



NEW HAMPSHIRE DIVISION OF HISTORICAL RESOURCES

State of New Hampshire, Department of Cultural Resources
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preservation@dcr.nh.gov

July 22, 2015

Brian Mills
US Department of Energy
1000 Independence Ave. SW, OE-20
Washington, DC 20585

Re: Northern Pass Transmission Project; Project Area Forms (RPR 4680)

Dear Mr. Mills,

Please find attached the New Hampshire Division of Historical Resources (DHR) comments on the Merrimack Valley Region Project Area Form, submitted by the SEARCH consultants in support of the Section 106 review of the Northern Pass Transmission Project. The DHR reviewed the Merrimack Region Project Area Form at the Determination of Eligibility Meeting on July 22, 2015. We recognize that significant time and effort went into the preparation and review of these documents and we appreciate your assistance during the identification phase of Section 106. However, the DHR cannot agree with the recommendations as set forth in the document until such time that it is revised to address comments found within the attached Determination of Eligibility review sheet. As you may notice, many of these comments are similar to those found within previous Project Area Forms.

We appreciate your efforts in making these documents available to the public and consulting parties on your website.

Please contact me or Nadine Peterson, 603-271-6628 or Nadine.Peterson@dcr.nh.gov, if you have further questions. We look forward to reviewing the revised materials.

Sincerely,

Richard A. Boisvert, Ph.D.
Deputy State Historic Preservation Officer

RAB:nmp

Enclosures

cc: Jenna Higgins, SEARCH
Stefan Claesson, Ph.D., SEARCH
Sarah Jordan, White Mountain National Forest
Frank Delgiudice, US Army Corps of Engineers
Dave Keddell, US Army Corps of Engineers



**NH Division of Historical Resources
Determination of Eligibility (DOE)**

Date received: 4/30/15

Inventory #:

Date of group review: 7/22/15

Area: ZMT-NPMV

DHR staff: Nadine

Property Name: Northern Pass Merrimack Valley Town/City: Multi-town

Address: Canterbury, Boscawen, Concord County: Merrimack and Rockingham
Epsom, Pembroke, Allenstown, Nottingham, Deerfield

Reviewed for: ☒ R&C ☐ PTI ☐ NR ☐ SR ☒ Survey ☐ Other
Agency, if appropriate: US Dept. of Energy

Individual Properties

NR	SR
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Not evaluated for individual eligibility
<input type="checkbox"/>	<input type="checkbox"/> Eligible
<input type="checkbox"/>	<input type="checkbox"/> Eligible, also in district
<input type="checkbox"/>	<input type="checkbox"/> Eligible, in district
<input type="checkbox"/>	<input type="checkbox"/> Not eligible
<input type="checkbox"/>	<input type="checkbox"/> Incomplete information or evaluation

Districts

NR	SR
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Not evaluated @ district
<input type="checkbox"/>	<input type="checkbox"/> Eligible
<input type="checkbox"/>	<input type="checkbox"/> Not eligible
<input type="checkbox"/>	<input type="checkbox"/> Incomplete information or evaluation

Integrity: ☐ ALL ASPECTS ☐ Location ☐ Design ☐ Setting ☐ Materials
 ☐ Workmanship ☐ Feeling ☐ Association

Criteria: ☐ A. Event ☐ B. Person ☐ C. Architecture/Engineering
 ☐ D. Archaeology ☐ E. Exception

Level: ☐ Local ☐ State ☐ National

☐ IF THIS PROPERTY IS REVIEWED IN THE FUTURE, ADDITIONAL DOCUMENTATION IS NEEDED.

STATEMENT OF SIGNIFICANCE:

The Project Area Form for the Northern Pass - Merrimack Valley region is centered on an Area of Potential Effects (APE) that follows the existing transmission line and encompasses a two-mile wide, 31.5 mile long corridor that originates at the Canterbury-Northfield border, south through Canterbury and Concord, and then easterly through the towns of Pembroke and Allenstown. The project corridor has its southern terminus in the town of Deerfield near its boundary with Nottingham. The Merrimack River is the prominent natural feature that parallels the project area from Canterbury to Concord. The area is dominated by semirural and rural woodlands within a landscape of scattered farms and single-family homes. Exceptions occur near Concord where more developed, suburban communities are found and characterized by planned developments. Europeans began exploring the Merrimack Valley region in the seventeenth century, when settlers from Massachusetts came up the Merrimack River looking for habitable areas. The economy in the region was initially focused on subsistence agriculture. Farms in and around Concord produced grain and potatoes, while Deerfield produced wheat, corn, oats, potatoes, apples, cheese and maple sugar. Shaker Village in Canterbury was known for its modern agricultural methods and produced wheat, oats, apples, pears, and dairy products. Increased access to other regional and national markets came with the construction of canals and railroads, which fostered the development of a dairy industry throughout the region. By the late nineteenth century, the region had shifted from a primarily agrarian economy to an industrial one, causing populations to shift from rural to urban areas such as Concord and Suncook Village where mills made use of available water power resources. While many of the communities in the region held small-scale industry including small grist and saw mills, shoe-making, and manufacturing both Concord and Suncook village took on a more robust industrial base. Page Belting and Abbot-Downing (Concord Coach) were two significant companies flourishing in the nineteenth century in Concord. Notable nineteenth century manufacturing in

Pembroke/Allenstown included axe and hammer handles, shingles, a tannery, granite works, a box factory, and textile mills.

While recreation was not a significant in this region compared to others in the study area, the Civilian Conservation Corps built a formal camping area at Bear Brook in 1935 which led to the establishment of Bear Brook State Park in Allenstown.

An architectural description section notes a wide variety of resource types and styles. The earliest examples from the Georgian and Federal period are noted along with resources designed in the Greek Revival, Gothic Revival, French Second Empire, Queen Anne, and Colonial Revival styles. Because of suburban development in the region, mid-century homes in the form of ranches/raised ranches are seen. As in other regions, many of the residential buildings take the form of Cape Cod residences and connected farmhouses. Meetinghouses, churches, schools, libraries, town halls, and other public buildings are centered within a number of historic village/town centers. Quintessential New England villages can be found throughout this region particularly in Canterbury and Deerfield. Cemeteries also dot the landscape.

☐ ENTERED INTO DATABASE

ACREAGE: 42234.1 acres

PERIOD OF SIGNIFICANCE: N/A

AREA OF SIGNIFICANCE: N/A

BOUNDARY: N/A

SURVEYOR: Jenna Higgins, Stefan Claesson, Jacob Freedman, Jessica Fish and Tricia Peone

FOLLOW-UP: Notify appropriate parties.

At this time, the New Hampshire Division of Historical Resources cannot concur on the recommendations of the Project Area Form until the following issues are addressed (please note that the majority of these issues are consistent with the White Mountains, Great North Woods, and Lakes Regions project area form):

Maps:

- 1) A map showing the location of all four Project Area forms is needed to show the proximity to each other and the overall extent of the project location.
- 2) The Location Map and corresponding Sketch Maps should note the towns in letters large enough to read.
- 3) All Sketch Maps should use the same terminology as the Location Map. For example, the Location Map notes them as 16A not Sketch Map A.
- 4) The Direct APE on the sketch maps is noted in the legend as white, but is shown in maroon and other colors on the maps to represent the number of "structures" visible from that location. A less confusing way to depict the Direct APE is needed.
- 5) The "Project Area" on the key should be called the Indirect APE (this should also be reflected in the written methodology).
- 6) All previously surveyed properties should be identified within the Indirect APE, not just those located within the Zone of Visual Influence.

Methods and Purpose (page 19):

- 1) Please provide an explanation as to how the direct/indirect Areas of Potential Effects were defined.
- 2) The DHR is aware that the Department of Energy solicited information from consulting parties early in the Section 106 process. This information included a request that consulting parties provide locational information of properties of local importance. Please explain how this information was utilized in the evaluation methodology. A table listing all properties provided by consulting parties placed in the body of the report or as an appendix would be useful.

Viewshed Analysis (pages 20-21):

- 1) How was the 50 m buffer zone arrived at?
- 2) Was the 50 m GPS point taken at the center of the developed area of a property?
- 3) How did the methodology account for large acreage properties such as farms and recreational areas at the edge of the indirect APE?

Flow Chart (page 22). The following methodology is based on the DHR's understanding of its discussions with the Department of Energy and its consultants:

- 1) The DHR agrees with the first three decision-making steps in the flow-chart.
- 2) Step 4 must consider whether aspects such as setting, landscape or viewshed are potentially character-defining features of the property.

- 3) Step 5 must recommend whether the property is sufficiently intact to warrant further inventory.
- 4) The 6th step is premature. Determinations as to whether or not the property retains historical significance is completed during the next inventory phase.
- 5) The final step highlighted in green, Visual Impact Assessments, are not part of the Project Area Form process. Project Area Forms recommend if additional inventory is required and in what type of format. Visual Impact Assessments may be used after resources have been identified during the assessment of effects phase of the undertaking.

Historical Background:

Transportation (page 28): A number of potentially significant transportation corridors are discussed in the background section. Please recommend whether any of these corridors retain integrity and should be evaluated during the next phase of the identification process.

Agriculture (page 29-30): A significant movement in New Hampshire at the turn of the twentieth century was the use of abandoned farms as second homes. This idea was promulgated by the New Hampshire Board of Agriculture in the document, "New Hampshire Farms for Summer Homes," published in 1910. Please utilize this document and expand on its relevance to the agricultural and recreational contexts.

Is there a potential for encountering rural historic districts under the agricultural context? Under the architectural context, please describe whether there are any distinctions to the layout or character of farms in this region compared to other areas.

Industry (page 30-32): This section points to specific examples of industrial resources in each of the community but does not provide a more holistic discussion in the region. Are there common industrial types? What are the character-defining features of this resource type? Are the scale and form consistent or varied throughout the region?

Architectural Description - Residential resources (page 38): Are there any common forms for the early-to-mid twentieth century suburban developments in regards to layout, orientation, size, infrastructure, style?

Section 22. Statement of Significance (page 46):

There are differences between identifying properties that should be inventoried due to the potential importance of setting, landscape or viewshed to their significance, and the later step of evaluating setting under the National Register's definition of integrity.

The second paragraph of this section ends with several statements that are premature and need to be clarified. Please refer back to the comments under the Flow Chart above to revise this paragraph.

In addition, it is premature within a Project Area Form to discuss the need for assessment of effects. Please remove any statements that refer to this phase of Section 106. **It is critical not to include the potential effects in your recommendation for future survey. If a property whose significance is derived from its setting, viewshed, or landscape is located in both the APE and the ZVI, then it should be recommended for evaluation. Preliminarily assessing effects during the identification phase to preclude survey of properties is not appropriate.**

Please be aware that the DHR has a 10 year cut-off for eligibility recommendations under Section 106. A resource evaluated more than 10 years ago may need to be looked at to determine whether setting, viewshed, or landscape is character defining to the resource. Table 1 may need to be revised under the Integrity Statement section for such resources.

For the reasons noted above, the DHR disagrees with evaluation methodologies and cannot concur with survey recommendations at this time. While a thorough review of pages 47-172 was not conducted due to the disagreement with evaluation methodologies, some overriding issues were identified that should be revised when re-submitting the document, including:

- 1) Dates of eligibility findings would be useful to include in the previously evaluated tables.
- 2) Table 2 is confusing.
- 3) A better description of why or why not existing historic districts should or should not be re-evaluated would be useful.
- 4) Please ensure that the numbers of resources you reference in the text are consistent with the numbers shown in the forms.

Final DOE approved by:



NEW HAMPSHIRE DIVISION OF HISTORICAL RESOURCES

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July 9, 2015

Brian Mills
US Department of Energy
1000 Independence Ave. SW, OE-20
Washington, DC 20585

Re: Northern Pass Transmission Project; Project Area Forms (RPR 4680)

Dear Mr. Mills,

Please find attached the New Hampshire Division of Historical Resources (DHR) comments on the Lakes Region Project Area Form, submitted by the SEARCH consultants in support of the Section 106 review of the Northern Pass Transmission Project. The DHR reviewed the Lakes Region Project Area Form at the Determination of Eligibility Meeting on July 8, 2015. We recognize that significant time and effort went into the preparation and review of these documents and we appreciate your assistance during the identification phase of Section 106. However, the DHR cannot agree with the recommendations as set forth in the document until such time that it is revised to address comments found within the attached Determination of Eligibility review sheet. As you may notice, many of these comments are similar to those found within both the White Mountains Region and Great North Woods Region Project Area Forms.

We appreciate your efforts in making these documents available to the public and consulting parties on your website.

Please contact me or Nadine Peterson, 603-271-6628 or Nadine.Peterson@dcr.nh.gov, if you have further questions. We look forward to reviewing the revised materials.

Sincerely,

Richard A. Boisvert, Ph.D.
Deputy State Historic Preservation Officer

RAB:nmp

Enclosures

cc: Jenna Higgins, SEARCH
Stefan Claesson, Ph.D., SEARCH
Sarah Jordan, White Mountain National Forest
Frank Delgiudice, US Army Corps of Engineers
Dave Keddell, US Army Corps of Engineers



**NH Division of Historical Resources
Determination of Eligibility (DOE)**

Date received: 4/30/15

Inventory #:

Date of group review: 7/8/15

Area: ZMT-NPLR

DHR staff: Nadine

Property Name: Northern Pass Lakes Region Town/City: Multi-town

Address: Holderness, Ashland, Bridgewater County: Coos
New Hampton, Bristol, Sanbornton, Hill, Franklin, Andover, Northfield, Salisbury

Reviewed for: ☒ R&C ☐ PTI ☐ NR ☐ SR ☒ Survey ☐ Other
Agency, if appropriate: US Dept. of Energy

Individual Properties

NR	SR
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Not evaluated for individual eligibility
<input type="checkbox"/>	<input type="checkbox"/> Eligible
<input type="checkbox"/>	<input type="checkbox"/> Eligible, also in district
<input type="checkbox"/>	<input type="checkbox"/> Eligible, in district
<input type="checkbox"/>	<input type="checkbox"/> Not eligible
<input type="checkbox"/>	<input type="checkbox"/> Incomplete information or evaluation

Districts

NR	SR
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Not evaluated @ district
<input type="checkbox"/>	<input type="checkbox"/> Eligible
<input type="checkbox"/>	<input type="checkbox"/> Not eligible
<input type="checkbox"/>	<input type="checkbox"/> Incomplete information or evaluation

Integrity: ☐ ALL ASPECTS ☐ Location ☐ Design ☐ Setting ☐ Materials
 ☐ Workmanship ☐ Feeling ☐ Association

Criteria: ☐ A. Event ☐ B. Person ☐ C. Architecture/Engineering
 ☐ D. Archaeology ☐ E. Exception

Level: ☐ Local ☐ State ☐ National

☐ IF THIS PROPERTY IS REVIEWED IN THE FUTURE, ADDITIONAL DOCUMENTATION IS NEEDED.

STATEMENT OF SIGNIFICANCE:

The Project Area Form for the Northern Pass - Lakes region is centered on an Area of Potential Effects (APE) that follows the existing transmission line and encompasses a two-mile wide, 32.6 mile long corridor that originates at the Campton-Holderness border and extends south through Holderness, Ashland, New Hampton, Bridgewater, Bristol, Hill, and Franklin, as well as small sections of Andover and Salisbury. The majority of the corridor runs parallel to the Pemigewasset River, which bisects the project area north to south until it meets the Winnepesaukee in Franklin and forms the Merrimack River.

The area under study is situated in a section of New Hampshire which has been dramatically shaped by the last glacial maximum, which allowed glacial retreat to scour the area, leaving depressions which would become the multitude of lakes from which this region derives its name. The topography of this region is predominately hilly and rising to mountains in the north, with settlement concentrating in the valleys near major water sources and floodplains.

European settlement in the Lakes Region was slow until rapid population increases took place during the Industrial Revolution. Agriculture, industry, and tourism (along with transportation to enable such development) have been the economic foundation of the region for much of its history. Improvements to transportation included the establishment of turnpikes in 1800. Railroads opened up the area to new development when the Boston, Concord, & Montreal Railroad reached Plymouth by 1850 and the Franklin and Bristol Railroad began operation in 1848. By 1895, the region's two main railroads (the Concord & Montreal and the Boston & Maine) merged to become the Boston, Concord & Montreal which ran freight and passengers until 1967. The rise of automobile transportation helped maintain the growth of many towns as train travel became obsolete.

The early development of the Lakes Region was focused on agricultural production with corn, potatoes, hay, wool, and maple sugar as standard crops. Sheep herding and dairying were prominent in less fertile, upland areas. Various types of industry emerged with the numerous rapids and falls offering excellent sites for water-powered mills. Large-scale industry occurred in Franklin with a variety of mills from as early as 1822 (Granite Mill) through the late nineteenth century (Franklin Needle Mill 1874).

Recreation was a significant theme in the development of the Lakes Region. The shorelines of the area's lakes and ponds were ripe for development and many hotels, boarding houses, summer homes and camps were constructed during the mid-nineteenth century to the present day. Public and Educational Institutions is the final context to be discussed in the document mentioning the development of the Holderness School, Plymouth State University, Proctor Academy, and New Hampton Academy as well as the many local schools that operated in the region.

An architectural description section notes a wide variety of resource types and styles. The earliest examples from the Georgian and Federal period are noted along with resources designed in the Greek Revival, Gothic Revival, French Second Empire, Queen Anne, and Colonial Revival styles. Many of the residential buildings take the form of Cape Cod residences and connected farmhouses. Meetinghouses, churches, schools, libraries, town halls, and other public buildings are centered within a number of historic village/town centers. Modest seasonal summer cottages were constructed near lakes or on promontories with scenic vistas. Automobile related roadside commercial architecture includes motor courts and motels and small cabins, restaurants, gas stations, and other related resources.

☐ ENTERED INTO DATABASE

ACREAGE: 41799 acres

PERIOD OF SIGNIFICANCE: N/A

AREA OF SIGNIFICANCE: N/A

BOUNDARY: N/A

SURVEYOR: Jenna Higgins, Stefan Claesson, Jacob Freedman, Jessica Fish and Tricia Peone

FOLLOW-UP: Notify appropriate parties.

At this time, the New Hampshire Division of Historical Resources cannot concur on the recommendations of the Project Area Form until the following issues are addressed (please note that the majority of these issues are consistent with the White Mountains and Great North Woods Regions project area form):

Maps:

- 1) A map showing the location of all four Project Area forms is needed to show the proximity to each other and the overall extent of the project location.
- 2) The Location Map and corresponding Sketch Maps should note the towns in letters large enough to read.
- 3) All Sketch Maps should use the same terminology as the Location Map. For example, the Location Map notes them as 16A not Sketch Map A.
- 4) The Direct APE on the sketch maps is noted in the legend as white, but is shown in maroon and other colors on the maps to represent the number of "structures" visible from that location. A less confusing way to depict the Direct APE is needed.
- 5) The "Project Area" on the key should be called the Indirect APE (this should also be reflected in the written methodology).
- 6) All previously surveyed properties should be identified within the Indirect APE, not just those located within the Zone of Visual Influence.

Methods and Purpose (page 25):

- 1) Please provide an explanation as to how the direct/indirect Areas of Potential Effects were defined.
- 2) The DHR is aware that the Department of Energy solicited information from consulting parties early in the Section 106 process. This information included a request that consulting parties provide locational information of properties of local importance. Please explain how this information was utilized in the evaluation methodology. A table listing all properties provided by consulting parties placed in the body of the report or as an appendix would be useful.

Viewshed Analysis (pages 26-27):

- 1) How was the 50 m buffer zone arrived at?
- 2) Was the 50 m GPS point taken at the center of the developed area of a property?
- 3) How did the methodology account for large acreage properties such as farms and recreational areas at the edge of the indirect APE?

