.2
Grist Mill	1	0.0	Nursing Home	6	0.2
Hotel or Inn	5	0.2	Clubhouse	6	0.2
Industrial Complex or Dis	17	0.6	Lodge	6	0.2
Library	2	0.1	Commercial District	6	0.2
Lighthouse	3	0.1	Workers Housing	5	0.2
Lighthouse Related	3	0.1	Hotel or Inn	5	0.2
Lodge	6	0.2	Other Governmental or Civ	5	0.2
Machine Shop	2	0.1	Community Center	4	0.1
Maintenance Facility	1	0.0	Fire House	4	0.1
Market or Grocery Store	8	0.3	Chapel	4	0.1
Meeting House	2	0.1	Private School	3	0.1
Mill Unspecified	2	0.1	Factory Other	3	0.1
Multiple Family Dwelling	658	21.3	Shop Other	3	0.1
Museum	2	0.1	Lighthouse	3	0.1
Nursing Home	6	0.2	Lighthouse Related	3	0.1
Other Commercial	45	1.5	Penal Institution	3	0.1
Other Communication	2	0.1	Town Hall	3	0.1
Other Cultural	1	0.0	Agricultural	3	0.1
Other Governmental or Civ	5	0.2	City Hall	3	0.1
Other Industrial	6	0.2	Meeting House	3	0.1
Other Institutional	2	0.1	Church Hall	3	0.1
Other Manufacturing	13	0.4	Library	3	0.1
Other Medical	1	0.0	Sail Loft	3	0.1
Other Rail Related	2	0.1	Museum	3	0.1
Other Recreational	1	0.0	Machine Shop	3	0.1
Other Religious	1	0.0	Burial Ground	3	0.1
Other Residential	6	0.2	Other Communication	2	0.1
Other Road Related	1	0.0	Other Rail Related	2	0.1
Other Social	1	0.0	Restaurant	2	0.1
Other Transportation	14	0.5	Convent	2	0.1
Other Water Related	2	0.1	Theater	2	0.1
Out Building	23	0.7	Other Water Related	2	0.1
Park	9	0.3	Funeral Home	2	0.1
Parsonage	7	0.2	Mill Unspecified	2	0.1
Penal Institution	3	0.1	Other Institutional	2	0.1
Police Station	1	0.0	Police Station	1	0.0
Poor House or Almsouse	1	0.0	Cooper	1	0.0
Post Office	1	0.0	Synagogue	1	0.0
Power House	1	0.0	Other Cultural	1	0.0

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 Profile of Town: NEWBURYPORT

Printing Shop	1	0.0	Poor House or Alms house	1	0.0
Private School	3	0.1	Sports Facility	1	0.0
Professional Office	6	0.2	Foundry	1	0.0
Public School	14	0.5	Maintenance Facility	1	0.0
Rectory	1	0.0	Truck Terminal	1	0.0
Residential District	19	0.6	Secondary Dwelling House	1	0.0
Restaurant	2	0.1	Rectory	1	0.0
Sail Loft	2	0.1	Grist Mill	1	0.0
Secondary Dwelling House	1	0.0	Customs House	1	0.0
Shoe Factory	6	0.2	Utilities Other	1	0.0
Shop Other	3	0.1	Smith Other	1	0.0
Single Family Dwelling Ho	1919	62.1	Other Medical	1	0.0
Smith Other	1	0.0	Other Social	1	0.0
Speciality store	17	0.6	Power House	1	0.0
Sports Facility	1	0.0	Courthouse	1	0.0
Synagogue	1	0.0	Other Religious	1	0.0
Textile Mill Cotton	12	0.4	Common	1	0.0
Theater	2	0.1	Post Office	1	0.0
Town Hall	3	0.1	Printing Shop	1	0.0
Truck Terminal	1	0.0	Other Road Related	1	0.0
Utilities Other	1	0.0	Other Recreational	1	0.0
Warehouse	7	0.2	Boathouse	1	0.0
Workers Housing	5	0.2	Clothing Factory	1	0.0
	3089	100.0		3089	100.0

