



Ruthanne Fuller
Mayor

Barney S. Heath
Director
Planning & Development

Valerie Birmingham
Chief Preservation Planner

Members

Peter Dimond, Chair
Doug Cornelius
Mark Armstrong
Nancy Grissom
Katie Kubie
Amanda Stauffer Park
John Rice
Harvey Schorr, Alternate

1000 Commonwealth Ave.
Newton, MA 02459
T 617-796-1120
F 617-796-1142

www.newtonma.gov

*** AGENDA ***

Date: April 28, 2022

Time: 7:00 p.m.

Place: ZOOM Link -

<https://us02web.zoom.us/j/89962970366> or
+16465588656,,89962970366#

1. **Angino Farm (303 Nahanton Street), CR – Proposed Alteration (Ward 8)**
Request to install solar panels on the barn

The proposal includes the installation of thirty solar panels on the barn's roof slope that faces Winchester Street. The solar panels would be arranged in three aligned rows of ten, and the array would total 17.13' x 34.19'. Any associated mechanical equipment is proposed to be placed out of site on the opposite side of the building, close to other existing mechanical equipment.

The City of Newton's Historic Preservation Design Guidelines say that the NHC encourages "Minimizing impacts on the historic fabric and appearance of a building when installing modern equipment such as solar panels." Further, they state that the NHC discourages "Installing modern equipment in a manner that is not reversible or adversely affects the historic building." The Commission should keep in mind that the asphalt roof is not original to the historic fabric and has been replaced as recently as 2013.

Alterations to the barn come under NHC review as the property is owned by the City, and according to Lara Kritzer, the city's CPA Program Manager, the building has received CPA historic resource funds in the past. Due to this combination, according to Sec. 22-76 of the City's Ordinances, the NHC shall review and approve proposed plans for an alteration or demolition.

2. **29 Greenwood Street, LL—Request to Remediate Violation (Ward 8)**
Request review of proposed plans to remediate violation

Architect Donald Lang, working on behalf of the owner, will present revised proposed plans for the remediation of the violation of the Certificate of Appropriateness at this address.

At the October 28, 2021, hearing when a previous revised submittal was reviewed, staff reported that the Gershom Hyde House was constructed c.1744, making it one of the oldest residences in Newton. This property was individually listed on the National Register of Historic Places in 1986 and designated a Newton Local Landmark in 2005. The Gershom Hyde House came before the Newton Historical Commission in 2017, 2019 and 2020 for approval and subsequent extensions to approved plans for restoration of the house and construction of a rear addition. The property changed hands in January of last year and work commenced based on the previously approved plans. An ISD building inspector visited the site on April 27th last year and observed that the historic house had been replaced by new framing. A Stop Work order was issued by ISD for violations of the NHC approval of this project, and work at the site ceased. The work observed at the site was not in keeping with the previously issued Certificate of Appropriateness and approved plans.

At the May 27, 2021, hearing, the NHC voted to find 7-0 that the work at 29 Greenwood Street was in violation of the Certificate of Appropriateness that was previously issued for this project and that the Stop Work Order imposed by Inspectional Services would remain in effect. Lastly, the NHC voted 7-0 to authorize fines on the

owner, beginning on the day the Stop Work Order was imposed, April 30, 2021, in accordance with the Local Landmark ordinance as revised in July 2020.

At the October 2021 hearing, the NHC reviewed revised plans and had questions about the dimensions of the foundation and remarked that the previously approved addition should not be part of the submittal as it was no longer applicable once the violation occurred. Further comments included the need to see exact documentation of the entire house and not just the salvaged elements, and references were made to the Secretary of Interior Standards for the Treatment of Historic Properties, specifically Reconstruction, with comments that a submittal should be based on the accurate duplication of historic features and elements substantiated by documentary of physical elements, rather than conjectural design or on the availability of features on other properties. A comment included that as this was a landmarked property, it was necessary to meet the Secretary of the Interior Standards for the Treatment of Historic Properties. While this is considered a proposed reconstruction, the property's landmark report does reference the standards, and states in the General Standards for Design Review "The Secretary of Interior's Standards for Rehabilitation should provide a baseline for review of changes to a landmark property." The Commission unanimously voted to find the submittal inadequate and rejected the proposal.