Flow Chart (page 28). The following methodology is based on the DHR's understanding of its discussions with the Department of Energy and its consultants:

- 1) The DHR agrees with the first three decision-making steps in the flow-chart.
- 2) Step 4 must consider whether aspects such as setting, landscape or viewshed are potentially character-defining features of the property.
- 3) Step 5 must recommend whether the property is sufficiently intact to warrant further inventory.
- 4) The 6th step is premature. Determinations as to whether or not the property retains historical significance is completed during the next inventory phase.
- 5) The final step highlighted in green, Visual Impact Assessments, are not part of the Project Area Form process. Project Area Forms recommend if additional inventory is required and in what type of format. Visual Impact Assessments may be used after resources have been identified during the assessment of effects phase of the undertaking.

Historical Background:

Transportation (page 34): A number of potentially significant transportation corridors are discussed in the background section. Please recommend whether any of these corridors retain integrity and should be evaluated during the next phase of the identification process.

Agriculture (page 36-37): A significant movement in New Hampshire at the turn of the twentieth century was the use of abandoned farms as second homes. This idea was promulgated by the New Hampshire Board of Agriculture in the document, "New Hampshire Farms for Summer Homes," published in 1910. Please utilize this document and expand on its relevance to the agricultural and recreational contexts.

Is there a potential for encountering rural historic districts under the agricultural context? Under the architectural context, please describe whether there are any distinctions to the layout or character of farms in this region compared to other areas.

Industry (page 37-40): This section points to specific examples of industrial resources in each of the community but does not provide a more holistic discussion in the region. Are there common industrial types? What are the character-defining features of this resource type? Are the scale and form consistent or varied throughout the region?

Recreation (page 40): The Recreation context is weak. The discussion appears to be based strictly on town development, rather than looking at the big picture of the region. Are there any summer camps in the area? Given that this area has been and continues to be one of the leading tourist destinations in the state, please expand on this context where appropriate.

Section 22. Statement of Significance (page 53):

There are differences between identifying properties that should be inventoried due to the potential importance of setting, landscape or viewshed to their significance, and the later step of evaluating setting under the National Register's definition of integrity.

The second paragraph of this section ends with several statements that are premature and need to be clarified. Please refer back to the comments under the Flow Chart above to revise this paragraph.

In addition, it is premature within a Project Area Form to discuss the need for assessment of effects. Please remove any statements that refer to this phase of Section 106.

Please be aware that the DHR has a 10 year cut-off for eligibility recommendations under Section 106. A resource evaluated more than 10 years ago may need to be looked at to determine whether setting, viewshed, or landscape is character defining to the resource. Table 1 may need to be revised under the Integrity Statement section for such resources.

For the reasons noted above, the DHR disagrees with evaluation methodologies and cannot concur with survey recommendations at this time. While a thorough review of pages 55-110 was not conducted due to the disagreement with evaluation methodologies, some overriding issues were identified that should be revised when re-submitting the document, including:

- 1) Dates of eligibility findings would be useful to include in the previously evaluated tables.
- 2) Table 2 is confusing.
- 3) A better description of why or why not existing historic districts should or should not be re-evaluated would be useful.
- 4) Please ensure that the numbers of resources you reference in the text are consistent with the numbers shown in the forms.

Final DOE approved by:

**Proposed Northern Pass Project
Draft Project Area Form
Lakes Region**

This draft Project Area Form (PAF) was reviewed by the NH Division of Historical Resources (NH DHR) Determination of Eligibility Committee at its July 8, 2015 meeting. This review focused on the methodology underlying the PAF. NH DHR's comments are available online at:
<http://www.northernpasseis.us/consultations/section106/>.

The NH DHR comments will be addressed and a revised version posted after submission to NH DHR.

A hard copy of the PAF is available at the NH DHR office **by appointment only** at the DHR, 19 Pillsbury Street, Concord, NH 03301. Appointments between the hours of 8:30am-4:00pm Monday through Friday are available by contacting Tanya Krajcik at Tanya.krajcik@dcr.nh.gov or 603-271-3483. The area forms are **not** available without an appointment, and access may be limited due to ongoing review by DHR staff.

AREA FORM**AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION**

1. Type of Area Form

Town-wide: ☐Historic District: ☐Project Area: ☒

9. Inventory numbers in this area:

See Attached

2. Name of area: Northern Pass Transmission Project– Lakes Region10. Setting: See Attached

3. Location: See Attached4. City or town: See Attached5. County: See Attached11. Acreage: See Attached12. Preparer(s): See Attached

6. USGS quadrangle name(s): See Attached7. USGS scale: See Attached13. Organization: See Attached8. UTM/SP reference: See Attached14. Date(s) of field survey: See Attached

15. Location map

See Attached

AREA FORM AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION

3. Location:

South Grafton, west Belknap and north Merrimack counties

4. City or Town:

Plymouth, Holderness, Ashland, Bridgewater, New Hampton, Bristol, Sanbornton, Hill, Franklin, Andover, Northfield, Salisbury

5. County:

Merrimack, Belknap, Grafton

6. USGS quadrangle name(s):

Plymouth, Ashland, Holderness, Bristol, Franklin, Northfield, Webster, Penacook

7. USGS scale:

1:24,000

8. UTM/SP reference:

WGS84, UTM, Zone 19, Meters

A: 284498.22E 4851187.90N

B: 287777.95E 4851440.93N

C: 279874.07E 4831820.94N

D: 282992.05E 4830623.42N

E: 284101.63E 4806387.93N

F: 288516.38E 4805569.40N

9. Inventory numbers in this area:

ASH-TAF, ASH0004, ASH0005, ASH0006, ASH0007, ASH0008, ASH0009, ASH0010, ASH0011, ASH0012, ASH0013, ASH0014, ASH0015, ASH0016, ASH0017, ASH0018, ASH0019, ASH0020, ASH0021, ASH0022, ASH0023, ASH0024, ASH0025, ASH0026, ASH0027, ASH0028, ASH0029, ASH0030, ASH0031, ASH0032, BC&M RR, BRI0001, BRI0030, BRI0034, BRI0035, BRI0037, FRA-A, FRA-FJR3PA, FRA-RR, FRA-W, FRA0001, FRA0002, FRA0003, FRA0014, FRA0021, FRA0023, FRA0028, FRA0029, FRA0030, FRA0031, FRA0032, FRA0033, FRA0034, FRA0035, FRA0101, FRA0102, FRA0103, FRA0104, FRA0105, FRA0106, FRA0107, FRA0108, FRA0109, FRA0110, FRA0111, FRA0112, FRA0113, FRA0114, FRA0115, FRA0116, FRA0117, FRA0118, FRA0119, FRA0120, FRA0121, FRA0122, FRA0123, FRA0124, FRA0125, FRA0126, FRA0127, FRA0128, FRA0129, FRA0130, FRA0131, FRA0132, FRA0133, FRA0134, FRA0135, FRA0136, FRA0137, FRA0138, FRA0139, FRA0140, FRA0141, FRA0142, FRA0143, FRA0145, FRA0146, FRA0147, FRA0148, FRA0149, FRA0150, HHL0002, HHL0006, NWH0014, NR05000971, NR74000196, NR78000338, NR79000317, NR82000617, NR83001140, NR83001137, NR83001138, NR84000516, NR84000522, NR84003203, NR84003219, NR85002186, Webster Farm Historic District, West Franklin Historic District

AREA FORM**AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION**

10. Setting:

The project area consists of a 2-mile wide corridor which begins at the Campton-Holderness border and extends south through Holderness, Ashland, New Hampton, Bridgewater, Bristol, Hill, and Franklin, as well as small sections of Andover and Salisbury, before terminating at the Northfield-Canterbury border. The majority of the corridor runs parallel to the Pemigewasset River, which bisects the project area north to south until it meets the Winnepesaukee in Franklin and forms the Merrimack River. The Merrimack continues to flow south through the remainder of the project area. Large portions of the project area are situated within the outwash plains of these rivers. Lakes are a significant natural feature in this region and the project passes near several of them, including Little Squam Lake (Ashland and Holderness) and Webster Lake (Franklin). Semirural and rural woodlands dominate the area, which is characterized by a landscape of scattered farmsteads and single-family dwellings. Higher levels of development occur around the junction of waterways, such as in Holderness where the Baker River flows into the Pemigewasset. Early industries took advantage of these intersections and small-scale manufacturing and milling operations concentrate in these opportune locations. In addition to myriad lakes and streams, the project area is typified by rolling, rocky hills, which give way to mountains in the north. Within the floodplains soil types are generally sandy and well-drained and moderately sloped, while areas farther from the rivers are likely to be characterized by more steeply sloped, stony soils with visible outcrops of bedrock.

11. Acreage:

41,799 acres

12. Preparer(s):

Jenna Higgins, Stefan Claesson, Jacob Freedman, Jessica Fish, Tricia Peone

13. Organization:

SEARCH

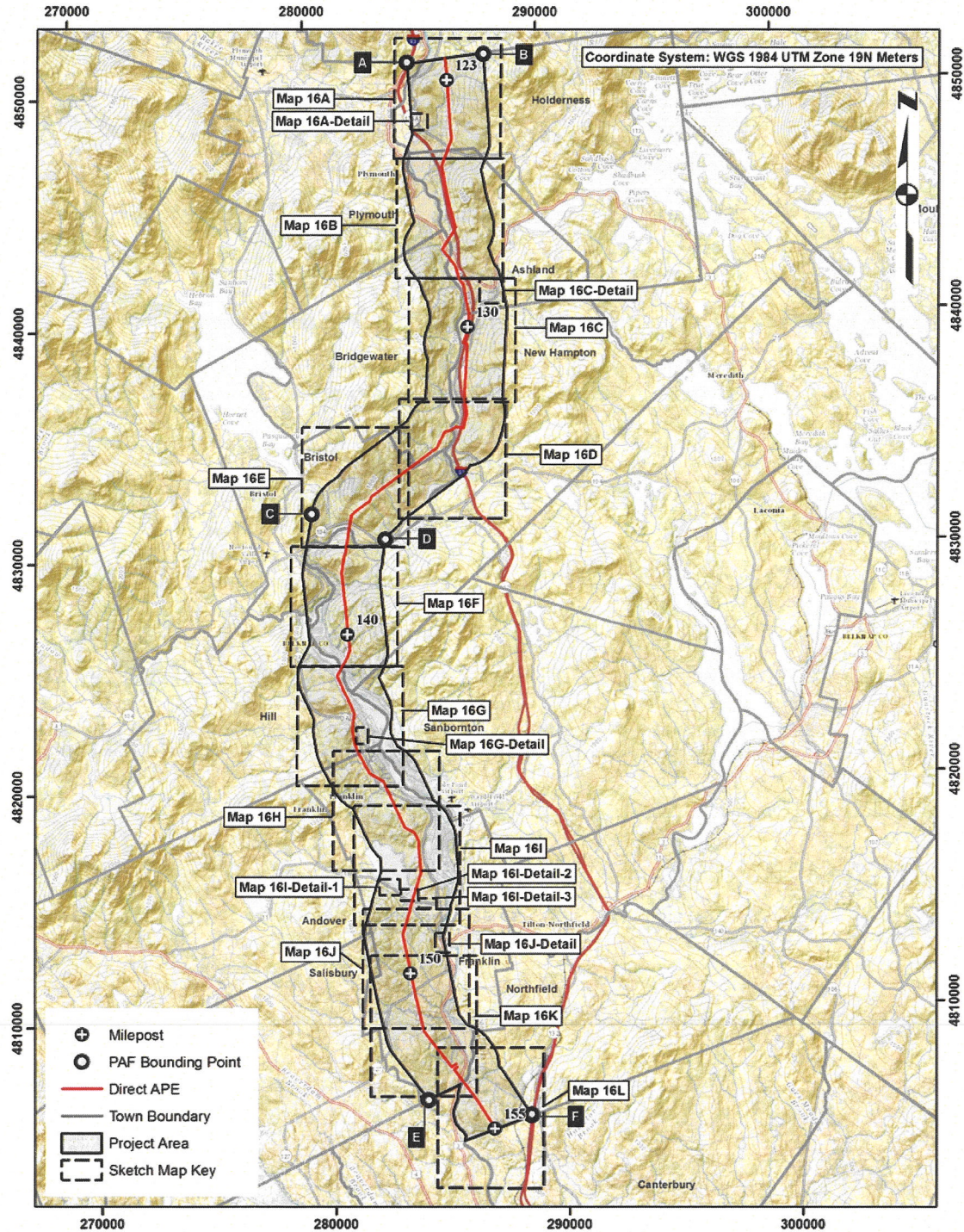
14. Date(s) of field survey: 9/14/13 – 9/21/13; 9/15/14 – 9/16/14

15. Location map

The attached location map shows the extents of the indirect APE for the project and a key to the sketch map series (A-L) referred to in the following section. The overall length of the entire proposed project is approximately 187 mi (300 km). This Project Area Form (PAF) covers 32.6 mi (52.5 km) of the indirect APE for the project area between mileposts (MPs) 122.3 and 154.9. The graticule and coordinates provided on the map borders are based on the WGS84 datum and UTM (Zone 19) coordinate system (in meters). Six coordinate points (A-F) indicate the project area boundaries that correspond to the coordinates in item 8. The project area map and data are presented over USGS topographic map data (USGS *The National Map* Topo Base Map - Small Scale).

AREA FORM

AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION



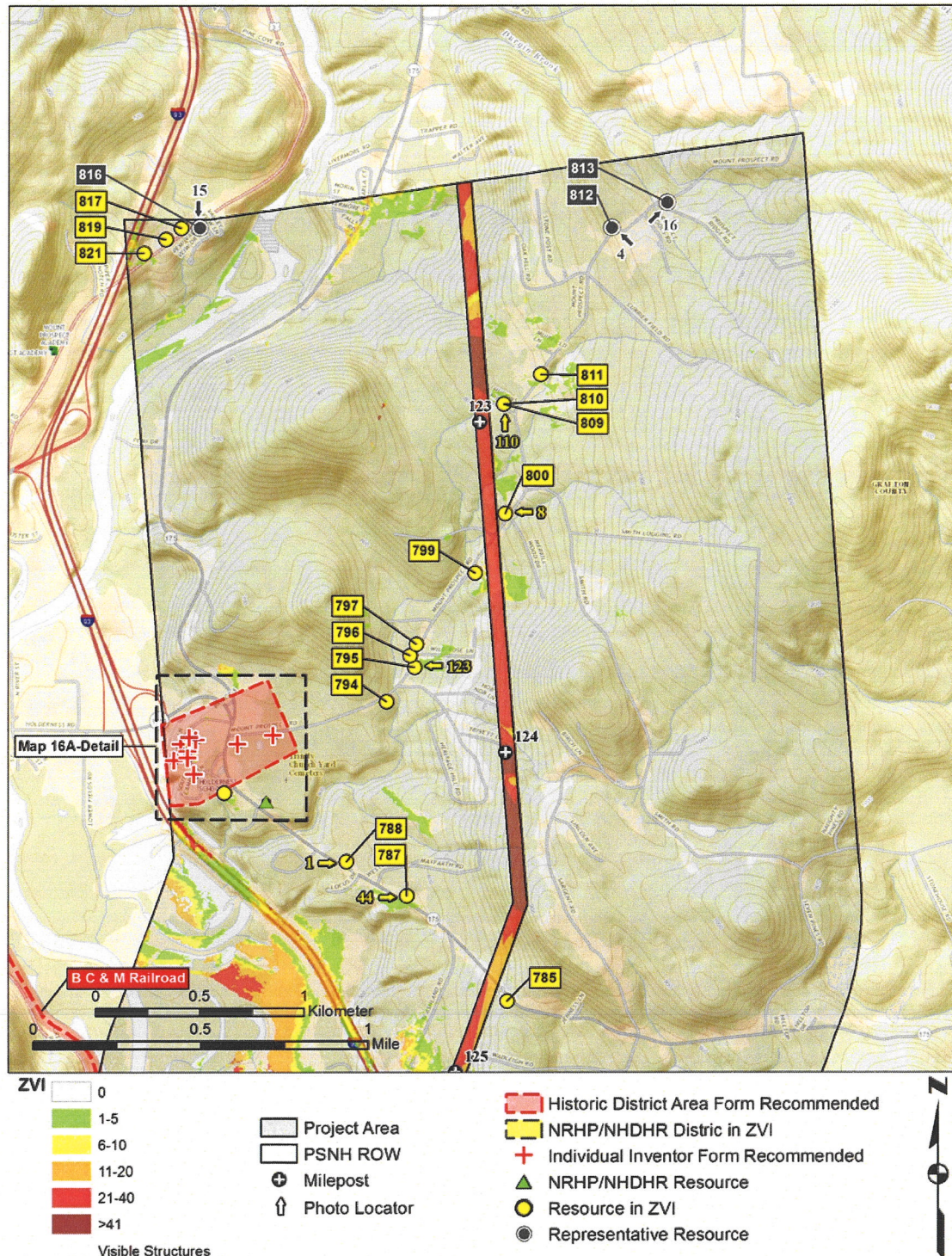
Location Map.

AREA FORM**AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION****16. Sketch map**

The attached sketch maps identify the boundaries of the project area on USGS 7.5-minute quadrangle maps. The sketch map series (A-L) identify the location of all New Hampshire Division of Historical Resources (NHDHR) previously inventoried and National-Register listed, eligible, and undetermined properties (and districts), as well as properties identified by SEARCH during field work that are located within the Zone of Visual Influence (ZVI) and the project area boundaries. The setting of these properties may be indirectly (i.e., visually) affected by the proposed project (see Methods and Purpose section below for a description of viewshed analysis). Individual properties and districts or areas recommended for further documentation on NHDHR Individual Inventory and/or Historic District Area Forms are indicated on these maps. Photograph identifiers and the directions of photographs are also illustrated on the sketch map series.

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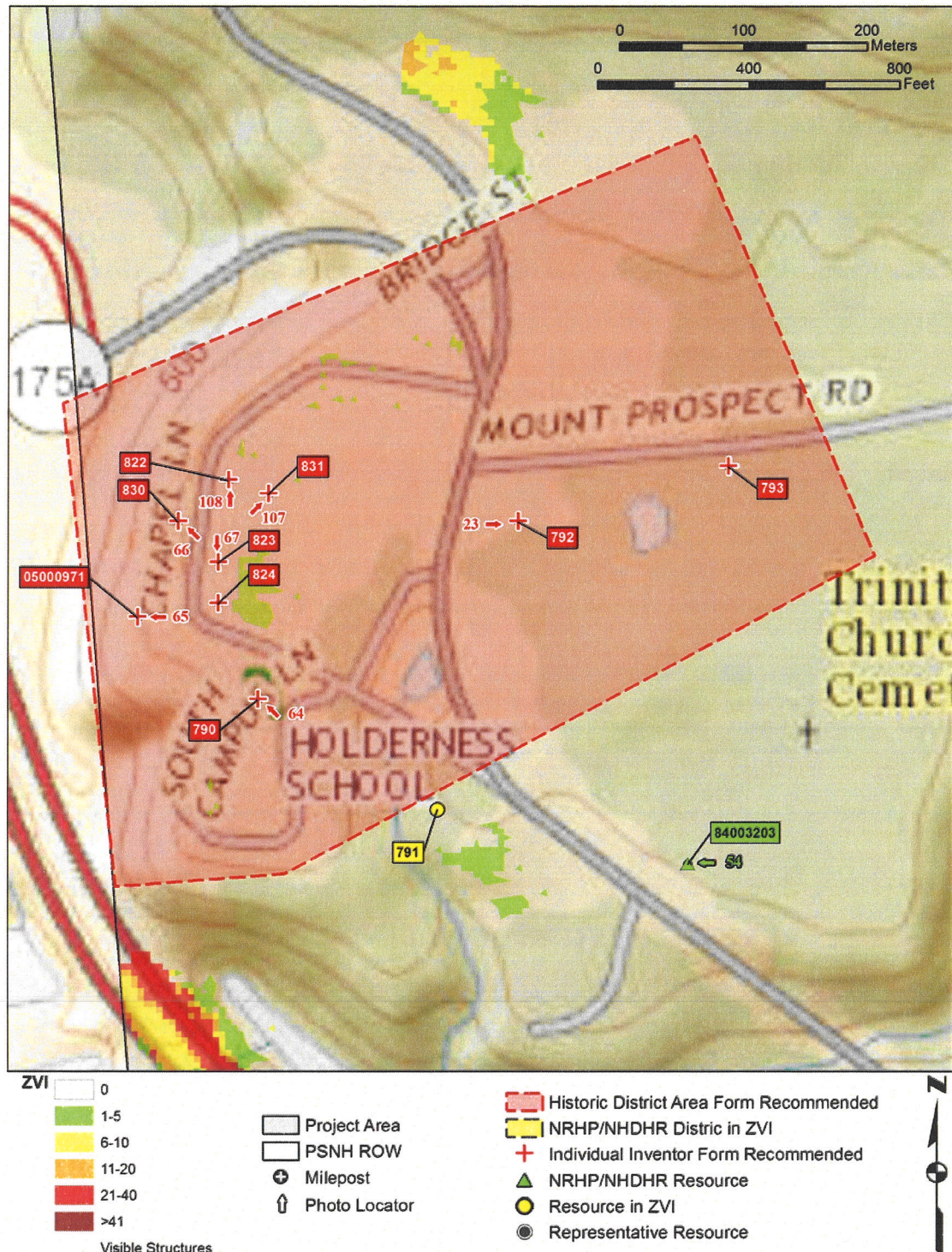
AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION



Sketch Map A.