Type of Owner

Item - alphabetical	Count	Percent	Item - alphabetical	Count	Percent
NP	33	1.3	PR		
PR	2545	97.1	PU	43	1.6
PU	43	1.6	NP	33	1.3
	2621	100.0		2621	100.0

Architectural Styles of Buildings

Item - alphabetical	Count	Percent	Item - ranked by count	Count	Percent
Altered beyond recognitio	3	0.1	Italianate	525	23.5
Classical Revival	6	0.3	Federal	413	18.5
Colonial	85	3.8	Greek Revival	409	18.3
Colonial Revival	90	4.0	Victorian Eclectic	189	8.5
Craftsman	57	2.5	Georgian	164	7.3
English Revival	1	0.0	Queen Anne	148	6.6
Federal	413	18.5	Colonial Revival	90	4.0
First Period	4	0.2	Colonial	85	3.8
Georgian	164	7.3	Craftsman	57	2.5
Gothic Revival	15	0.7	Second Empire	40	1.6
Greek Revival	409	18.3	Row House	23	1.0
High Victorian Gothic	16	0.7	Not researched	18	0.8

Italianate	525	23.5	High Victorian Gothic	16	0.7
Moderne	2	0.1	Gothic Revival	15	0.7
No style	15	0.7	No style	15	0.7
Not researched	18	0.8	Classical Revival	6	0.3
Post-war Suburban	2	0.1	First Period	4	0.2
Queen Anne	148	6.6	Stick Style	3	0.1
Renaissance Revival	2	0.1	Altered beyond recognitio	3	0.1
Richardsonian Romanesque	1	0.0	Renaissance Revival	2	0.1
Romanesque Revival	2	0.1	Moderne	2	0.1
Row House	23	1.0	Post-war Suburban	2	0.1
Second Empire	40	1.8	Triple-decker	2	0.1
Shingle Style	1	0.0	Romanesque Revival	2	0.1
Stick Style	3	0.1	English Revival	1	0.0
Triple-decker	2	0.1	Richardsonian Romanesque	1	0.0
Victorian Eclectic	189	8.5	Shingle Style	1	0.0
	-----			-----	
	2236	100.0		2236	100.0

Street Name.....	St No...	MHC Nor.	Loc Nor...	Historic Name.....	Ar Code	Places.....	Type	NF
High St	78	NWB. 15		Davenport / Greeley House	A		B	
					L			
High St	79	NWB. 16		Liversmore / Lunt / Barron	A		B	
				House				
					L			
High St	80	NWB. 590	286		A		B	
					L			
High St	82	NWB. 1465			L		B	*
					A			
High St	83-85	NWB. 17		Newburyport Academy	A		B	
					L			
High St	84-86	NWB. 1466			L		B	*
					A			
High St	87	NWB. 18		Greenleaf / Wood House	A		B	
					L			
High St	88	NWB. 19		Hervey, William D. House	A		B	
					L			
High St	89-91	NWB. 20		Moulton, Joseph House	A		B	
					L			
High St	90	NWB. 1467			L		B	*
					A			
High St	93	NWB. 591	210		A		B	
					L			
High St	94	NWB. 21		Cushing House	A		B	
					L			
High St	95	NWB. 2060			L		B	*
					A			
High St	96	NWB. 22		Nelson / Wheelwright	A		B	
				House				
					L			
High St	97	NWB. 2861			L		B	*
					A			
High St	98	NWB. 23		Cushing, Caleb House	A		B	
					L			
High St	100	NWB. 1468			L		B	*
					A			
High St	102-104	NWB. 24		Tenny / Noyes House	A		B	
					L			
High St	106-108	NWB. 1469			L		B	*
					A			
High St	110-112	NWB. 25		Dope / Mosely House	A		B	
					L			
High St	114	NWB. 26		Buntin, John House	L		B	
					A			
High St	116-122	NWB. 27		Coffin, Charles H. Row	A		B	
				House				
					L			
High St	124	NWB. 28		Sewall Place	A		B	
					L			
High St	126-128	NWB. 592	215		L		B	
					A			
High St	130	NWB. 1470			L		B	*
					A			