Any legal questions about this property and submittal, should be directed to Assistant City Solicitor, Andrew Lee.

The Local Landmark report for this property can be found here:

<https://www.newtonma.gov/home/showpublisheddocument/33841/637278038854100000>

Third agenda item will not begin before 8:00 PM

3. 395 Winchester Street –Demolition Review (Ward 8)

Request to demolish house and detached garage

The ca. 1923 one and a half story Vernacular Craftsman style house has a simple rectangular form under a gable end roof with decorative, square brackets extending out from under the peak and ends of the projecting eaves on the front facade. The original building permit lists the house as being designed and built by Melvin H. Clarry for its first owner, Joseph Watt. There is no evidence in this original permit of the existing front entry porch, which appears to be a later addition based on the differences in the trim and detailing of its gable end roof in comparison to the main roof of the house. However, if it was a later addition, it is also an early one as the porch does appear in a 1925 plot plan for the construction of the first detached garage (now demolished). A one-story addition to the rear façade was added in 1939 by Joseph Watt, who was noted to be the builder as well as the owner at that time. The one-car garage located at the end of the driveway is a Brooks Skinner Company metal garage installed in 1947.

The property is included in the Charlemont Area Inventory Form and was part of the Charlemont development laid out in 1922. An ad in the Newton Graphic from that year advertised it as "a new development where a man of moderate means may build a home in a neighborhood reasonably restricted to create and maintain an agreeable residential community." Staff does not find it to be a good example of the Craftsman style and with its siting at the entry to the Charlemont area, struggles to see surrounding context. For these reasons staff recommends not preferably preserving the house and garage.

4. 20 Janet Road – Demolition Review (Ward 2)

Request to demolish house

The ca. 1950 Ranch style house is located in a neighborhood of similar post WWII Cape Cod and Colonial style single family homes and appears to be in largely original condition. The cross-gable style, single story house has retained its original entrance and single car garage, which was expanded in 1966 with the addition of a second, larger garage bay designed by architect Milton Stiles. Although the configuration and design of the house is intact, the design and sizing of the windows and front door have been altered.

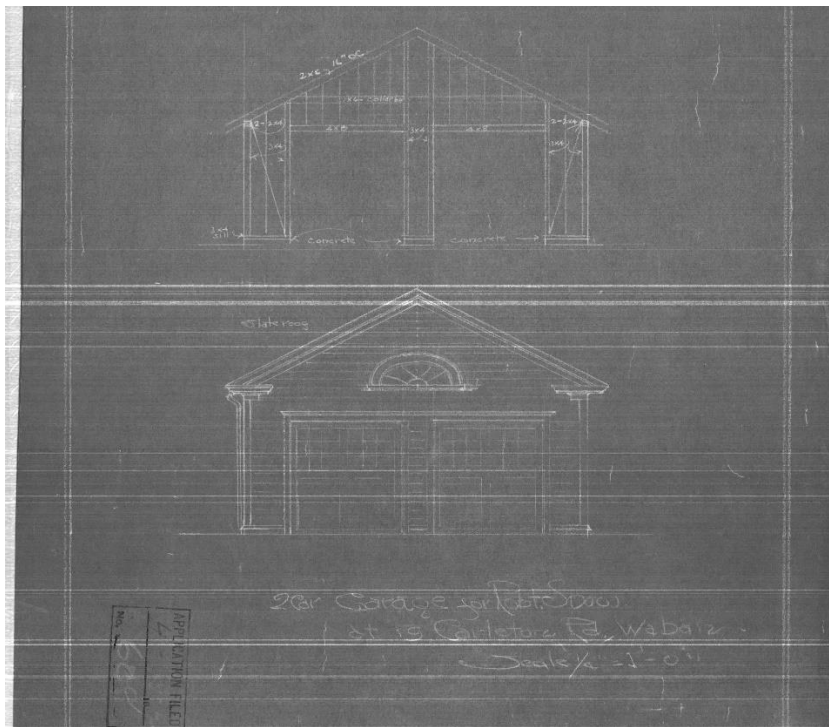
Although an earlier house was planned for this site in the 1942, nothing was constructed on this site until the current house was built in 1950 by builder Morris Green. The house was designed by Joseph Selwyn, a civil