AREA FORM

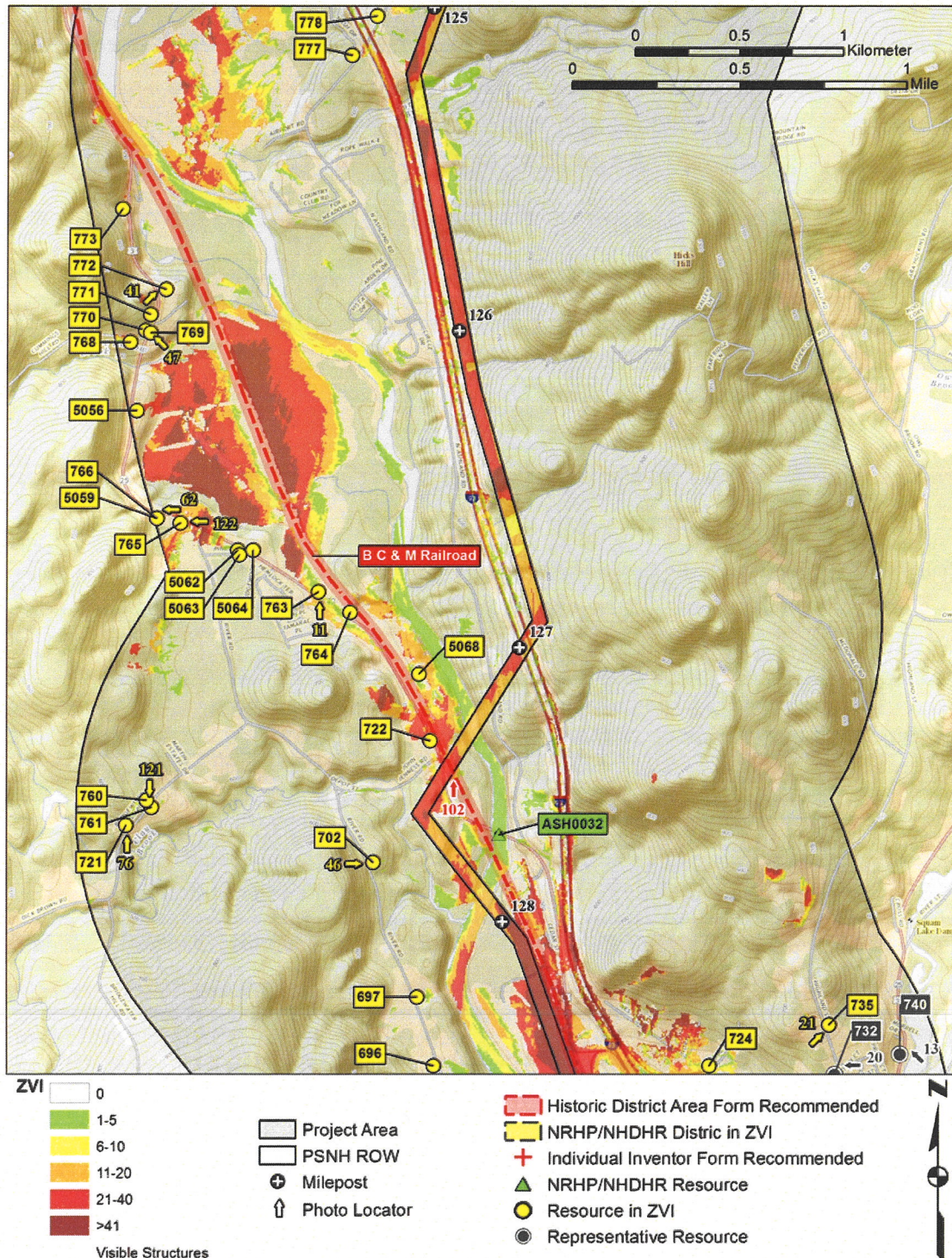
AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION



Sketch Map A Detail.

AREA FORM

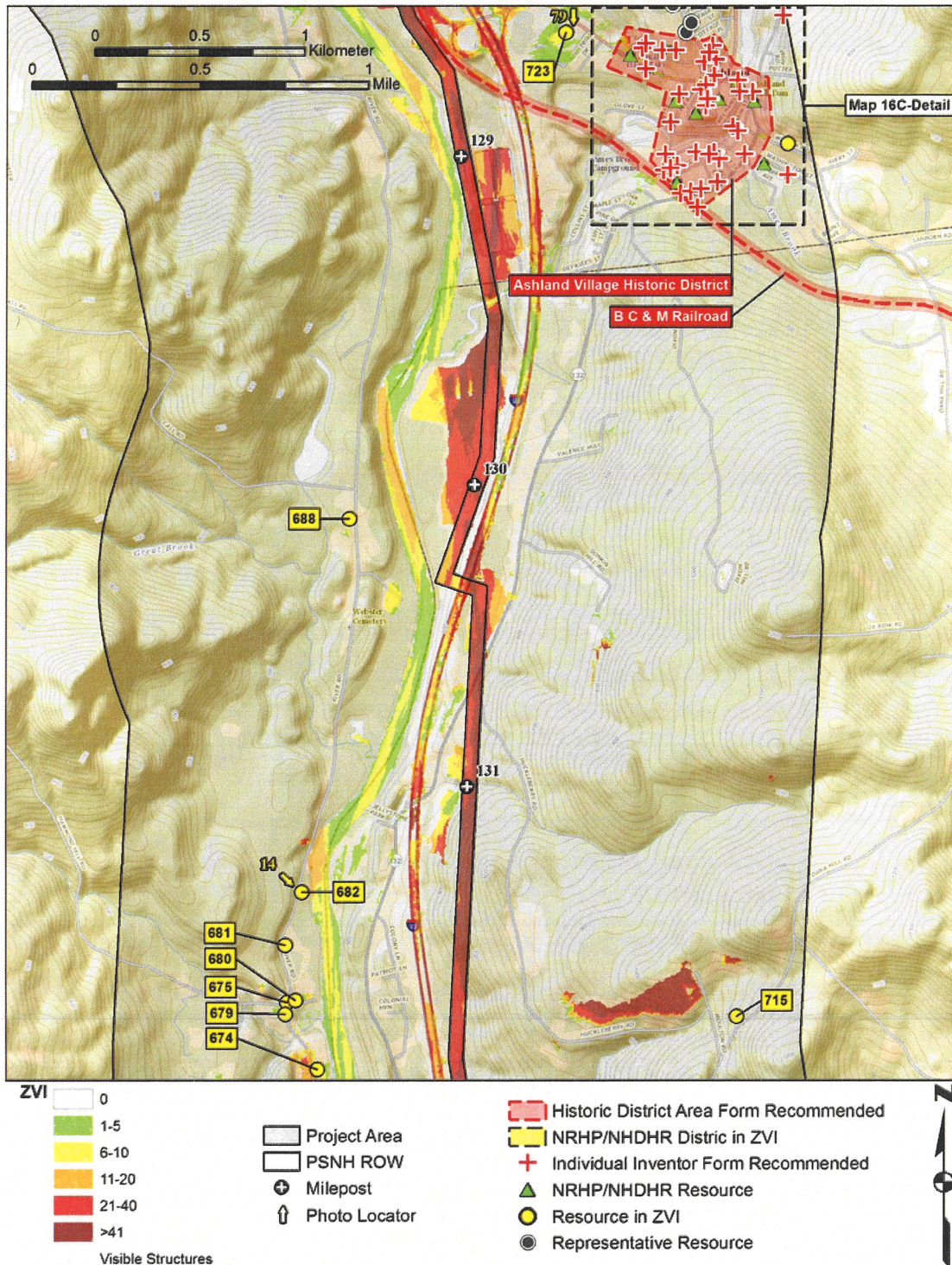
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Sketch Map B.

AREA FORM

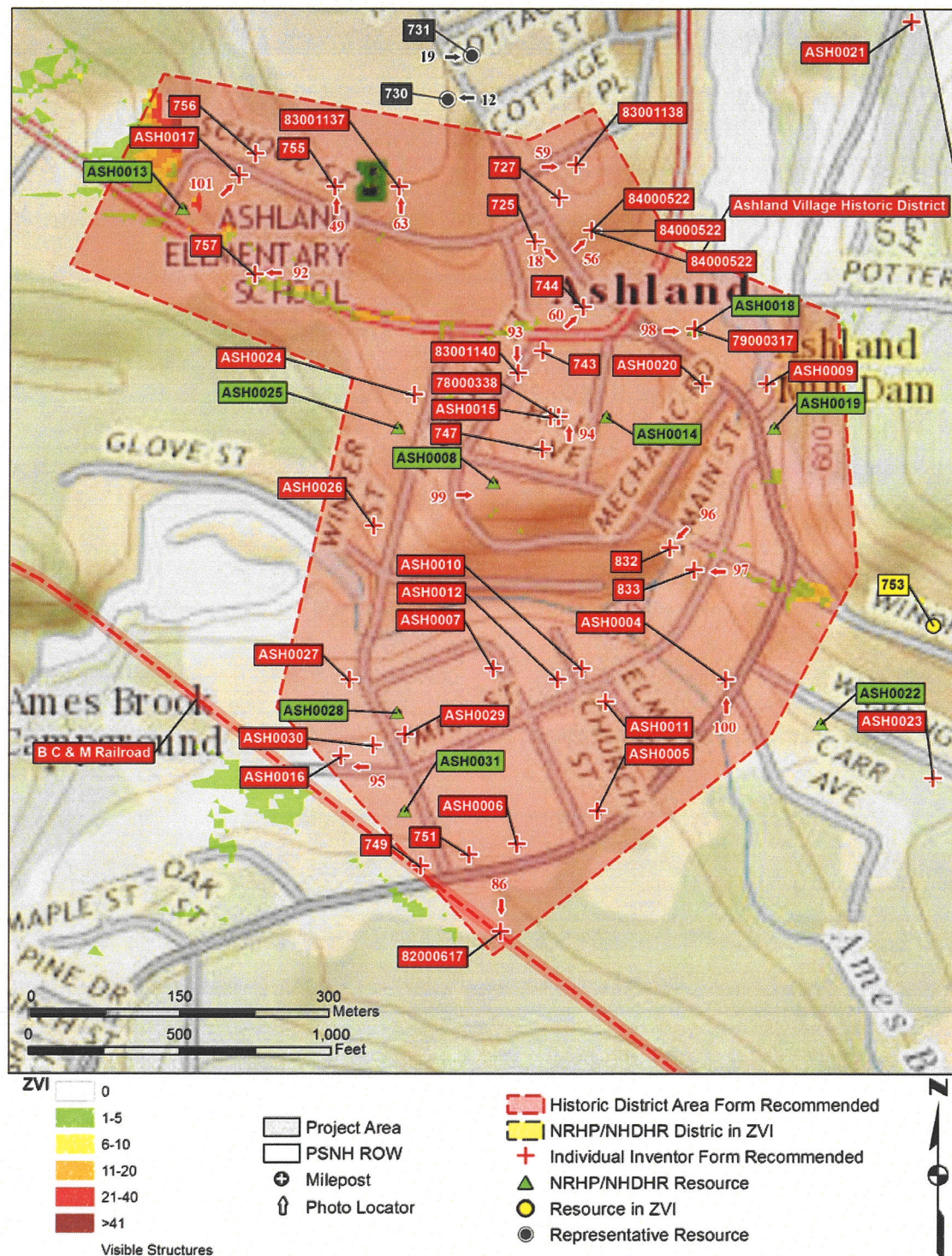
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Sketch Map C.

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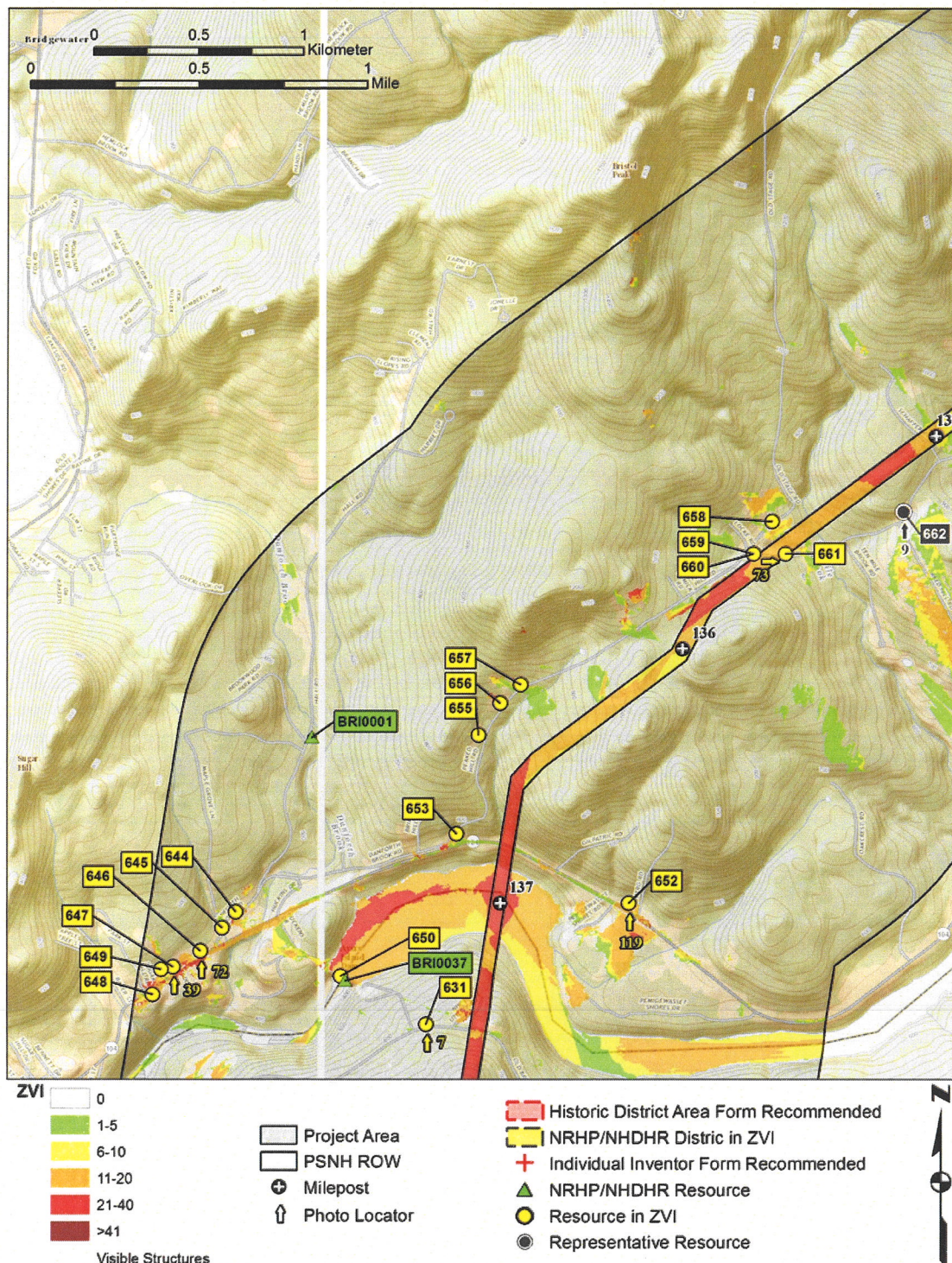
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Sketch Map C Detail.

AREA FORM

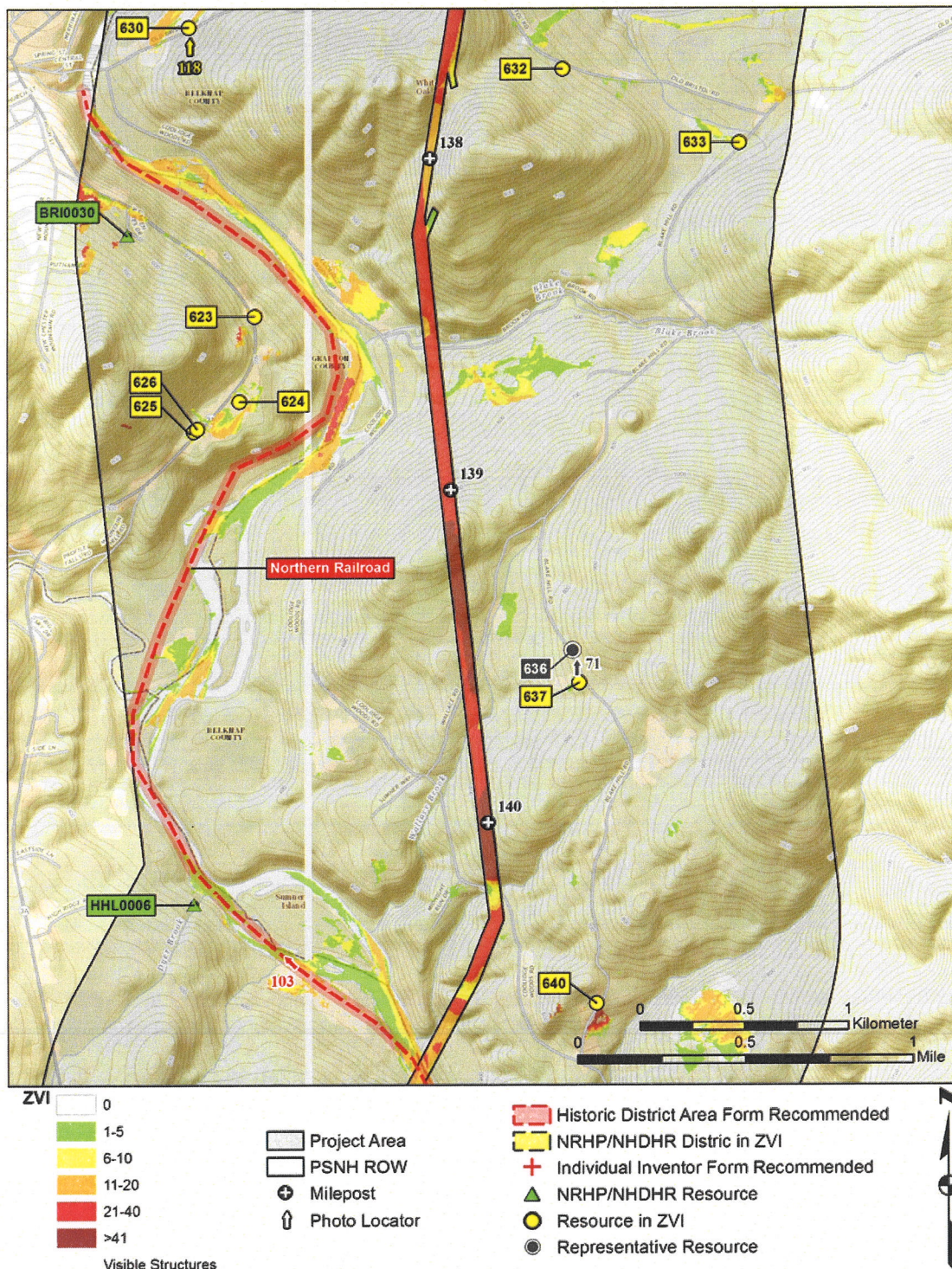
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Sketch Map E.