* Has No Written Form in MHC Files

NEWBURYPORT PROPERTIES LISTED IN THE
STATE REGISTER OF HISTORIC PLACES 1990

<u>Name/Address</u>	<u>Designation</u>	<u>Date</u>	<u># Props.</u>
Newburyport			
Brown Square House	NRIND	03/07/1975	1
11 Brown Sq	NRDIS	08/02/1984	1
Central Waterfront Archaeological District	NRDOE	05/30/1979	1
Coker, Benjamin House	NRDIS	08/02/1984	1
First Period Buildings of E. Mass, 172 State St	NRIND	03/09/1990	3
	NRTRA	03/09/1990	3
Corliss Memorial Building	NRDIS	08/02/1984	1
96 State St	PR	04/07/1986	1
	Exp:		
Cushing, Caleb House	NRIND	11/07/1973	1
98 High St	NHL	11/07/1973	1
	NRDIS	08/02/1984	1
Dalton, Michael House	NRIND	03/29/1978	1
95 State St	NRDIS	08/02/1984	1
Dodge, E.P. Building	NRIND	08/26/1982	1
19-23 Pleasant St	NRDIS	08/02/1984	1
Eaton Drug Building	PR	09/16/1976	1
58 State St	Exp:	09/16/2006	
	NRDIS	08/02/1984	1
First Period Buildings of Eastern Mass. Thematic Nomination	NRTRA	03/09/1990	3
First Religious Society Church	NRIND	04/02/1976	1
26 Pleasant St	NRDIS	08/02/1984	1

continued

NEWBURYPORT PROPERTIES LISTED IN THE
STATE REGISTER OF HISTORIC PLACES 1990

<u>Name/Address</u>	<u>Designation</u>	<u>Date</u>	<u># Props.</u>
Fowle's News 17 State St	PR	10/10/1978	1
	Exp:	10/10/2008	
	NRDIS	08/02/1984	1
Market Square Historic District State, Merrimack, and Water Sts	NRDIS	02/25/1971	37
Newburyport Front Range Light Water St	NRDIS	08/02/1984	1
	NRIND	06/15/1987	1
	NRTRA	06/15/1987	1
Newburyport Harbor Light Northern Blvd	NRIND	06/15/1987	1
	NRTRA	06/15/1987	1
Newburyport Historic District Roughly bounded by Merrimack River, Plummer Ave, Marlboro, Parker, State and High Sts	NRDIS	08/02/1984	2576
Newburyport Rear Range Light Water St	NRDIS	08/02/1984	1
	NRIND	06/15/1987	1
	NRTRA	06/15/1987	1
Old South Church 29 Federal St	NRDIS	08/02/1984	1
	PR	10/15/1986	1
	Exp:		
Seaport Studio 25-27 State St	PR	03/30/1977	1
	Exp:	03/30/1997	
	NRDIS	08/02/1984	1
Superior Courthouse and Bartlet Mall High St, Pond St, and area surrounded by Auburn and Greenfield Sts	NRDIS	04/30/1976	2
U.S. Post Office - Newburyport Main 61 Pleasant St	NRDIS	08/02/1984	1
	NRIND	06/18/1986	1
United States Custom House 25 Water St	NRIND	02/25/1971	1
	NRDIS	08/02/1984	1