engineer and architect from Belmont who designed homes and subdivision plans throughout Newton after WWII. Selwyn is listed in the Mass. Historical Commission's database as having designed at least 44 houses in Newton during this period as well as in Brookline, Boston and New Bedford. The house is not a standout example of any architectural style, and staff struggles to see a significant role for the house in the context of the neighborhood. For these reasons staff recommends not preferably preserving the house.

5. **19 Carlton Road – Demolition Review (Ward 5)**

Request to demolish detached garage

The building permit for this ca. 1924 wood framed two car detached garage lists the architect and builder as Howard Brothers and was permitted for \$1000 while the house was either under construction or newly built. The owner is listed as Robert Snow, a grocery proprietor. No formal architect was listed on the building permit, though the design seemed to intentionally mimic elements from the house, which was designed by local architect Howard B.S. Prescott. Character features include the fan light window in the gable, also seen close by on the house, as well as the cornice returns and slate roof. Its siting was typical for the time, as according to the book *Carriage House to Auto House* by Roger Reed and Greer Hardwicke, in reference to the auto house garage type, they were often sited at the corner of the lot at the end of a side driveway. In general, the book continues to comment that the building type is an integral part of the historic built environment, saying "They can tell us much about the transportation history of New England...especially the impact of the automobile on our cultural, technological and physical landscape. They are vitally important parts of how we adapted to a new mode of transportation and how we incorporated the automobile into our lives." Staff recommends preferably preserving the garage as an intact example of a 1920s garage designed to compliment the house in the Colonial Revival style.



Plan for the garage at 19 Carlton Rd submitted with the 1924 building permit

6. **85 Parker Street – Demolition Review (Ward 6)**

Request to demolish house and detached garage

The house and detached garage at 85 Parker Street were permitted for construction in 1916. The owner is listed as Alfred Knudsen, and the architect for both structures is noted as Edward Stratton. Stratton, (72 Columbus) a prominent and prolific architect whose work can be found throughout eastern Massachusetts, was born in Chelsea, MA in 1870. He studied architecture at M.I.T and in Paris and practiced in Boston for over 50 years beginning in 1900. Stratton is known to have designed 46 other surveyed structures in Massachusetts, thirteen of which are located in Newton, and of these, three are listed on the State Register. A fourth, a home Stratton designed for him and his family, is located at 25 Kenmore Street and is individually

listed on the National Register of Historic Places. Stratton was also the architect for 72 Columbus Street, which the NHC designed as local landmark in 2021.

Alfred Knudsen and his family did not reside in the house long and sold the property in 1922 to Alice and Olin Dickerman. Dickerman, was a Vice President for the coffee manufacturing company, Dwinell Wright Co, and died in 1933. His widow continued to reside at the property, and remained there after she married Henry S Adams, a treasurer superintendent at Forest Hills Cemetery. Adams died in 1958, but Alice continued to own the property until 1972, fifty years after her and her first husband first purchased the house. Staff recommends the Commission preferably preserve the house and garage as a handsome example of the Colonial Revival style that have retained character defining features and architectural integrity.