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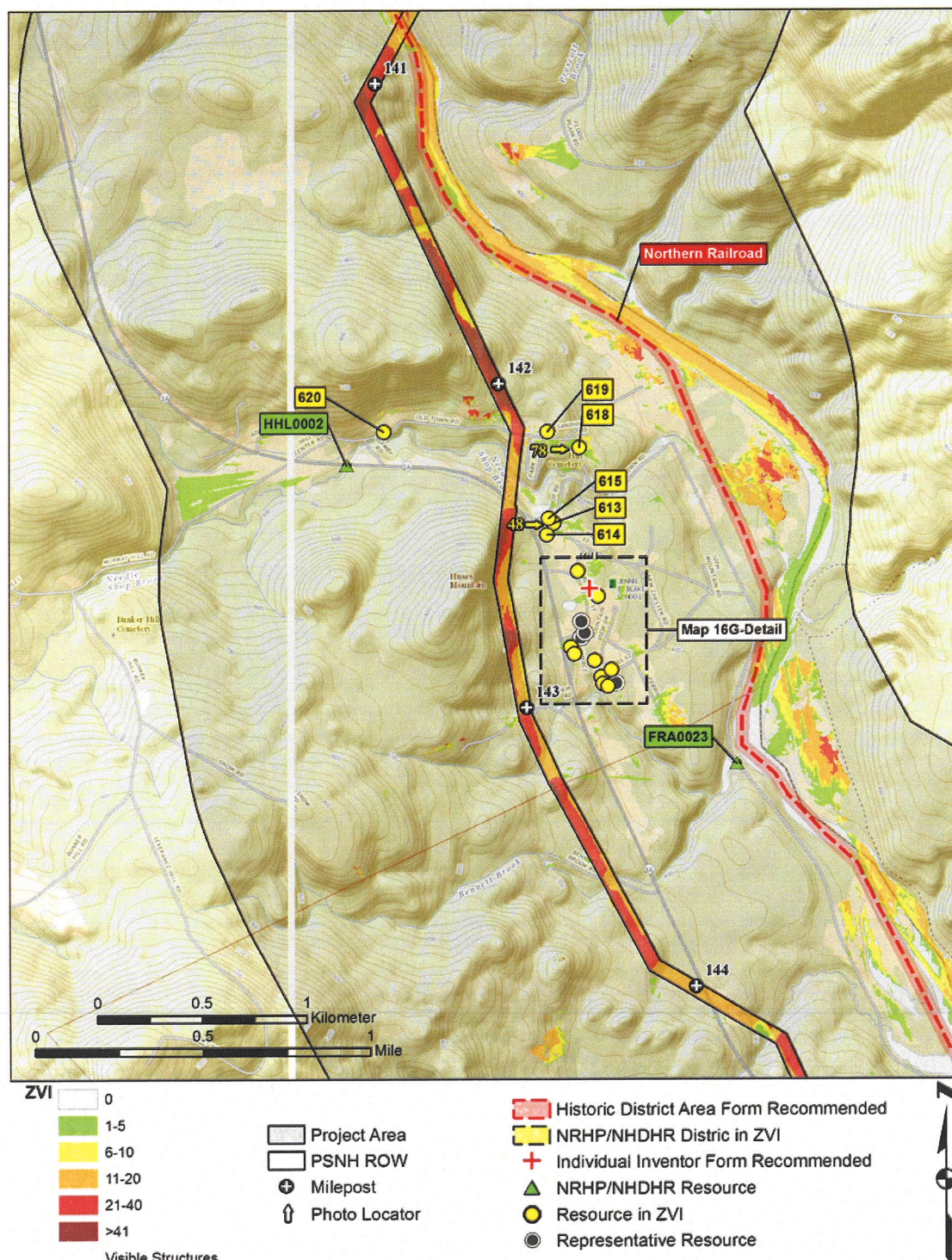
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Sketch Map F.

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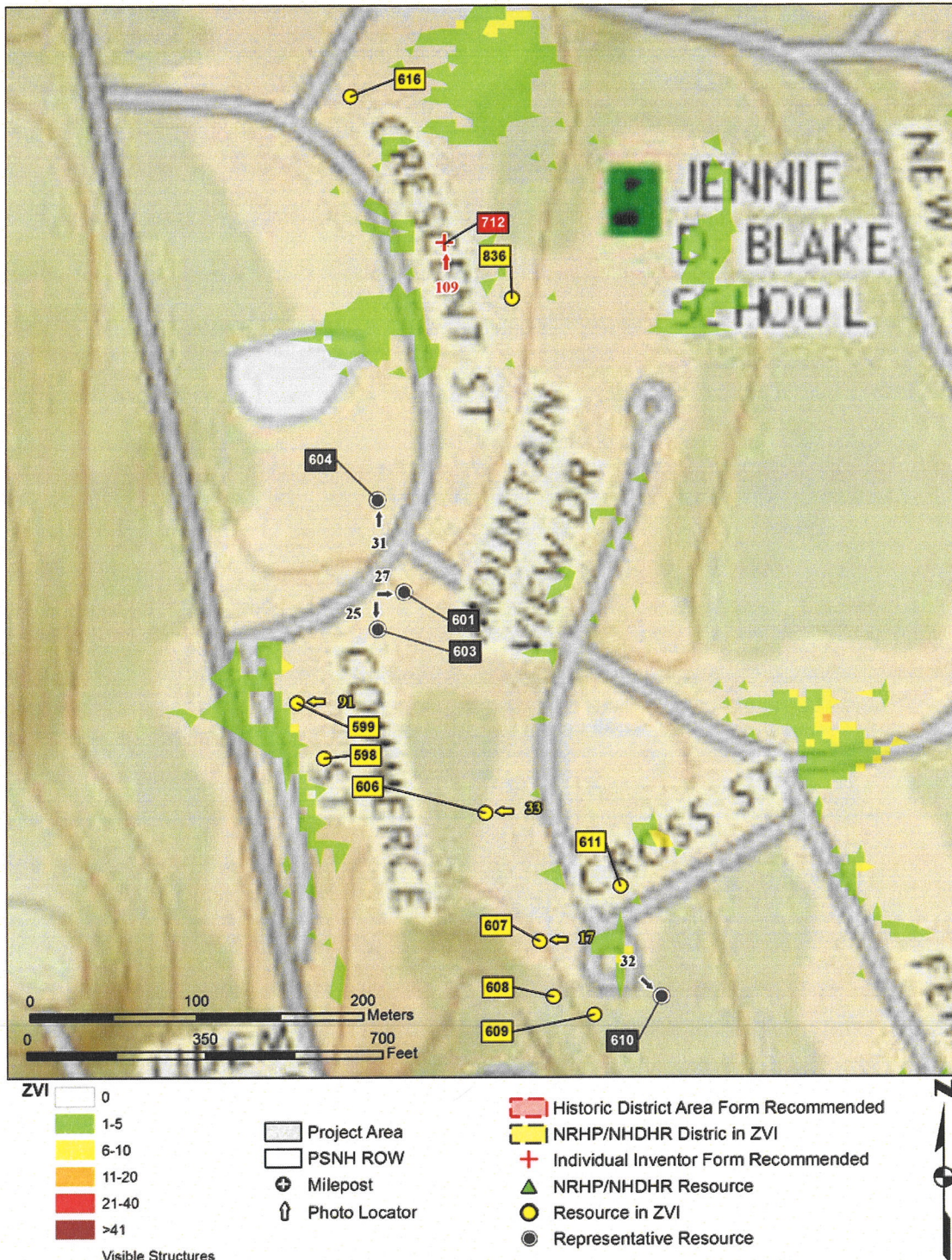
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Sketch Map G.

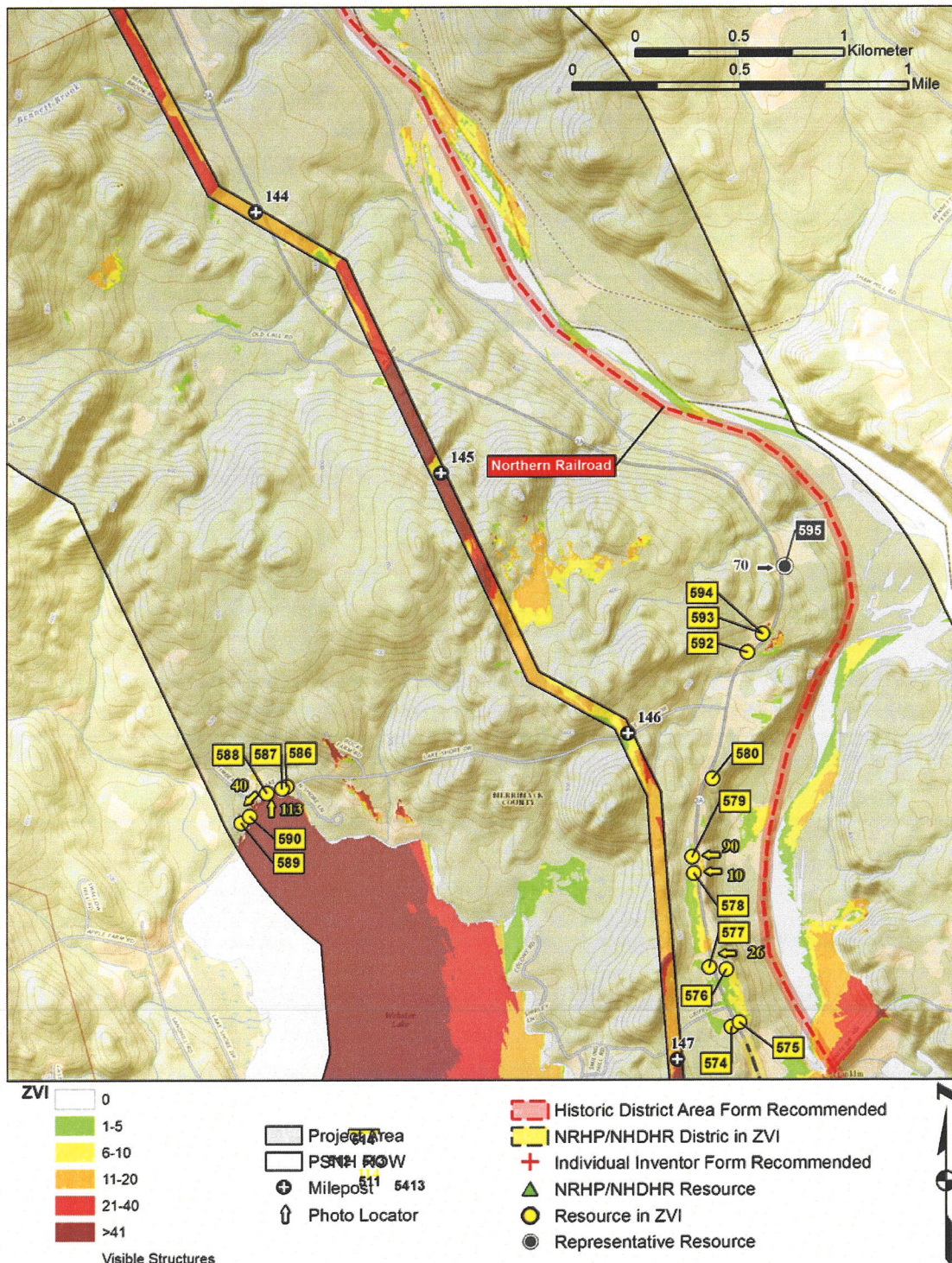
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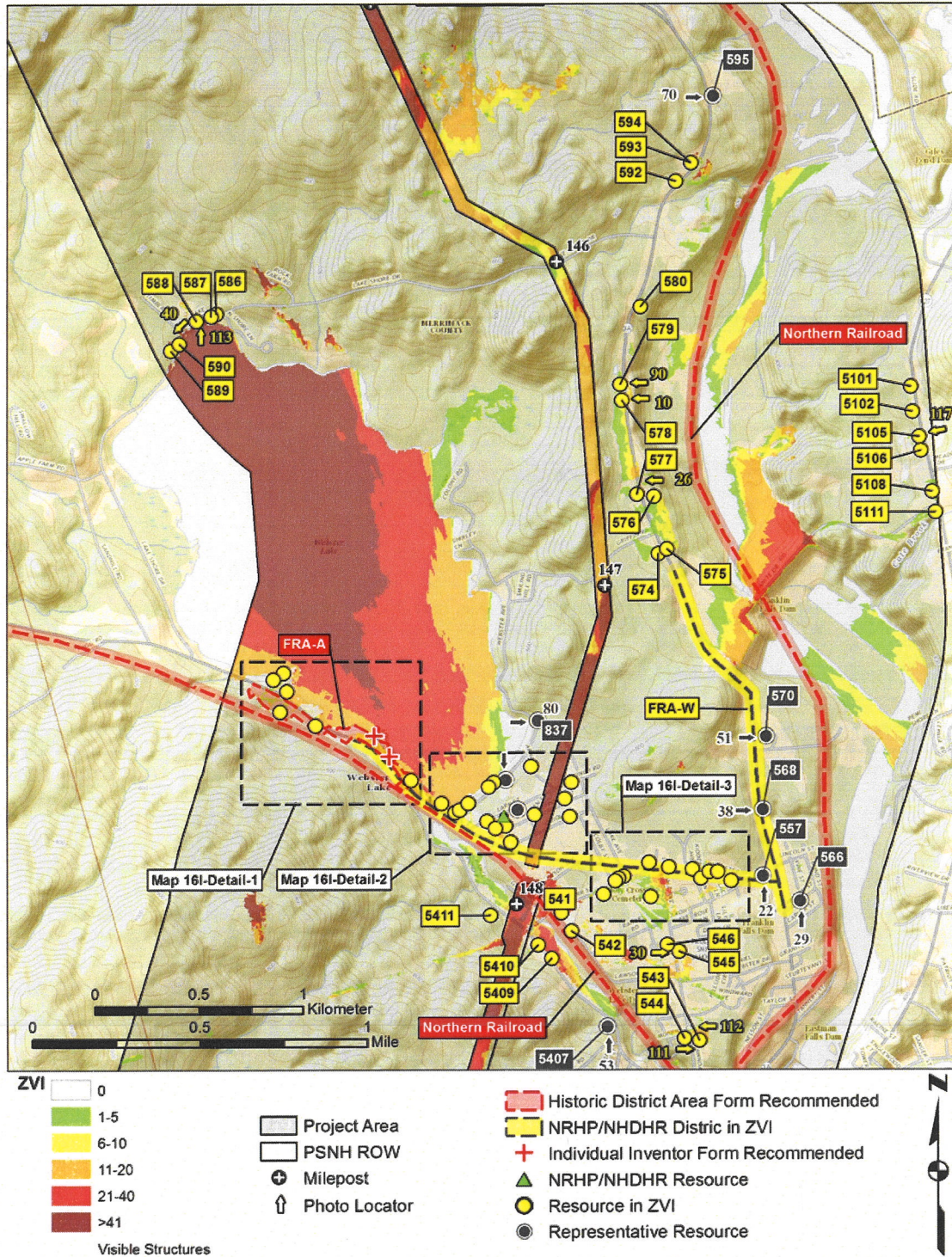
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Sketch Map H.

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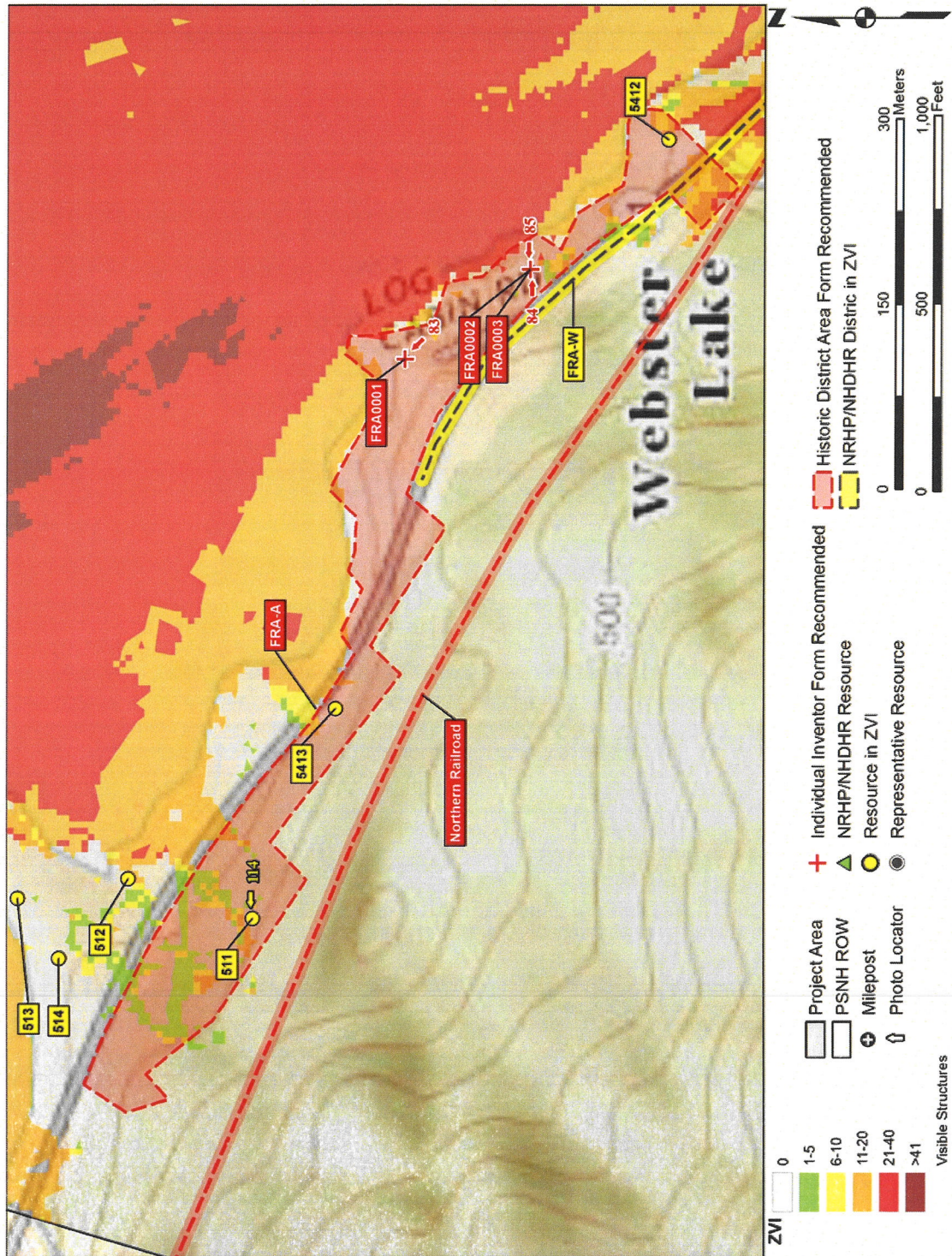
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Sketch Map I.