Historic Resources in Newburyport under Public Ownership

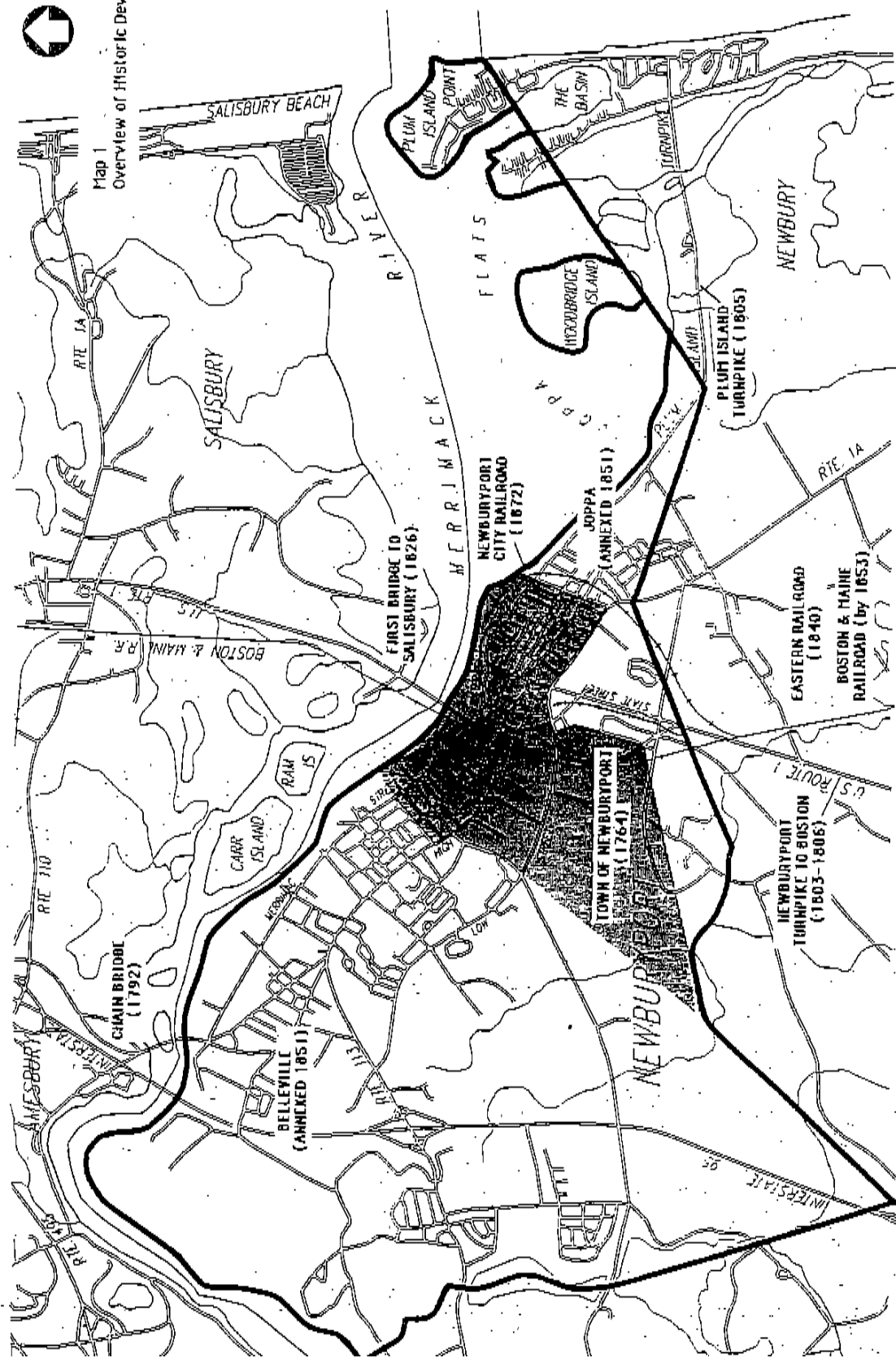
Following is a partial list of historic resources under public ownership in Newburyport. Information was provided by the Assessor's Office and checked against the Massachusetts Historical Commission's MACRIS index of inventoried properties. This list should be expanded and updated as necessary. Note that cemeteries and burial grounds not listed here are privately owned.