7. **37 Truman Road – Demolition Review (Ward 8)**

Request to demolish house

Permitted for construction in 1949, the cape house with attached single car garage at 37 Truman Road was owned and built by K.V. Wolsey Co. Inc. No architect is listed, though an area survey attributes the design to local architect Ralph I. Williams. The name for the builder stands for Karl Valdemar Wolsey, a Malden developer who bought a 10-acre parcel in 1948. The Wolsey Co. filed a subdivision plan comprising of 17 lots along Truman Road. The area was surveyed in 2003, and the survey form notes that these were the lots on which the area's capes were constructed in 1949 and 1950, and the Wolsey Company was listed as builder on all the building permits sampled for this area. Additionally, the survey form states "Houses are uniformly set back from the street and are frequently fronted by deciduous trees at curbside. This, with the generally level lots and grouping of same-form houses together, contributes to a uniform street line despite a variety of decorative finishes and landscaping elements." Further, the area form comments that "the Truman Road capes are distinctive, a departure from the traditional three or five bay façade with a center entry... As a group, the capes in this area retain a high degree of integrity. No better preserved collection of capes from the 1940-1969 survey period was observed in Newton during the survey."

The individual house at 37 Truman Road as well other capes on the street have endured alterations including material changes, and the construction of additions and dormers. Specifically at 37 Truman Road a rear addition and dormer have since been constructed. According to the 1949 survey with the original building permit, the single-story portion to the right of the main body of the house, first appeared to have been unenclosed. Still, the one and a half story cape, and plentiful others on the street, maintain many qualities of its original appearance, and cohesiveness with the surrounding development. For these reasons staff recommends the Commission preferably preserve the house.



Current photograph of 49, 41 and 37 Truman Road

8. **60 Esty Farm Road – Demolition Review (Ward 8)**

Request to demolish house

The ca. 1958 Contemporary style split level house was inventoried in 2003 as part of the Esty Farm-June Lane Area, a late 1950s subdivision built adjacent to the then recently completed Oak Hill Park. The house is a nearly unaltered example of the “flying wing” style which is characterized by an asymmetrical front gable roof with exposed beams, the peak of which is centered over the entry/garage/bedroom stack with the long slope of the roof sweeping down over the living room/basement stack.

60 Esty Farm Road is one of several houses built in the subdivision between 1958-1959 by Sunny Lane Homes Inc. and Creative Builders, both Newton construction and development firms. The house was designed by Ralph I. Williams of Wollaston and is noted on the area form to be one of at least a dozen of this style constructed in the neighborhood during this period. Williams also designed houses for at least four other Newton subdivisions between 1940 and 1960 and his work can also be found in Brookline and Quincy. Staff recommends the Commission preferably preserve the house as a good example of an intact Contemporary split-level house as well as its surrounding architectural context in the area.

**SECOND HEARING IN THIS APRIL APPLICATION CYCLE WILL BE HELD MAY 4, 2022 @
7:00 PM**

Administrative Discussion:

- a) Approval of minutes
- b) Vote to select a Commissioner to serve on the Farm Commission
- c) Discussion of edits to the Commission’s Rules and Regulations

Administratively approved applications for the month of April:

294 Highland Ave	PD	Historically significant and administrative approval
472-474 Watertown St	D	Not historically significant
72 Concolor	PD	Historically significant and administrative approval
1766 Comm Ave	PD	Not historically significant
2-4 Auburndale Ave	PD	Historically significant and administrative approval
20 Old Farm Rd	PD	Historically significant and administrative approval
18 Tudor Ter	PD	Historically significant and administrative approval
135 Berkeley St	PD	Historically significant and administrative approval
54 Goddard St (garage)	D	Not historically significant
95 Dedham St (garage)	D	Not historically significant
159 Carlton Rd	PD	Not historically significant
68-71 Washington St	D	Not historically significant
38 Maplewood Ave	PD	Historically significant and administrative approval
20 Barbara Rd	PD	Historically significant and administrative approval
56 Upland Rd	D	Not historically significant
66 Cumberland Ave	D	Not historically significant

D = Full demolition application

PD = Partial demolition application

The location of this meeting/event is wheelchair accessible and Reasonable Accommodations will be provided to persons with disabilities who require assistance. If you need a Reasonable Accommodation, please contact the city of Newton’s ADA/Section 504 Coordinator, Jini Fairley, at least two business days in advance (2 weeks for ASL or CART) of the meeting/event: jfairley@newtonma.gov or (617) 796-1253. The city’s TTY/TDD direct line is: 617-796-1089. For the Telecommunications Relay Service (TRS), please dial 711.