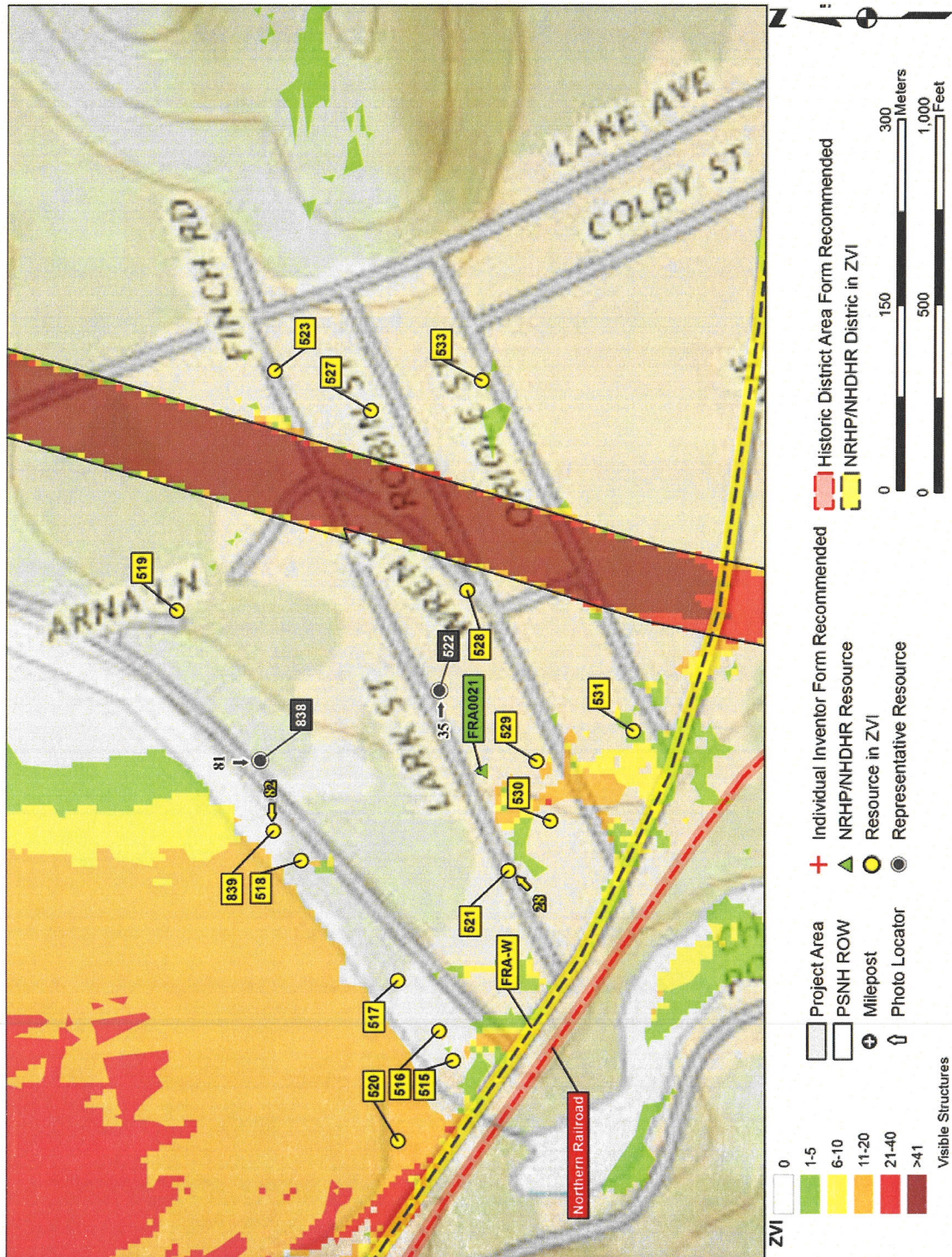
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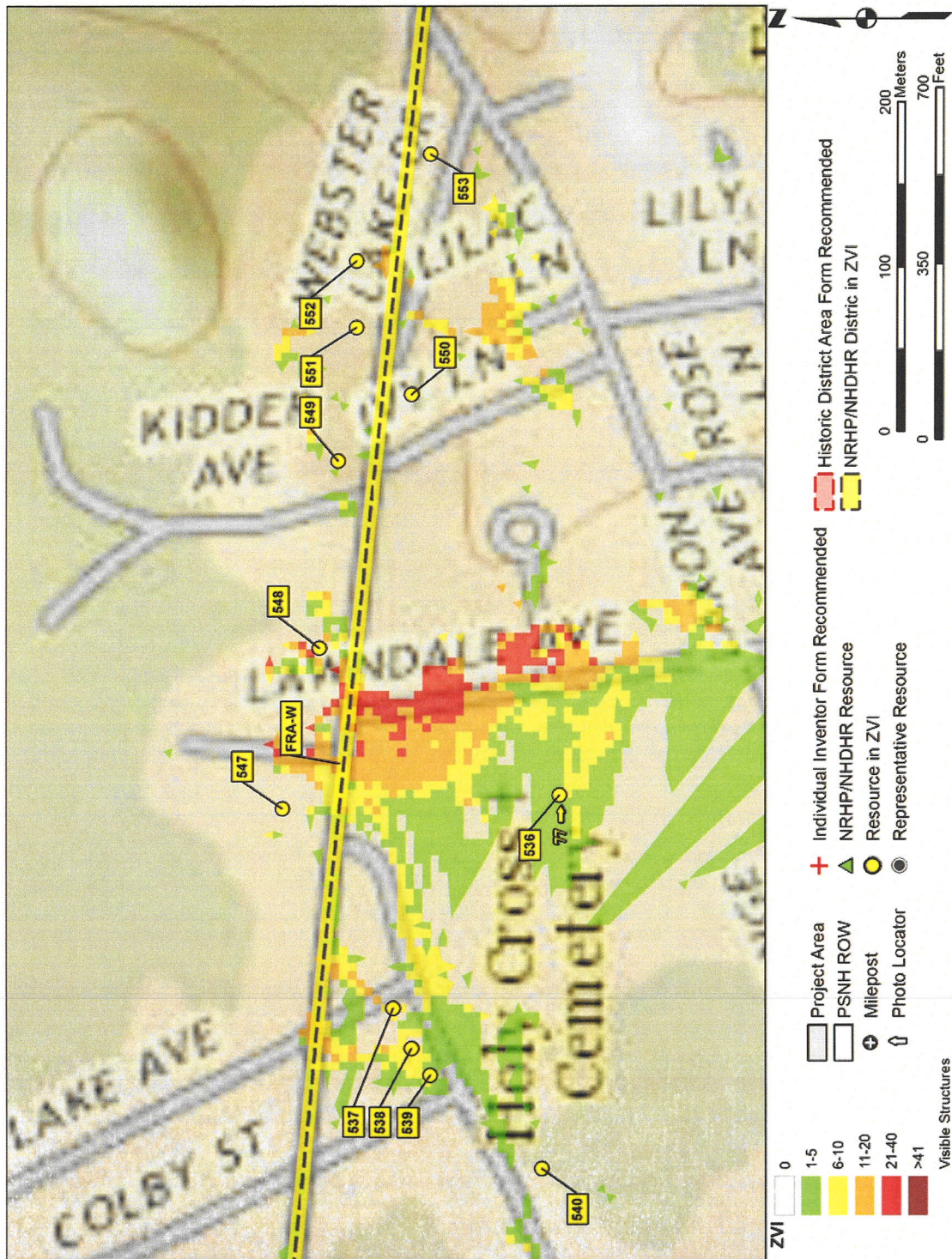
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Sketch Map I, Detail 2.

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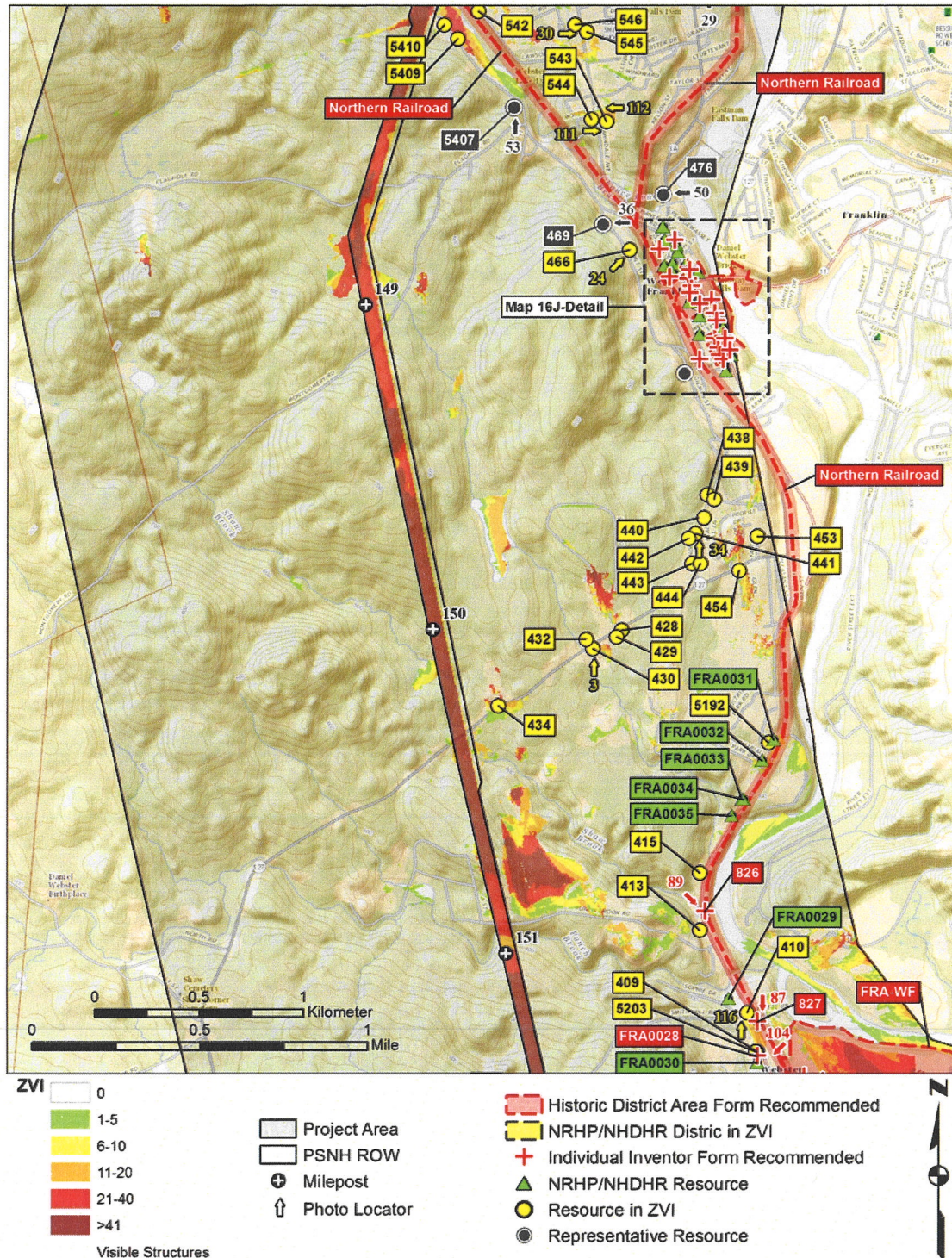
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Sketch Map I, Detail 3.

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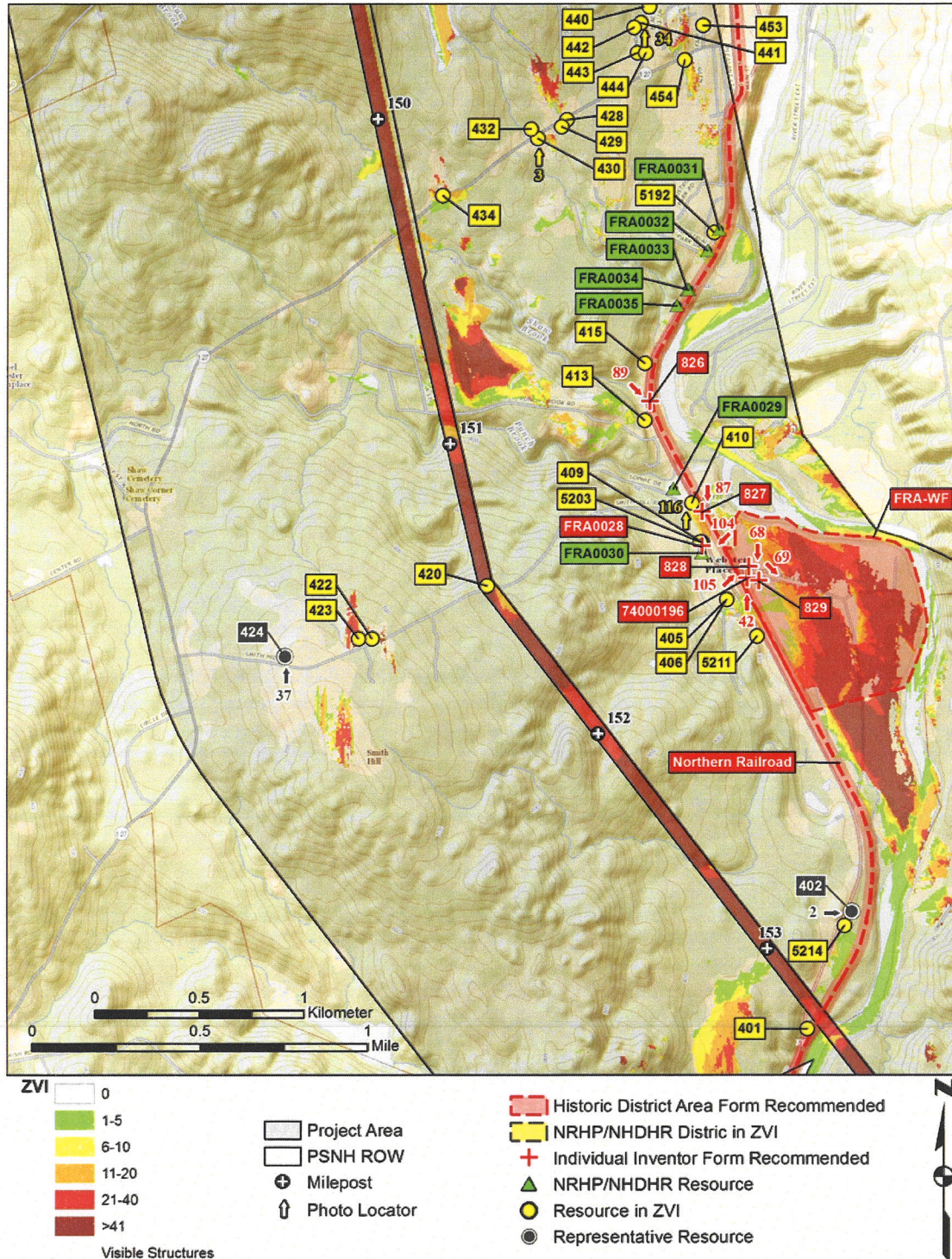
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Sketch Map J.

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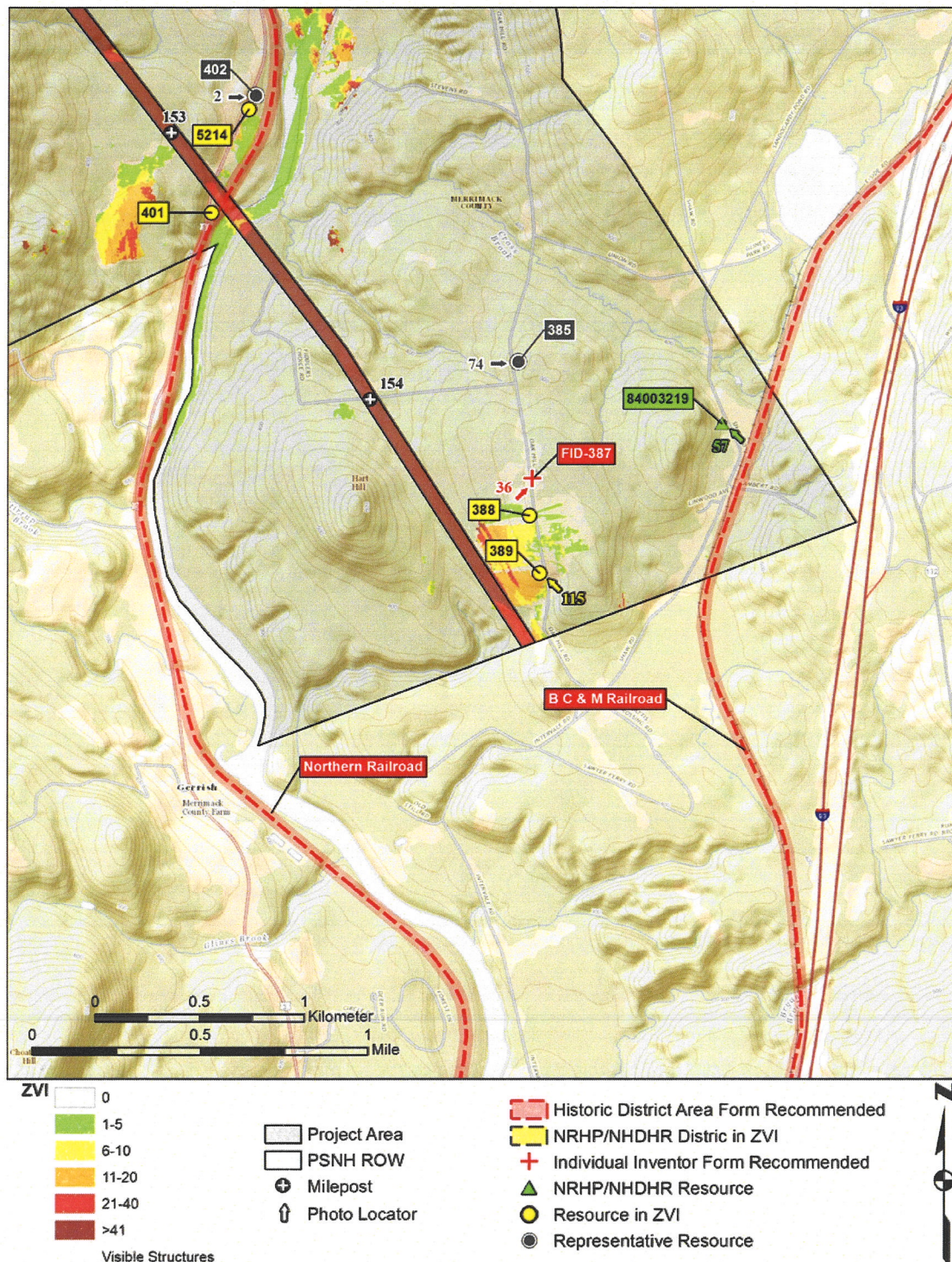
AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION



Sketch Map K.

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Sketch Map L.

AREA FORM**AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION****17. Methods and Purpose**

This study was conducted to obtain information that supports the U.S. Department of Energy's (DOE's) compliance with Section 106 of the National Historic Preservation Act (NHPA), as amended, and its implementing regulations at 36 CFR Part 800. This information will be included in the DOE's Environmental Impact Statement (EIS) for the Northern Pass Transmission (NPT) project, prepared in accordance with the National Environmental Policy Act (NEPA). The purpose of this investigation is to identify above-ground architectural or built resources within the study area and provide recommendations for additional investigations. The project is identified further by the NHDHR Project Review Number RPR-4860. SEARCH completed the architectural history survey for the entire proposed NPT project, on behalf of the DOE and SE Group (Frisco, CO), between August 2013 and August 2014.

The purpose of this investigation is to identify above-ground architectural or built resources within the area of potential effects (APE) and provide recommendations for further documentation on NHDHR Individual Inventory and/or Historic District Area Forms within what is referred to herein as the "indirect APE." The indirect APE consists of a one-mile (1.6 km) area on each side of the centerline of the proposed NPT line for an indirect APE that is two miles wide. The overall length of the entire proposed project is approximately 187 mi (300 km). It includes 147 mi (236.6 km) of existing overhead transmission line rights-of-way (ROW) owned by the Public Service of New Hampshire (PSNH), which extends from Dummer to Deerfield, NH. It also includes 40 mi (64.4 km) of new transmission line corridor, proposed by NPT, from the US-Canada border in Pittsburg south to Dummer, NH.