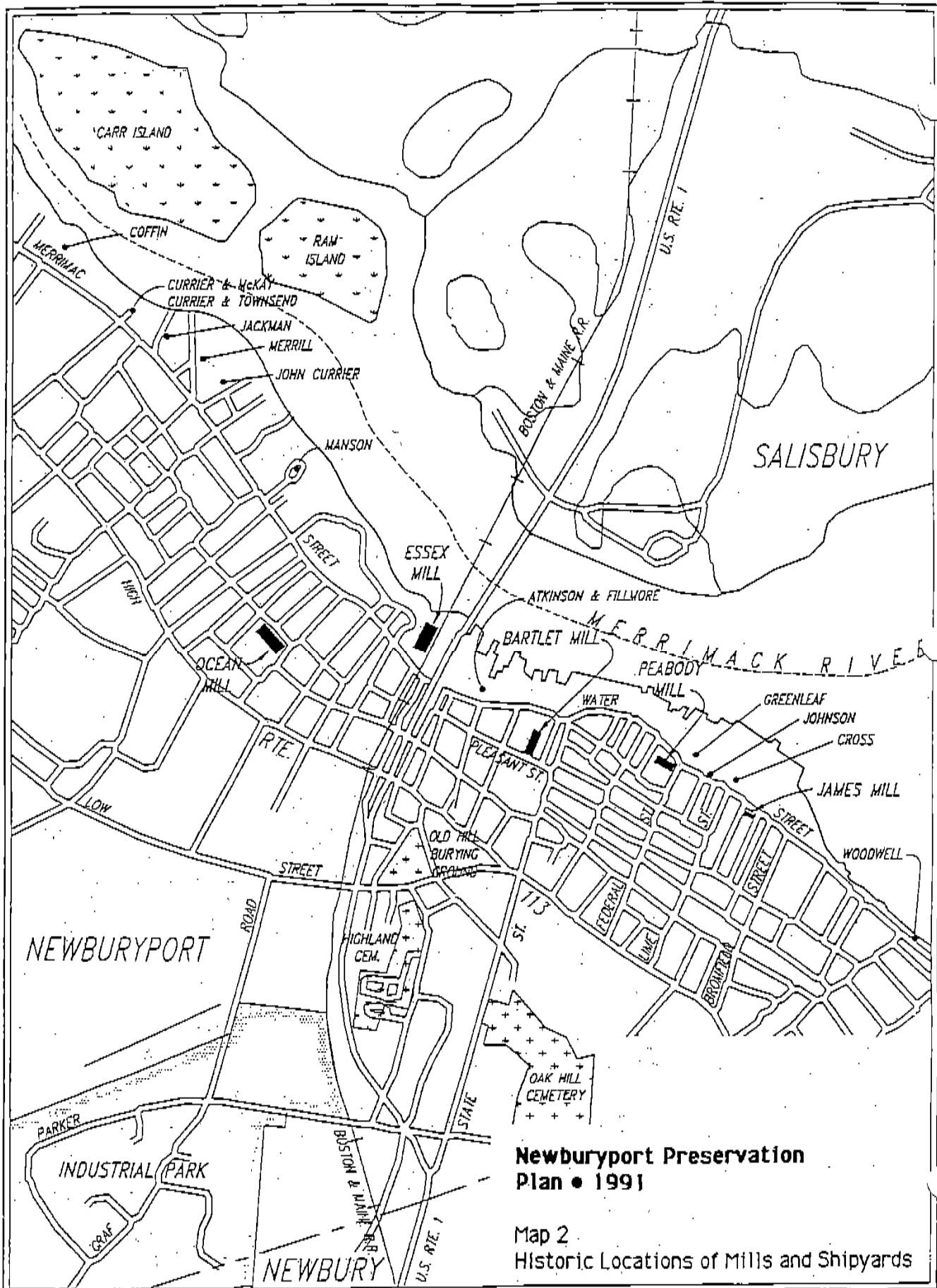
<u>ADDRESS</u>	<u>HISTORIC NAME</u> (if any)	<u>INVENTORY #</u>
<u>City of Newburyport, its departments and commissions (excluding the NRA)</u>		
High Street	Bartlett Mall	920
High Street, #149-151	Kelley School	2862
High Street	Atkinson Common	906
High Street, #241	Newburyport High School	2885
Low Street	Powder House	903
Market Square, #1-3	Central Fire Station	748
Merrimack Street, #129	Russell Foundry	453
Pleasant Street	Brown Square	911
Pleasant Street, #60	City Hall	354
Pond Street	Old Hill Burying Ground	---
Spring Lane	Spring Lane Pumping Station	535
State Street, #90-94	Public Library	365
<u>Newburyport Redevelopment Authority</u>		
Water Street, #24	U. S. Custom House	727
<u>Essex County</u>		
High Street	Superior Courthouse	29
<u>Commonwealth of Massachusetts</u>		
Curzon's Mill Road/ Ferry Road/Hoyt's Lane	Maudslay State Park	---
<u>United States of America</u>		
Pleasant Street, #61	U. S. Post Office (Nbpt. Main)	355