The indirect APE for the entire proposed project passes through 47 towns and five counties, which includes (from north to south) Coos, Grafton, Belknap, Merrimack, and Rockingham counties. In addition, the APE passes through four of seven regions delineated by the New Hampshire Department of Resources and Economic Development (DRED). The DRED regions, based roughly on unique or notable features of New Hampshire's geography as well as political and socioeconomic boundaries include (from north to south) the Great North Woods, White Mountains, Lakes Region, and Merrimack Valley (State of New Hampshire 2012). A Project Area Form, or PAF, has been developed for each of these four regions. This PAF is developed for the Lakes Region DRED region.

Background Research

Background research focused on developing historic contexts to identify significant themes that are reflected in or represented by above-ground resources. Research was conducted through all phases of the project, including before and during fieldwork, and throughout data analysis. Research included a review of previous cultural resources investigations and relevant architectural history studies within each respective DRED region. SEARCH staff conducted a review of documents and databases held at NHDHR, as well as federal, state and local libraries and archives. Examples of documents examined include historic building inventory forms and files, previous architectural history reports, historic maps and documents, census records, and secondary source materials. A variety of digital resources were also utilized including the

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Library of Congress American Memory Collection, University of New Hampshire and Plymouth State University Digital Collections, and online property records.

The PAF also incorporates Geographic Information System (GIS) data such as U.S. Geological Survey (USGS) topographic maps, geo-referenced historic maps, aerial photography, and National Register Information System (NRIS) data to facilitate the identification of architectural resources within each project area. SEARCH developed a GIS that includes these data as well as data for previously surveyed or identified above-ground resources on file with NHDHR. Spatial data points and GIS data layers were created for previously identified properties and districts within the indirect APE; their locations were verified further by geo-coding with ESRI World Geocoding Service, digital aerial photographs and field observations.

Field Survey

Field methods were designed to examine the indirect APE to: 1) locate previously recorded above-ground architectural or built resources, 2) identify previously undocumented architectural or built resources, and 3) recognize visual aspects of the setting of these resources. Fieldwork was conducted by Geoffrey Mohlmann (Senior Architectural Historian) and Travis Fulk (Architectural Historian) of SEARCH in September 2013. A driving or windshield survey covered all public roads within the indirect APE in order to examine existing buildings, structures, and other aspects of the built environment. Above-ground architectural or built resources that were potentially significant with reference to NRHP eligibility criteria were photographed and noted. The locations of these resources were documented by Global Positioning System (GPS), noted on field maps, and described in photo logs, including physical property addresses where possible. When no physical address was clearly visible, an approximate address was recorded. Upon completion of fieldwork, the data was processed and analyzed at SEARCH offices. Field photographs were geo-tagged, GPS points were examined for spatial accuracy, field logs were transcribed, and the resulting data sets were incorporated into the SEARCH architectural history GIS for the proposed project.

Viewshed Analysis

A viewshed analysis consisting of establishing a Zone of Visual Influence (ZVI) model for the proposed transmission line project was developed based on a 5-m gridded Digital Surface Model (DSM) of the study area created by TJ Boyle (Burlington, VT), a subcontractor to SE Group and DOE. The DSM data were acquired from Intermap (2012) (<http://www.intermap.com>). The “Surface” viewsheds for the indirect APE were processed to include the screening effects of objects over 7 ft (2.1 m) in height (leaf-on tree conditions, buildings, etc.). Additionally, the “Surface” viewshed includes areas of visibility from water surfaces (e.g., rivers, ponds and lakes). “Surface” viewsheds were created and calculated based on the visibility of all proposed project components, including existing towers that will remain in place, new and/or relocated towers, new lattice structures, and areas of vegetation clearing. The number of potentially visible structures and/or ROW within the indirect APE is based on the proposed locations of these project components.

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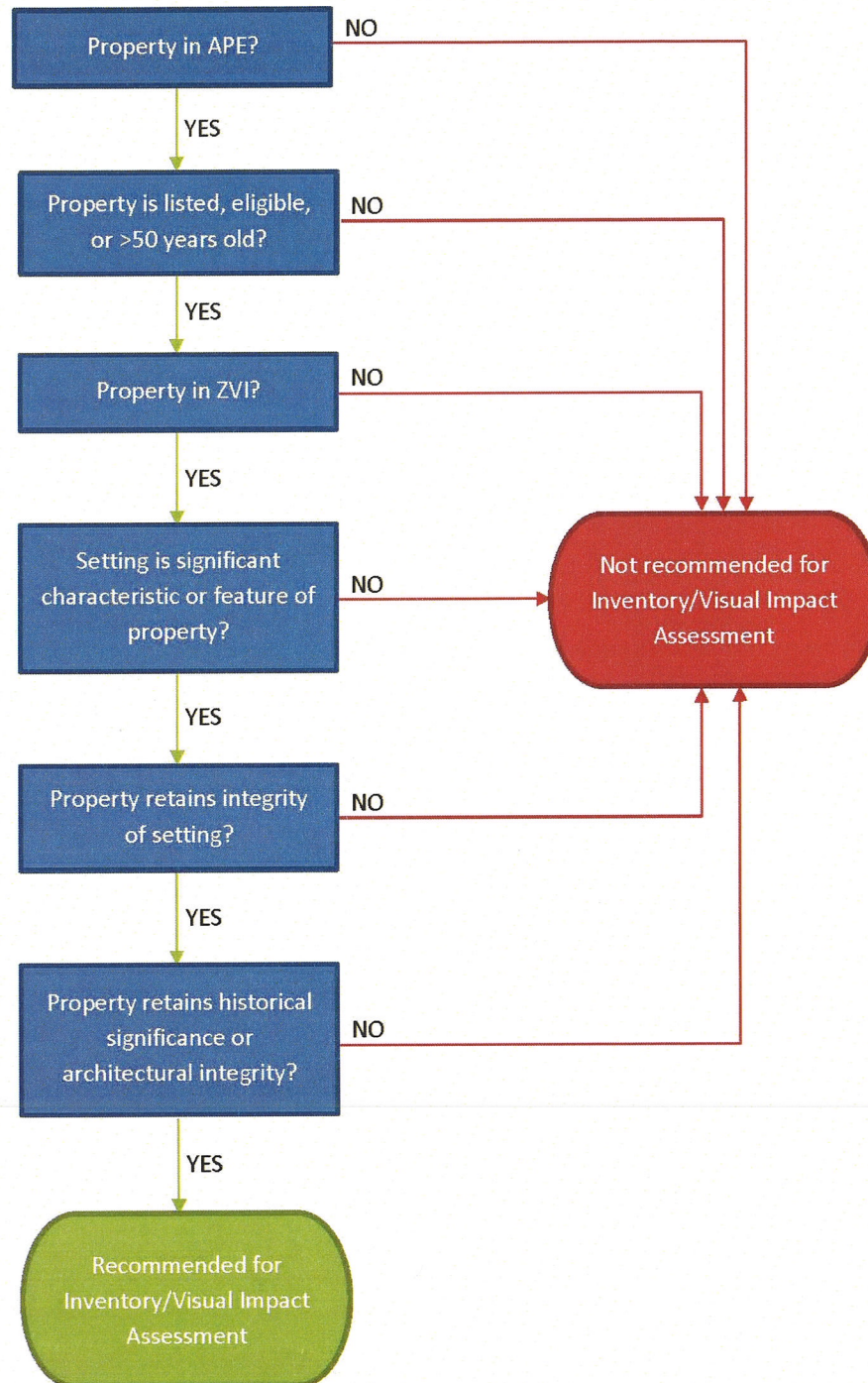
Viewshed models were also performed for the converter station locations (the proposed Franklin location and Deerfield's North Road location). For the converter station locations, these models assume building and/or riser structure heights of 60 ft (18.3 m), as well as a clear-cut area of 21-acres per the Northern Pass application. Additionally, each of the above-ground architectural or built resources that SEARCH identified as having potential historic significance was analyzed relative to the viewshed model parameters using a 164 ft (50 m) buffer zone in order to encompass a reasonable portion of an identified property. This buffer zone was centered on the approximate center point of the resource as identified in the field using GPS technology and checked for accuracy against GRANIT 2011 aerial imagery. If any portion of the buffer zone intersected the ZVI for the indirect APE, the architectural or built resource was treated as having a view of the proposed project.

Recommendations

SEARCH used the findings of the background research, field work, and viewshed analysis to make recommendations for the second phase of architectural surveys within the indirect APE, which consist of recordation on NHDHR's Individual Inventory and Historic District Area Forms. Recommendations for architectural surveys consider National Register of Historic Places (NRHP) eligibility for those architectural or built resources that are 1) considered representative of regional historic contexts, 2) located within the indirect APE and ZVI, and 3) whose historic setting may be impacted by the proposed project. While architectural or built resources may be historically significant under National Register Criteria A, B, C and/or D, recommendation for additional documentation on NHDHR Individual Inventory and/or Historic District Area Forms is limited to those architectural resources where setting is a character-defining feature of a resource and that are representative of a relevant historic context.

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Decision-making flowchart to recommend resources for visual impact assessment and NHDHR Individual Inventory or Historic District Area Form recordation.

AREA FORM**AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION****18. Geographical Context:**

The Lakes Region project area is situated in a section of New Hampshire which has been dramatically shaped by the last glacial maximum, which began approximately 21,000 years ago (Shaw et al. 2006, 2066). Glacial retreat scoured this area, leaving depressions which would eventually become the multitude of lakes from which this region derives its name. Glacial till, comprised of poorly sorted clay, silt, sand, pebbles and cobbles characterizes the soil of the Lakes Region. The NPT project area in the Lakes Region crosses through three ecoregions: the White Mountain Foothills, the Sunapee Uplands and the Worcester/Monadnock Plateau (US EPA 2012). Bridgewater, Ashland, Plymouth and Holderness are located within the White Mountain Foothills ecoregion, which is comprised of rocky hills and low mountains, but has fewer lakes than the Sunapee Uplands. This latter ecoregion encompasses the northern half of Franklin and Sanbornton, and all of Hill, New Hampton and Bristol. It is characterized by rolling, rocky hills and low mountains with shallow, stony soils, and coarse-loamy Spodosols. The Sunapee Upland landscape is bisected further by numerous streams and dotted with small lakes. In the southernmost portion of the project area, Northfield and southern Franklin fall within the Worcester Monadnock Plateau, an ecoregion containing hills or low mountains with bedrock composed mainly of gneiss, schist, and granite.

Several major rivers and lakes are located within or in close proximity to the Lakes Region project area. The primary waterway is the Pemigewasset River, which flows south from Profile Lake in Franconia and passes through the towns of Holderness, Ashland, Bridgewater, Bristol, New Hampton, and Hill before finally reaching Franklin. Near the center of Franklin, the Pemigewasset meets the Winnepesaukee River and forms the Merrimack River, one of two major rivers in New Hampshire. From Franklin, the Winnepesaukee flows south through the town of Northfield. The project area parallels this route, crossing the Pemigewasset and Merrimack Rivers no less than six times on its journey south. The project area also crosses the Squam River (Ashland), Blake Brook (New Hampton), Needle Shop Brook (Hill), and several other tributaries of the Pemigewasset. In addition to these waterways, the Lakes Region is dotted with a number of lakes, including Webster Lake (Franklin) and Little Squam Lake (Ashland and Holderness). These lakes and rivers were crucial to the economic development of the Lakes Region, providing important sources of raw material and energy, as well as corridors for transportation and commerce, and are now the basis for an important tourism industry. Furthermore, the floodplains associated with these waterways provided fertile acres for agriculture, particularly important in an area as hilly and rocky as the Lakes Region.

The topography of this region is predominately hilly and rising to mountains in the north, with settlement concentrating in the valleys near major water sources and floodplains. Notable elevations include Bristol Peak in Bristol (550 m above mean sea level [amsl]), Hicks Hill in Ashland (422 m amsl) and Burleigh Mountain in New Hampton (445 m amsl). Agricultural and industrial activity has impacted the landscape, most notably in the form of cleared fields and large mill complexes. Soils range from Adams loamy sand (36B) and Champlain loamy fine sand (35A) near the rivers to Turnbridge-Lyman-Rock complex (61E) and Becket fine sandy loam, very stony (57C) near the edges of the project area (USDA 2013).

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19. Historical Background

Summary

European settlement in New Hampshire began along the coast, and large land grants were issued to proprietors for inland areas such as the Lakes Region. Lake Winnepesaukee was first surveyed by colonists in the mid-seventeenth century in order to establish the northern boundary of Massachusetts. Two commissioners, Edward Johnson and Simon Willard, carved their initials and those of Massachusetts Bay colonial governor John Endicott into what is now known as Endicott Rock in 1652. In fact, much of the Lakes Region of New Hampshire was considered part of Massachusetts until 1740. This region was also an important fishing area for Abenaki bands, and there was a fishing village and weirs at Aquadoctan (Daniell 1981, 5).

Following the Revolutionary War, Euro-American settlement expanded northward and the region's population began to grow; however, this growth was slow, given the relatively remote nature of the region. Population did not begin to increase rapidly until the Industrial Revolution, but this growth was highly centralized in areas with access to powerful water sources. Population in the remainder of the region was stagnant, and economic output was limited to agriculture and logging. The construction of railroads in the mid-nineteenth century fostered the growth of industry and tourism in the Lakes Region. Most of the towns in the project area had railroad stations in the nineteenth century; there were stations at Andover, Ashland, Franklin, Northfield, and Plymouth (Heald 1996, 71). In addition, steamboats operated on the lakes from the mid-nineteenth through early twentieth centuries serving tourists and residents.

Agriculture, industry, and tourism are the economic foundation of the region and have been for more than a century. Some areas of the Lakes Region were more conducive to farming than others, and industries sprung up in areas where there was abundant water power. Regional industries included logging, grist mills, mining, carriage manufacture, textiles, and ice harvesting (Heald 1996, 50-54; Musgrove 1904, 376; Chaffee 1966, 87).

The Lakes Region has also had a number of notable visitors and residents which connect the area to larger themes in the history of New Hampshire and the United States. The politician, lawyer, and orator Daniel Webster has several sites associated with him in this area. His birthplace and family farm (both in Franklin), as well as the courthouse where he worked early in his career in Plymouth are still extant (Hunt 1949, 14). The first African American stage magician in the United States, Richard Potter, made his home in Andover in the early nineteenth century. Potter bought almost two hundred acres of land to farm and built a large house to live in with his wife and children in between traveling on his popular magic show tours (Sammons and Cunningham 2004, 107). The village of Potter Place and the Northern Railway depot there were named for him (Heller 2010, 36). Additionally, the New England poet John Greenleaf Whittier visited Squam Lake many times in the late nineteenth century (Allen 2003, 47).

In the early twentieth century, the recreation industry not only provided continued growth in former agricultural communities but also eased the economic downturn for some manufacturing towns during the Great Depression and World War II. By 1932, the Lakes Region accounted for over 24 percent of New Hampshire's recreation economy, which was the largest proportion in

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the state (Carlson 1938, 259). The continuing popularity of the Lakes Region is due to its natural landscape and picturesque small villages. Moreover, the area attracts tourists with recreational activities all year round—from ice fishing and dog sled races in the winter to camping and boating in the summer.

Village Development

Initial settlement was more dispersed than is apparent from today's landscape, which is characterized by classic New England villages that developed in the mid- to late eighteenth century. Town centers developed secondarily as the economy diversified. Their locations were influenced by transportation routes and developing local commerce to meet the needs of the expanding population (Black 1950, 237). New settlements throughout New Hampshire were self-sufficient out of necessity as a rudimentary road network (typically following former Native American trails) and transportation along major waterways was difficult, especially during the winter (Hamilton 1951, 29; Price 1958, 1). A new settlement required not only the clearing of agricultural land but also a minister, blacksmith, and grist mill to be considered self-sufficient (Hamilton 1951, 30). Because the location of mills was constrained by proximity to a source of water power, early grist mills located along waterways were the most common locus for village development (Hamilton 1951, 30). Water power resources continued to play an important role in village development as locations such as Franklin and Northfield were able to leverage these resources to become centers of production during the Industrial Revolution.

Holderness was originally granted in 1751 but was not immediately settled due to the frontier nature of the territory, the French and Indian Wars, and its location along a native travel route that connected Lake Winnepesaukee with the settlement of St. Francis in Quebec (Hodges 1907, 9). Consequently, the original charter expired, and settlement did not begin until after the territory's second charter was issued in 1761. Under this charter, Samuel Livermore (member of the Continental Congress and U.S. Senator from New Hampshire) acquired a large portion of the town, which he ran as a country estate (Clark 1897, 279). In 1790, the town had 329 residents. Holderness Village emerged as an industrial center along the Squam River (Hodges 1907, 53).

Holderness Village ultimately became the center of **Ashland** following a dispute in 1868 regarding public infrastructure (e.g., gas lights and sidewalks) between the village residents and surrounding rural communities (Ruell 2012). Ashland is located on the Squam River, whose rapids and falls offered excellent sites for water-powered mills (Hodges 1907, 53). As a result, the village became a flourishing commercial center with businesses, churches, a large schoolhouse (Ashland Junior High School), a railroad station (established in 1849), and other public institutions, which emerged to serve the area's workforce. A second rural town center in Holderness with a post office developed along the river between Squam and Little Squam lakes (Hurd 1892).

Plymouth was originally granted in 1763; however, its boundaries with the town of Hebron were modified in 1792 and 1854 and a portion of Campton was annexed in 1860 (Child 1886, 578). The area of Plymouth Village, at the confluence of the Baker and Pemigewasset Rivers, was the site of a Native American village attacked by Captain Thomas Baker in 1712, after whom the

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river was named (Stearns 1906, 8). Plymouth Village developed as, and continues to be, the town's economic center. In the northwest portion of town, the village of West Plymouth developed and had a small boarding industry with a post office by the late nineteenth century (Child 1886, 579). The town's smallest village area is Grove Hollow which continues to be primarily a residential cluster.

Bridgewater was granted as part of the territory of New Chester, and its history until incorporation in 1788 is described as part of the town of Hill (discussed below). The town of Bridgewater incorporated the northernmost portion of Hill/New Chester between the eastern shore of Newfound Lake and the Pemigewasset River. Shortly after incorporation in 1790, the town had a population of 281, which was engaged primarily in farming (Child 1886, 171). The 1886 gazetteer of Grafton County describes only a single village with a post office (Bridgewater Village); however, the 1892 Hurd map of the town also identified a second, small, presumably residential cluster in the northeast portion of town known as Bridgewater Hills (Child 1886, 171; Hurd 1892).

Bristol was also granted as part of the territory of New Chester, and its history until incorporation in 1819 is described as part of the town of Hill (discussed below). The town of Bristol incorporated the portion of Hill/New Chester located between the Smith River, Pemigewasset River, Newfound Lake, and the southern part of Bridgewater. Bristol's only village center lies at the confluence of the Newfound and Pemigewasset rivers, where the availability of waterpower fueled the development of a busy commercial center (Child 1886, 177).

New Hampton was granted in 1765 under the name Moultonborough, after one of its original proprietors, General Jonathan Moulton. The town was incorporated in 1777 and named New Hampton at the request of General Moulton in honor of his hometown of Hampton (Hurd 1885, 871). By 1790, the population of the area reached 652. The town's modern boundaries were established in 1797 when the northeast portion of the original grant was incorporated as Center Harbor. Like other towns in the northern portion of the Lakes Region, its frontier status mostly prevented settlement prior to the end of the War of Independence (Hurd 1885, 871). Economic activity in the late eighteenth century was limited to agriculture, logging, and small saw and grist mill operations (Hurd 1885, 874). The town developed a single village center located east of the Pemigewasset River along Hatchery Brook, which is present on Hurd's 1892 mapping (Hurd 1885, 871; Hurd 1892).