MAPS

1. Overview of Historic Development
2. Historic Locations of Mills and Shipyards
3. Historic Locations of Shipyards in North End
4. Newburyport Central Urban Renewal Area and Market Square Historic District (ca. 1975)
5. Historic Property Designations (detail, Central Business District)
6. Historic Property Designations (city-wide)
7. Areas of Historic Development
8. Recommendations (detail, Central Business District)
9. Recommendations (detail, High Street corridor)
10. Recommendations (city-wide)

Map 1
Overview of Historic Development







Map 5
Historic Property Designations (1st of 2 maps)

National Register Districts

1. Newburyport Historic District (see Map 6)
2. Market Square Historic District
3. Superior Courthouse and Bartlett Hall Historic District

National Register District determined eligible by the U. S. Dept. of the Interior/ National Park Service

4. Central Waterfront Archaeological District

National Historic Landmark/National Register Individual Property

5. Caleb Cushing House, 98 High Street

National Register Individual Properties

6. Brown Square House, 11 Brown Square
7. Benjamin Coker House, 172 State Street (see Map 6)
8. Michael Dalton House, 95 State Street
9. E. P. Dodge Building, 19-23 Pleasant Street
10. First Religious Society Church, 26 Pleasant
11. Newburyport Front Range Light, Water Street
12. Newburyport Harbor Light, Northern Boulevard (see Map 6)
13. Newburyport Rear Range Light, Water Street
14. U. S. Post Office (Nbrt. Main), 61 Pleasant
15. U. S. Custom House, 25 Water Street

Preservation Restrictions

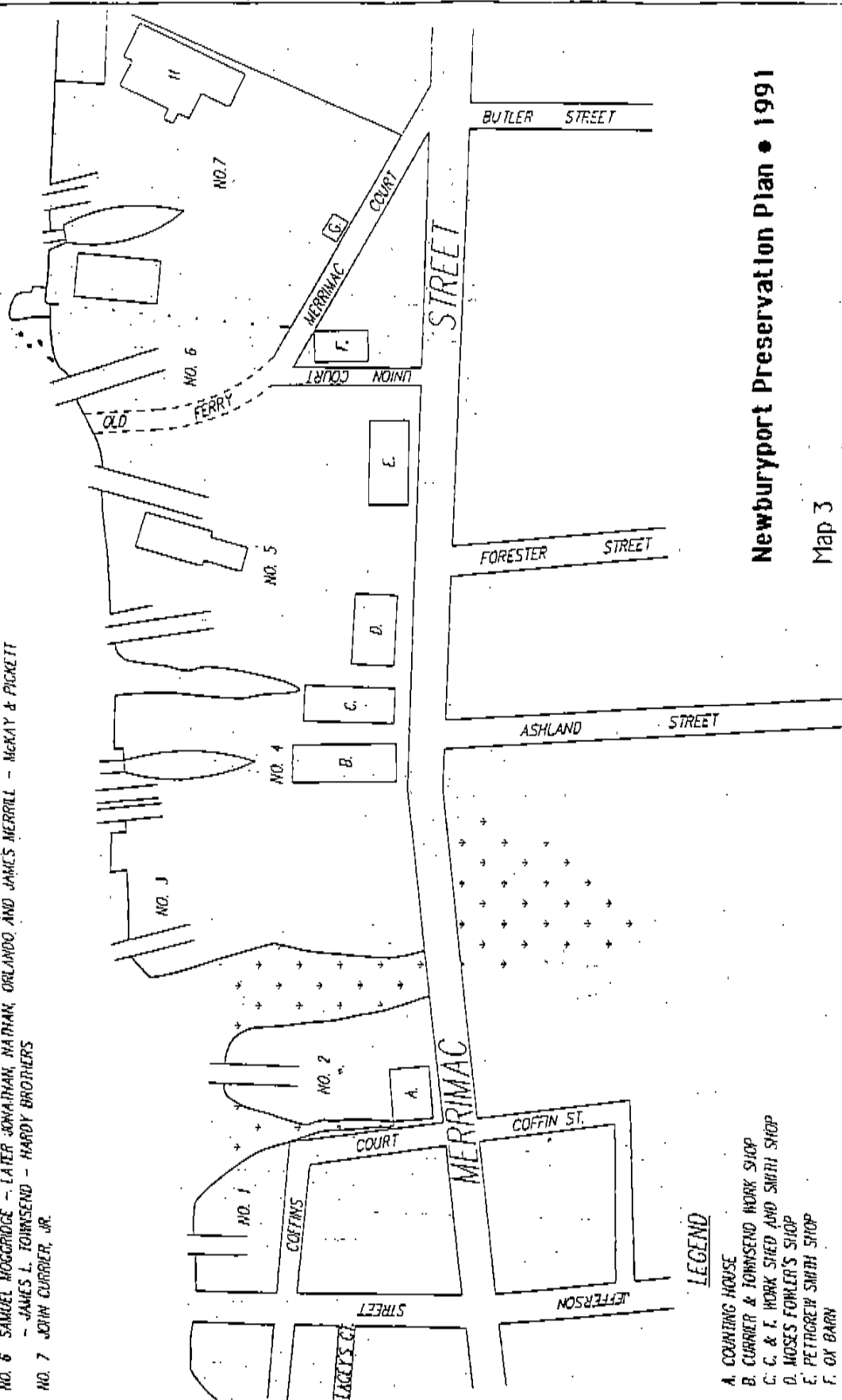
16. Corliss Memorial Building (YMCA), 96 State
17. Eaton Drug, 58 State Street
18. Fowle's News, 17 State Street
19. Old South Church, 29 Federal Street
20. Seaport Studio, 25-27 State Street