Hill was originally a much larger township granted under the name of New Chester that was split off from the Masonian proprietors' territory to a group of land speculators in 1753 and ultimately incorporated as a township in 1778 (Musgrove 1904, 83). Because the proprietors intended to resell rather than settle the grant themselves, New Chester's original boundaries never represented a cohesive community. Although settlement had commenced by 1767, there was little resistance to the separation of the original grant into different townships (Musgrove 1904, 82). The first area to become independent was Bridgewater in 1788, forming the northern portion of the township. Given the contested nature of the territory and late onset of European

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settlement, the population of New Chester remained low in the eighteenth century, reaching only 353 in 1790.

Important political and administrative developments in the nineteenth century included the incorporation of Bristol and Bridgewater and the renaming of New Chester in 1837 to Hill, in honor of New Hampshire Governor Isaac Hill. By the early twentieth century, the town's railroad station had closed (Stiles 1942, 24). A dramatic reorganization of the Hill Village area occurred during World War II with the construction of the Franklin Falls Dam and Flood Control Project. As a result, Hill residents purchased land, planned, constructed, and occupied a new "model" village on higher ground to the west of the river by 1941 (Atwood and Paiva 1996, 5-9). In addition to selling lots for new houses, the town constructed a new school, a needle factory, and a large town hall (Stiles 1942, 59, 64).

Franklin was originally subsumed under the charter granted for Bakerstown by the Massachusetts Colony in 1738. This frontier land was granted to soldiers, but none of them attempted to settle their charter. Settlement did not occur until 1748 when the land was granted a second time, as part of Salisbury (Hurd 1885, 310). Initially, Philip Call and his son established a small fort near modern-day Webster Place (Hurd 1885; Kuranda 1982, 8-1). Franklin's current form began to take shape following Euro-American settlement in the upper and lower village areas (Hurd 1885, 311; Kuranda 1982, 8-1). Daniel Webster was born in what is now part of Franklin in 1782, and his birthplace is a State Historic Site. The farm owned by the Webster family, "The Elms," is also located in Franklin and is a National Historic Site. Franklin was incorporated in 1828 (Hunt 1970, 54). Settlement clustered in three distinct village areas (Webster Lake, Webster Place, and West Franklin), all of which flourished during the nineteenth century. By the end of the century, Franklin was incorporated as a city, with a population over 6,000.

Andover was originally granted in 1746 as New Breton, following the capture of Cape Breton, Nova Scotia. The area was settled in 1761 and incorporated as Andover in 1779 (Hayward 1849, 22). The introduction of the Northern Railroad through the town in 1847 led to the development of stations and post office villages known as East Andover, Potter Place, Andover Center, and West Andover (Town of Andover 2013, 52). A fifth, smaller village center was also located near the town's western border and known as Cilleyville (Hurd 1892). The village of Potter Place was named for Richard Potter, the first African American stage magician. Famous during the early nineteenth century as a conjurer and ventriloquist, Potter traveled with his show all over New England and the United States. Potter moved to Andover with his wife in 1814 and established a farm (Sammons and Cunningham 2004, 107). The graves of Potter and his wife, Sally, were moved to accommodate the construction of a railroad line in 1849 (Heller 2010, 36).

Salisbury was originally granted by the colonial authorities in Massachusetts in 1736; however, it was regranted by New Hampshire in 1749 following an agreement on the border between the colonies (Dearborn 1890, 59). The town was known by several names until its incorporation as Salisbury in 1768, reportedly reflecting the origin of its first settlers in Salisbury, Massachusetts (Hurd 1885, 603). The town remained largely agriculturally oriented with rural village centers

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with post offices known as West Salisbury, Salisbury Heights, and Salisbury along with a small settlement cluster known as Smiths Corners along an old turnpike route (Dearborn 1890, 390-396, Hurd 1892).

Northfield was originally subsumed under the charter granted for Canterbury in 1727. Canterbury was incorporated as a town in 1741, and Northfield remained part of Canterbury until 1780. Northfield, as its name implies, comprises the northern portion of Canterbury and was originally known as the “north fields” (Cross 1905, 3). The town developed three village areas known as Northfield Center, Sanbornton Bridge, and Northfield Depot. Northfield Center represents the town’s initial locus of settlement while activity and settlement in the Sanbornton Bridge area quickly followed its establishment on both sides of the Winnepesaukee River. This development peaked with the establishment of the Northfield Factory Village in this area by the early nineteenth century (Cross 1905, 224). The Northfield Depot Village developed following the establishment of a railroad depot in the late 1840s (Cross 1905, 229).

Sanbornton was granted in 1748 and incorporated in 1770 (Hunt 1970, 73). Earliest settlement concentrated in the southwest portion of the town in what would eventually become Tilton (Runnels 1881, 232). The first settlement located within Sanbornton’s current boundaries was likely in the area of Sanbornton Square (Fogg 1874, 326). Two major boundary changes in the nineteenth century had a drastic and immediate impact on Sanbornton’s economy. In 1828, the southwestern corner of town was annexed to form part of the new town of Franklin, and in 1869 the southern half of Sanbornton became the town of Tilton. The removal of these sections effectively cost Sanbornton its entire industrial sector, which is reflected in a precipitous drop in population from a height of 3,329 in 1820 to 944 by 1900 (Hayward 1849, 147; Sanbornton Planning Board 2014, ii).

Transportation

The first transportation routes in the region consisted primarily of the Merrimack and Pemigewasset rivers along with the Winnepesaukee, Squam, and Winnisquam lakes. Early settlers also made use of an extensive Abenaki trail network, many of which developed into modern transportation corridors (Price 1958, 1). Within the region, Route 3, 9, 28, 41, 75, 109, 113, and 153 closely follow all or portions of the regional trails as recorded by Price (1958). Many early settlements were also divided by the waterways along which they were located. Most notably, the towns whose mutual borders are formed by rivers (i.e. Sanbornton, Hill, New Hampton, Bristol, Bridgewater, Plymouth, and Holderness) established ferry service in advance of bridge construction. Early ferries were established between Plymouth and Holderness in 1804 and operated until a bridge was erected in 1810 (Stearns 1906, 607). Three ferries operated between Sanbornton and New Chester (see Hill, Bridgewater, Bristol above) beginning as early as 1794 before being phased out by bridges beginning in 1806 (Musgrove 1904, 106).

As population densities and economic activity increased, bridges supplanted ferries and the location of these bridges became permanent roadways. The development of bridges reflects technological and demographic trends over time moving from temporary wood, to permanent

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covered, through metal truss, and suspension types serving foot and wagon traffic, railroads, and finally, automobiles (Knoblock 2012, 2).

In 1796 New Hampshire began to establish turnpikes by legislative acts that allowed corporations to establish roads, build bridges, and charge tolls to re-coup their investments (Lyford 1896, 300). In total, New Hampshire commissioned 56 turnpike corporations, including the Mayhew Turnpike, Fourth New Hampshire Turnpike, and Grafton Turnpike. The Mayhew Turnpike, incorporated in 1803, extended from Bridgewater to Rumney (Musgrove 1904, 121). The Fourth New Hampshire Turnpike was incorporated in 1800 and extended from Salisbury to the Connecticut River (Dearborn 1890, 300). The Grafton Turnpike was incorporated in 1804 and extended from Andover to the Connecticut River (Eastman 1910, 221).

In the early nineteenth century, canal system construction began in earnest across the country. Lacking the early industrial base to support the large scale canal building efforts that occurred further south along the Merrimack Valley, no extensive canal system was ever introduced to the Lakes Region. Rather, small canals were built to serve individual mill owners' interests. For example, the Pemigewasset Canal, built c. 1804, enabled logs to be floated downstream around Webster Falls to a large mill in Salisbury (Dearborn 1890, 338). In addition, canals were constructed connecting major lakes to each other and to the region's rivers. These included the Winnepesaukee Canal which connected the Squam Lakes to the Pemigewasset River in Plymouth (Kimball 1890, 255).

It was not until the rise of the railroads that transportation in the Lakes Region was truly revolutionized. Early regional railroads generally followed major river valleys allowing towns with water power resources (i.e. Franklin and Northfield) to expand their industrial base as they became increasingly interconnected with distant markets. In general, towns with a manufacturing base and a rail station experienced growth during the second half of the nineteenth century. Early railroads that connected the region were the Boston, Concord, & Montreal Railroad that reached Plymouth by 1850 and the Franklin and Bristol Railroad that began operation in 1848. Following the Civil War, the region's railroad network reached maturity with the construction of Pemigewasset Valley Railroad (c. 1874) extending from Plymouth to Woodstock and numerous spurs and small branch lines that lead to individual factories, tourist attractions, and industrialized areas (Mausolf 2002, 3).

By 1895, the region's two main railroads (the Concord & Montreal and the Boston & Maine) merged to become the Boston, Concord & Montreal (Mausolf 2002, 4). In the 1920s, the rail line included regional station stops in Northfield, Ashland, Bridgewater, and Plymouth (Mausolf 2002, 4). The Great Depression, the rise of the automobile, and shifting patterns of production resulted in a slow decline of the railroad industry with reduced freight shipments and passenger service that ended by 1967 (Wallace and Mausolf 2001, 50-51).

The late nineteenth to early twentieth centuries saw the height of commercial boat travel in the region with steam powered vessels providing passenger, mail, and supply transportation in support of the booming Lakes Region recreation industry. In particular, the Squam

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Transportation Boat Company operated numerous boats connecting rail passengers and materials arriving in Ashland with all portions of Little Squam and Squam Lake (Heald 2002, 29). By the 1920s, the growth of the automobile industry and private boat ownership appears to have brought about the demise of the company (Heald 2002, 29). Lake Winnepesaukee had a large steamboat, *Lady of the Lake*, that started operation in 1849, bringing passengers around the lake and connecting with the Boston, Concord, & Montreal railroad system (Heald 1996, 72).

The rise of automobile transportation shifted patterns of travel for recreation, business, and daily life. This shift is marked by the improvement of the region's roadways during the early part of the century, allowing the automobile to emerge as the transportation mode of choice by the 1930s (Ewald 2003). The automobile helped maintain the growth of many towns as train and steamboat travel became obsolete (Ruell 2012). Following World War II, motels, motor courts, and small rental cabins grew in popularity (Hengen 2012, 16). The modern era of roadway transportation in New Hampshire is marked by the establishment of the interstate highway system at mid-century.

Aviation in the region is centered on the recreation industry with Riverside Airport in Ashland, Laconia Airport in Laconia, and the Plymouth Municipal Airport in Plymouth, all of which began operating between 1934 and 1949 (Freeman 2014). The primary driver of early aviation in the region was the availability of numerous landing locations for seaplanes, with seaplane bases opening on Lake Winnepesaukee as early as 1923. From these bases, numerous companies provided scenic flights and passenger service to lakeside resorts (Lakes Region Association 1949, Weirs Beach Association 2014).

Agriculture

The early development of the Lakes Region was focused on agricultural production with subsistence being the primary concern of the first settlers. The development of the agricultural industry in New Hampshire was dramatic, growing to over 300,000 farms at its mid-nineteenth century peak before declining to less than 3,000 in 1970 (Collins 1990, 1). The geo-morphology of the river valleys in the region created extensive areas of fertile soil where contemporary alluvial or post-glacial lacustrine sediments were deposited. The early settlers generally located their farms in these areas, referred to as intervalles.

As sheep herding rose to prominence in support of the woolen clothing industry, less fertile upland areas were cleared for pasture. By the mid-nineteenth century, the agricultural sector had reached its maximum penetration and diversification across the state. In the towns crossed by the project, the principal crops were recorded in the mid-nineteenth century as corn, potatoes, hay, wool, and maple sugar (Hayward 1849, 37, 71, 81, 83, 105, 108, 115, 125). Towns which were less conducive to agriculture, such as Andover, developed dairying and sheep-raising industries (Chaffee 1966, 93-94). The most productive agricultural town was Hill, which was the leading producer of corn, potatoes, and hay; Andover led the group in wool production, and Plymouth led in maple sugar production (Hayward 1849, 30, 81, 115). Apples were one of the earliest crops in Sanbornton, and Runnels (1882, 290) mentions several orchards with hundreds of trees in his history of the town.

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In the early nineteenth century, the New Hampshire statesman Daniel Webster grew corn and wheat in addition to potatoes, peas, and turnips on his large family farm called “The Elms” in Franklin (Sherman 1979, 478). His farm also raised livestock (hogs, cattle, and sheep) in pastures on the riverbank. The farmhouse is a National Historic Site (NR 74000196).

Following the Civil War, herding and livestock production shifted toward the attractive pasture lands of the mid-west. This shift was enabled by the nation’s rapidly developing railroad network, which allowed production to take place at great distances from the large, developed markets of the northeast. Because dairy and poultry products could not be easily transported large distances, there was a gradual shift toward these industries across New Hampshire (Jager 2004, 43; Townsend 1979, 12). In 1910, more than 50 percent of the New Hampshire’s residents remained employed by the farming industry; however, industrialization and shifting demographics had lowered this number to just over 11 percent by 1930. This precipitous decline continued into the late twentieth century relegating the farm to the economic margins of the state (Jager 2004, 44).

Industry

During the nineteenth century, the economy in Holderness was centered primarily on small-scale subsistence farming (Hodges 1907, 82). Holderness did not develop a manufacturing base and/or industrial farming due in large part to the area’s lack of significant water power and rocky soils that were difficult to cultivate (Hodges 1907, 53). Following the split between Holderness and Ashland, Holderness had virtually no manufacturing base. In 1880, only three sawmills and a shingle mill were recorded in Holderness (Child 1886, 392).

Ashland, located on the Squam River with numerous rapids and falls, offered excellent sites for water-powered mills (Hodges 1907, 55). The town’s first saw and grist mills were located along the river as early as 1770 (Hodges 1907, 55). During the early nineteenth century, manufacturing took hold in Ashland, with one of the state’s first paper mills beginning operation in 1810 and the Squam Lake Woolen Mill established in 1840 (Ruell 2012). Although paper and textiles formed the majority of the town’s industry, other notable manufactories included lumber, sporting goods, and gloves (Child 1886, 124; Ruell 2012). Manufacturing continued in the town through the twentieth century with the L.W. Packard Company producing textiles until 2002.

Plymouth’s first industrial activity was a combined saw and grist mill that began operation in 1765 (Stearns 1906, 354). This mill was followed by another saw mill and then a combined grist and saw mill, indicating growing economic demand at the end of the colonial era (Stearns 1906, 355). In the early nineteenth century, several additional saw and grist mills were erected along with a tannery. As the Industrial Revolution took hold, industrial activity in Plymouth declined perhaps because the town streams did not have sufficient flow rates to support the power demands of more modern factories (Stearns 1906, 358). In the 1880s, Plymouth village developed significant public infrastructure, including the Plymouth Aqueduct and Water Company and the Plymouth Electric Light Company (Stearns 1906, 387).

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Established in 1885, Draper and Maynard (D&M), a manufacturer of sporting goods, rose to prominence and built a large factory in Plymouth to manufacture the first padded baseball glove (Plymouth State University 2012). At its height, the company claims to have manufactured 90 percent of the gloves used in the major leagues (Plymouth State University, 2012).

By the early nineteenth century, Bristol had a saw mill, grist mill, pulp mill, tannery, and blacksmith shop (Musgrove 1904, 367). As industry developed in Bristol, the town's factories produced gloves, shoes, carriages, textiles, and bedsteads (Musgrove 1904, 372-379). Fogg noted that there were at least thirty manufacturing facilities in Bristol in 1874, in addition to a mining operation (1874, 77). The economic boom of the Industrial Revolution that fueled growth in Bristol was notably absent in nearby Bridgewater. Despite the town's position along the Pemigewasset River, Bridgewater did not have any significant falls or other high-quality waterpower sources (Musgrove 1904, 53). As a result, the limited manufacturing base of the town served local needs with a saw, cider, grist, and shingle mill with few export products (Child 1886, 171). Manufacturing interests in Bridgewater continued to be limited through the twentieth century.

Industrial activity in New Hampton during the eighteenth century consisted of logging along with small saw and grist mill operations (Hurd 1885, 871). The town engaged primarily in agriculture through the nineteenth century, but the town did develop a modest water-power sector focused on Hatchery Brook, east of the Pemigewasset River (Atwood and Paiva 1996, 5-37). Industries included a match factory, footwear, carriages, straw hats, a tannery and hosiery mill, and a woolen mill. In the later part of the century, many of the water-powered sites on the brook were acquired by George Dickinson for the purposes of establishing a fish hatchery, which remains in operation by the state today (Atwood and Paiva 1996, 5-39). One of the most dramatic development in New Hampton during the twentieth century was the construction of the Ayers Island Hydroelectric Project in 1924 and its re-building in 1931, which created the five-mile-long Ayers Island Reservoir, submerging its island namesake (Gengras and Bolian 1991, 40).

Colonial period industrial development in the town of Hill was sparse, composed of only a single saw and grist mill to support small-scale agricultural and lumber industries (Musgrove 1904, 53). During the early nineteenth century, settlement expanded as roadways in the township improved. Simultaneously, a manufacturing base began to develop that included a carding and cloth-dressing mill (1816), axe handle and spokeshave production (1825), and a tannery (1825) (Hurd 1885, 551). By 1830, the township reached its largest population of 1,090 residents (US Census Bureau 1830).

In contrast to towns such as Franklin, large-scale industry never took hold in Hill, and it remained largely rural and agricultural. A single industrial area in the town was located near the confluence of Needle Shop Brook and the Pemigewasset River, where latch-needle and glass-cutting factories were located following the passage of a town ordinance that gave most industries tax-exempt status (Musgrove 1904, 403). During the second half of the nineteenth century, the Northern Railroad track was laid and a depot/station established in the town;

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however, industrial activity was limited and the town's population contracted during this time with greater movement of people to industrial centers and cities. Through the early twentieth century, Hill's economy continued to be driven primarily by agriculture and, to a somewhat lesser extent, manufacturing at Needle Shop Brook (Atwood and Paiva 1996, 5-8; Brockway et al. 1988, 8-2). In 1937, plans for the Franklin Falls Dam and Flood Control Project became public and the town's village center had to be relocated (Atwood and Paiva 1996, 5-9). This project created a reservoir to control flooding on the Pemigewasset River.

Franklin's first mill was established on Salmon Brook in 1764 for milling lumber. This was followed by a grist, shingle and planing mill, a blacksmith shop, and construction of a series of dams—all before the end of the eighteenth century (Kuranda 1982, 8-1). With ample waterpower, lumber, farmland, and roadways along the Merrimack River, the area's population grew rapidly in the nineteenth century following incorporation in 1828, reaching 1,370 by 1830 (Kuranda 1982, 8-1; US Census Bureau 1830). Franklin continued to exploit its location at the confluence of the Pemigewasset and Winnepesaukee Rivers and developed a significant manufacturing center during the Industrial Revolution (Kuranda 1982, 8-2). Notable mill construction in the 1800s included the Granite Mill (1822), Franklin Woolen Mills (1863), Winnepesaukee Paper Company (1852), Sulloway Hoisery Mill (1865), and Franklin Needle Company (1874) (Hurd 1885, 311; Kuranda 1982, 7-4).

The town's growth in the nineteenth century was facilitated by the Northern Railroad, which provided market access, supporting industrial expansion (Franklin Heritage Commission 2006). Franklin's prosperity continued through the 1920s, until the Great Depression followed by World War II led to declines in the manufacturing base (Franklin Heritage Commission 2006). The last operating industrial complex, the Franklin Falls Mill, closed in 1970 (Kuranda 1982, 8-4).