LEGEND

- NO. 1 SAMUEL COFFIN - LATER W. C. COFFIN - NAT. CHASE - C. COLLINS - JOSEPH COFFIN
- NO. 2 JOSEPH COFFIN - LATER W. C. AND JOSEPH, SONS OF JOSEPH COFFIN - NAT. CHASE - EZRA HUMBELL
- NO. 3 JOHN CURRIER, JR.
- NO. 4 ELISIA BRIGGS - LATER CURRIER & McKAY - CURRIER & TOWNSEND - W. C. CURRIER - COLBY & LUNT
- NO. 5 CHARLES H. CURRIER & CO. - GEORGE E. CURRIER & CO. - W. S. CURRIER
- NO. 6 ELIAS, JOSEPH, STEPHEN AND GEORGE W. JACKMAN
- NO. 7 SAMUEL MOGGIDGE - LATER JONATHAN, NATHAN, ORLANDO AND JAMES MERRILL - McKAY & PICKETT
- NO. 8 JAMES L. TOWNSEND - HARDY BROTHERS
- NO. 9 JOHN CURRIER, JR.

MERRIMACK RIVER

MOGGIDGE POINT



LEGEND

- A. COUNTING HOUSE
- B. CURRIER & TOWNSEND WORK SHOP
- C. & F. WORK SHED AND SMITH SHOP
- D. MOSES FOWLER'S SHOP
- E. PETIGREW SMITH SHOP
- F. OX BARN
- G. COUNTING HOUSE
- H. J. CURRIER'S WORK SHOP

Newburyport Preservation Plan • 1991

Map 3

Historic Locations of Shipyards in the North End

Newburyport Preservation Plan • 1991



Map 10
Recommendations (3rd of 3 maps)

See Map 8 for Master Key

Local Historic Districts

- 2. High Street Local Historic District

Neighborhood Conservation Districts

- 6. Arrowhead Farm

National Register Districts

- 7. Curzon's Mill Road Historic District
- 8. Arrowhead Farm Historic District
- 9. Maudslayi State Park Historic District

Properties to be Inventoried

- 18. Newburyport High School
- 19. Atkinson Common
- 20. Belleville Cemetery
- 21. St. Mary's Cemetery
- 22. Sawyer Hill Burying Ground