Like most towns, Andover developed a grist and saw mill during its early settlement. In addition, Andover also had extensive smithies in many of its village centers in this period (Eastman 1910, 268). During the early eighteenth century, larger carding, saw, planing, and clapboard mills emerged along with a textile factory and potash, brick, and furniture manufacturers (Eastman 1910, 266). The arrival of the Northern Railroad in 1847 with stations at East Andover, Andover Center, Potter Place, and West Andover allowed industry to expand during the second half of the nineteenth century (Town of Andover 2013, 55). The most notable industries of this period were a hosiery mill, tanneries, and a hame factory. The hame factory (which produced wooden bars that attached to horse harnesses) was described in 1910 as the most important business established in the town and did not close until the 1920s (Eastman 1910, 272; Chaffee 1966, 84). The lumber industry also played an important role in the town with early industry extracting lumber for use as masts, and later, industrial-scale harvesting feeding the large, downstream factories of the Merrimack Valley (Eastman 1910, 275).

The first mill constructed in Salisbury was a sawmill c. 1761. This mill was followed by a variety of saw and grist mills along with a woolen mill that began operation before 1800 (Dearborn 1890, 339). The town's largest industry was cabinet and furniture manufacturing with several shops located in town (Town of Salisbury 2007, III-19). In the early nineteenth century,

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Salisbury's industrial interests expanded steadily to include tanneries, forges, a comb factory, and potash manufacture (Dearborn 1890, 341). However, in the second half of the century, Salisbury's most productive industrial area was lost when it became part of Franklin. In addition, railroad lines by-passed the town's hilly topography and the lack of high-flow water power for modern factories led to industrial contraction (Town of Salisbury 2007, III-20).

Northfield's early economic base included water-powered mills constructed to support both lumber and agriculture. The Winnepesaukee River became an early center of lumber mill development, with five mills located along its banks (Hurd 1885, 537). In the nineteenth century, early industries such as lumber, charcoal, potash, and tanneries continued but were overshadowed by the development of larger textile and paper mills (Cross 1905, 100-105). As the town's economic base expanded, so did the transportation network. A stage line was established through the town in 1815, and the railroad expanded with the Boston & Maine and Franklin & Tilton reaching the area by midcentury (Cross 1905, 66).

In the Sanbornton Bridge area, the Northfield Factory Village and a series of dams and canals were developed to provide water power to mills. The development of dams to control water flow in Northfield paralleled (but at a much smaller scale) the series of dams operated by the Lake Company, which controlled water flow, beginning with Lake Winnepesaukee, to the large mills in Lawrence and Lowell, Massachusetts (Steinberg 1990, 27). Large releases of water in New Hampshire by the Lake Company impacted navigation and traditional agricultural activity, ultimately sparking a dam-breaking movement by affected residents in 1859 (Steinberg 1990, 30).

Northfield's manufacturing base held strong until the mid- to late twentieth century (Town of Northfield 2014). Industrial decline followed the regional downward trend through this period, but in the late twentieth century, Northfield developed a diverse, modern manufacturing base that includes plastics, steel fabrication, and aluminum casting, and now employs approximately 40 percent of the town's overall workforce (NHES 2015b).

Recreation

Recreation represents an important component of the Lakes Region's character. Development of a recreation sector was highly variable across the Lakes Region, with rural areas perceived as "unspoiled" as well as the shorelines of the area's lakes and ponds becoming loci of development. From the late nineteenth century on, hotels, boarding houses, and summer homes in the region housed increasing numbers of tourists, and camps along the lakes were visited annually by people from all over the country.

Into the twentieth century, Holderness remained a fairly remote, undeveloped township with no rail access. However, recreation provided moderate economic growth, first taking hold when Squam Lake's first summer home was built in 1870 and its first resort in 1881 (Hengen 2012, 11). At this time, the shores of Squam Lake were accessible only by boat, and the lake's natural resources attracted tourists, serving as an economic base for the town (Bereton 2010, 12; Hengen 2012, 11). Numerous summer camps and homes were constructed around the lake between 1881

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and 1926, including the NRHP-listed or -nominated camps of Carnes, the Pratt Family, Rockywold-Deephaven, Watch Rock, and Ossipee. By the late 1920s, lakefront property was scarce and in high demand, and real estate values skyrocketed (Hengen 2012, 11).

Road construction and the automobile led to the decline of commercial steam travel to and on the lakes (Heald 2002, 16). This was marked by the rise and fall of the Squam Transportation Boat Company during the early part of the twentieth century (Heald 2002, 29). Following World War II, motels, motor courts, and small rental cabins grew in popularity (Hengen 2012, 15). By the close of the twentieth century, Holderness had grown to approximately 2,000 residents, largely driven by the seasonal summer influx of tourists (NHES 2015a).

Similarly, nearby Ashland continued to prosper as its industrial base was supplemented by the growth of tourism and recreation around the Squam lakes. An improved road network, including Route 3 and Interstate 93, helped to maintain this growth as train and steamboat travel was supplanted by the automobile (Ruell 2012).

Bridgewater's lack of industrial development, combined with the general demographic shift away from rural farming and toward manufacturing centers, led to the abandonment of many of the town's rural farms (Carlson 1938, 257). In the late nineteenth century, this shift in Bridgewater was balanced by the rise of the recreation and tourism industry, which saw many abandoned farms occupied as summer or vacation residences as well as the growth of rental cottages (Cottage City), boarding houses (Lake View House), and camps around Newfound Lake (Caldwell-Hopper 2013). These forces allowed Bridgewater to grow modestly to 384 residents by 1880.

In the twentieth century, Bridgewater retained a small agricultural base and tourism and recreation providing limited economic growth. In particular, the shores of Newfound Lake during the early part of the century went through a period of relatively intense real estate and road development (Caldwell-Hopper 2013). Similarly, Bristol's Newfound Lake and Franklin's Webster Lake shorelines attracted tourists in greater numbers during the nineteenth and twentieth centuries. The development of campgrounds, summer cottages, resort inns, and hotels flourished, easing the transition of the twentieth century away from a manufacturing-based economy (Carlson 1938, 255). A significant tourist destination in Andover was the Proctor House, a 125-guest hotel that was one of the region's most popular until it was destroyed by fire after just seven years of operation (Eastman 1910, 428).

In Hill, like Bridgewater, abandoned farms were common in the late nineteenth century. This caused tax revenue to decline, spurring both the town and state, in concert with the railroad companies, to build a tourism-based economy (Brockway et al. 1988, 8-1). Subsequently, many of the area's farms were converted to private summer homes, boarding houses and hotels (e.g., the Murray Hill Summer Home Historic District). Yet, through the twentieth century, Hill's economy continued to be driven primarily by agriculture and, to a somewhat lesser extent, tourism and leisure (Brockway et al. 1988, 8-1).

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Following the construction of grist and saw mills, the establishment of public institutions was one of the highest priorities for the region's early settlers. One of the key parts of a town's social fabric was the establishment of a church and town meetinghouse; religious services and town meetings were often held in the same building. As settlement intensified, colonists came into conflict with Native American populations. As a result, some localities established wooden forts with stockades near village centers in order to provide the population with places of refuge during times of conflict. Building fortifications was a primary concern for the early settlers, particularly during King George's War (1744–1748) and the Seven Years War (1754–1763). Within the towns crossed by the project area, eighteenth-century forts are recorded in Salisbury and Franklin (Dearborn 1890, 43; Kuranda 1982, 8-1).

The construction of school houses and division of towns into school districts were usually the last public institutions to develop. Typically, town surveys would set aside lots to foster the development of these institutions. The erection of modest buildings as dedicated school houses generally occurred by the late eighteenth century. These buildings increased in frequency and size as populations grew. The most notable educational institutions established in the area were the Holderness School for Boys, Plymouth State University, New Hampton Academy, and Proctor Academy.

The Holderness School for Boys, established in 1879, became the town's premier institution. The school was originally housed in the colonial residence of Samuel Livermore (Livermore Mansion), but a fire destroyed the house in 1882 (Child 1886, 579; Solberg 2004, 11). The school rebuilt larger facilities and continued to expand through the late nineteenth century (Solberg 2004, 14-18). The early twentieth century was tumultuous for the school—a second fire destroyed one of the school's main buildings, and enrollment ranged during this period between 35 and 81. However, the school regained regional recognition because of its outstanding choir and winter sports programs (Solberg 2004, 82). During the late twentieth century, the school shifted from ecclesiastical to lay leadership, became co-educational, served as an incubator for the Olympic and National Collegiate Athletic Association ski programs, and established numerous innovative and experimental education programs (Solberg 2004, 84).

Plymouth State University originates in 1808 with the founding of the Holmes Plymouth Academy, an early training institution for teachers (Stearns 1906, 294). The academy operated until 1871 when it was donated to the state in support of the establishment of the State Normal School, another teacher training institution (Stearns 1906, 317). The program was highly successful and was recognized as a teachers college in 1939 (as Plymouth State College), and began offering graduate degrees as Plymouth State University in 1948, and became part of the state university system in 1963 (Plymouth State University 2014).

In 1821, New Hampton Academy was chartered to provide secondary education to the town and the region's growing population. The academy is representative of a wave of private secondary institutions established in New Hampshire between 1781 and 1830 (Hurd 1885, 874). Growing rapidly by 1825, the school was sponsored by the Calvinist Baptists and known as the New

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Hampton Academic and Theological Institution. It continued to operate through the nineteenth century, but moved from its original location in 1853 before being re-established by a second corporation funded by the local Freewill Baptist Church (Hurd 1885, 874).

Proctor Academy was established by the town of Andover in 1848 and was first known as Andover Academy (Eastman 1910, 141). The school was forced to close in 1854 due to a smallpox outbreak, and subsequently moved to Wolfeboro before being returned to Andover by John Proctor (a wealthy resident of the town); it was known as Proctor Academy thereafter (Eastman 1910, 155). The school encountered financial trouble during the Great Depression that led to the implementation of a hands-on curriculum, which taught practical skills to students in return for students' participation in school improvement projects (Will 2006). These improvements – which doubled as teaching opportunities - included the construction of tennis courts, a ski run with rope tow, and a cabin on Ragged Mountain, as well as the regular operation of a large farm (Will 2006). During the 1950s and 1960s, the academy became a boys' boarding school. In the late twentieth century, the school acquired its modern character and, similar to Holderness, became co-educational with an experiential education curriculum (Will 2006).

20. Applicable NHDHR Historic Context(s)

4. The Granting of Land and Towns, 1623–1835.
5. The French and Indian Wars in New Hampshire.
21. The Hosiery Industry in New Hampshire, 1830-1970.
22. Logging, Lumbering and Saw Mills, 1620–present.
24. Paper manufacturing and making in New Hampshire.
31. Commercial ice making, 1870-1920.
45. Precision machine shops, 1820-present.
51. Mixed Agriculture and the Family Farm, 1630–present.
53. Grain Farming and Grist Milling, 1650-present.
56. Local-scale dairy farming, 1800-present.
58. The sheep craze, 1820-1870.
70. Summer resort/grand hotel tourism, 1840-1940.
72. Boarding house tourism, 1875-1920.
73. Summer and Vacation Home Tourism, 1880–present.
75. Summer Camps for Children, 1890-present.
78. Outdoor Recreation in New Hampshire.
81. New Hampshire State Parks, Sites, and Forests.
83. Taverns, inns, hotels, motels, motor courts and bed and breakfasts, 1623-present.
84. Transportation on the lakes, 1760-present.
86. The Railroads in NH, 1842–1960.
88. Automobile highways and culture, 1900-present.
90. Water supply, distribution and treatment in New Hampshire, 1850-present.
105. Elementary and Secondary Education, 1770–present.
107. Local Government, 1630–present.
120. Religion in NH, 1623-present.

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- 124. The African-Americans in New Hampshire.
- 130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present.
- 131. Suburban/Bedroom Community Growth in NH, c. 1850–present.
- 136. Public and Private Cemeteries and Burials.

21. Architectural Description and Comparative Evaluation

This section provides a discussion of representative property types identified in the project area and, broadly, an examination of architectural development and landscape changes over time in the Lakes Region. It highlights further key architectural and historic above-ground resources that may be affected by the proposed project. Properties discussed in this report are identified by their SEARCH-assigned field numbers (FID-#, e.g., FID-491, or by previously assigned NHDHR or NRHP numbers (e.g., FRA001, NR19840907). Photograph or image references in the following sections provide reference to photograph continuation sheets (e.g., Photograph #1).

Residential Resources

No resources from the earliest period of Euro-American settlement were identified in the field, as the survey was limited to above-ground and exterior examination of buildings. Buildings from this period would have been built of hewn logs and, if extant, would likely have been incorporated or re-used in other buildings (McAlester and McAlester 1984, 75).

A few mid-eighteenth-century buildings remain within the project area that exemplify Federal-period architecture. The Federal, or Adams style, typically features a symmetrical façade with a Palladian window. Additionally, semi-circular or elliptical fanlight and sidelights often frame the entry (Historic New England 2014).

Federal-period masonry examples in the project area have a center hall plan, low-pitched hipped roof and interior-end chimneys. An example of this period style is located at 860 Highway 175 in Holderness. It is a two-story brick building with a low-pitched hip roof, granite lintels over the windows and a Palladian frieze over the door with sidelights (FID-788, Photograph #1). Another example is located at 1200 Daniel Webster Highway in Franklin (FID-402, Photograph #2). With paired brick chimneys located in each corner and a Palladian window over the entry, this dwelling is highly characteristic of the Federal style.

In the late eighteenth and early nineteenth centuries, homes were generally timber framed with horizontal exterior clapboards. The fireplace chimney was centered or offset from the center of the building, and the most common of these was the center hall type. Usually standing two stories tall with a side gable roof, examples in the Lakes Region are typically five bays in width and retain some Georgian or Federal-style architectural details. Georgian architecture, similar to the Federal style, usually has a symmetrical façade and a side-gabled or hipped roof (Historic New England 2014). Georgian architecture typically does not include a Palladian window, but instead features decorative entablatures and pilasters that surround the entry. In addition, Georgian entries more commonly have rectangular transom lights rather than a fanlight. Examples include the residences at 134 Salisbury Road in Franklin (FID-430, Photograph #3),

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449 Mount Prospect Lane in Holderness (FID-812, Photograph #4), and 94 North Main Street, also in Franklin (FRA0103, Photograph #5). Another period building at 39 Gilman Street in Franklin (FID-457, Photograph #6), is originally of the center hall type, but has undergone numerous alterations and one-story additions.

A common building type in New Hampshire from the early nineteenth century is the Cape Cod (NHDHR Area Form Survey Manual Appendix E). These buildings were typically one-and-one-half stories in height with a side gabled roof, central or side brick chimneys, and have multi-paned double-hung sash windows. The residences at 745 Old Bristol Road in New Hampton (FID-631, Photograph #7), and at 247 Mount Prospect Lane in Holderness (FID-800, Photograph #8) are representative examples of this type, but the residence in New Hampton has been altered with a rear addition.

Greek Revival was the dominant style of American domestic architecture from 1830 to 1850 (McAlester and McAlester 1984, 182). Buildings constructed in this style were typically one-and-one-half story, with a side or front-gabled roof. Hallmark decorative details include cornice returns, wide bands of trim beneath the roof line, corner boards, and entablatures at entryways with a transom or sidelights. Greek Revival dwellings were recorded in nearly every town within the project area, but high-style examples were not documented.

During the 1840s, gable-front residences became synonymous with the Greek Revival style, as they mimicked the façade of a Greek temple. These forms varied in height from either one-and-one-half to two-stories, and typically had center or side hall entries. Vernacular examples of the Greek Revival style include the residences at Jeffers Road in Bristol (FID-662, Photograph #9), and 168 Hammond Hill Road in Bridgewater (FID-678, Photograph #10). Both buildings have gable fronts, mimicking a Greek temple. The residences feature corner boards with sidelights that flank the center entry. The building at 607 Daniel Webster Highway in Plymouth (FID-763, Photograph #11) is one of the few masonry Greek Revival examples in the project area. The one-and-one-half story brick building has an entrance centered on a five-bay façade. The entrance retains its transom, sidelights, and granite crowns atop the doors and windows; however, knee wall additions on the side elevations have diminished somewhat the integrity of the original form.

By the 1850s, the Italianate Revival style of architecture gained popularity in America (McAlester and McAlester 1984, 211). Characteristics of this style include a low-pitched roof with widely overhanging eaves and decorative brackets, as well as windows with decorative crowns. Examples within the project area include those at 36 Highland Street in Ashland (FID-730, Photograph #12) and at River Side Drive in Ashland (FID-740, Photograph #13). Both residences have widely overhanging eaves with paired decorative brackets. Additional Italianate details on these properties include features such as bay windows, side elevation porch decorative brackets, and decorative door hoods with brackets.

As architectural styles changed through the mid-nineteenth century, it is common for buildings to embody characteristics of one or more styles from this period. An example of this is located at

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2515 River Road in Plymouth (FID-682, Photograph #14). This one-and-one-half story gable front building has a side hall entrance and a connected wing and barn. The façade features corner boards, a frieze, and cornice returns, exemplifying details of the Greek Revival style. The hipped-roof bay window with paired decorative brackets and bracketed door hood are later additions that reflect the Italianate style.

Residential buildings with gabled fronts and wings began to appear in the mid-nineteenth century. They reflect popular architectural styles from the mid-nineteenth century, often a combination of styles, such as Greek Revival and Italianate (NHDHR Area Form Survey Manual Appendix E). Typically, they were one-and-one-half stories to two-stories in height, with either a side hall entrance on the gable façade, or an entry way located on the wing. The wing was typically not an addition, but an integral piece of the design. A porch located on the wing section of the house was also a popular feature, and an example of this is seen at 467 Daniel Webster Highway in Plymouth (FID-816, Photograph #15).

The Gothic Revival style, which gained popularity between 1840 and 1870, is poorly represented within the project area. Identifying features of the style include steep cross gables, decorative verge-boards, one-story porches, and pointed arch windows (Historic New England 2014,). Although the architectural style was expressly promoted for rural settings, it appears to be overshadowed by Greek Revival and Italianate styles. Restrained examples of Gothic Revival domestic architecture include the residence at 487 Mount Prospect Lane in Holderness (FID-813, Photograph #16). The building is a classic example of the Gothic Revival style, with steep cross gables and decorative verge boards located in the eaves.

In the late nineteenth century, the Queen Anne style dominated domestic architecture in many parts of the country (Historic New England 2014). The style typically features asymmetrical rooflines, patterned shingles or masonry, and one-story porches that span the length of one or more elevations. There are a handful of residences located within the project area that are constructed in the Queen Anne style, such as a vernacular example located at 42 Mountain Drive in Hill (FID-607, Photograph #17). The building has patterned shingles on the cross gables and turned posts on the entry porch. High-style examples of this type were also found in Ashland (FID-725, Photograph #18; FID-731 Photograph #19; FID-732, Photograph #20), with features such as decorative shingles, a tower, and a porch with turned posts and decorative spindles.

The most common style of domestic architecture from the early twentieth century is Colonial Revival (McAlester and McAlester 1984, 321). Multiple forms and features fall within this architectural style, including hipped or gambrel roofs, twentieth-century capes, and side gable center hall plan homes. Center hall examples with gambrel roof are located at 98 Highland Street in Ashland (FID-735, Photograph #21) and 3 Webster Lake Road in Franklin (FID-557, Photograph #22). This form was widely popular beginning in the 1930s and through the 1950s. The building at 98 Highland Street has patterned shingles on the upper story, and a full-width shed dormer on the façade. The full-width porch with gazebo is likely a later addition. The residence in Webster Lake Road has a similar full-width shed dormer and a pedimented entry supported by columns. Other examples of Colonial Revival are seen in center hall forms, such as

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at 12 Mount Prospect Road in Hill (FID-792, Photograph #23), which has one-story wings on each elevation, and a pedimented center entry with transom lights.

In the early twentieth century, the Foursquare style was also popular, which featured a simple box shape topped with a hipped roof. Often with a centered dormer, this style could also include architectural detailing from the Colonial Revival, Queen Anne, or Craftsman styles (McAlester and McAlester 1984, 439). A Colonial Revival foursquare building is located at 183 Summit Street in Franklin (FID-466, Photograph #24). This two-story residence has a hipped roof and a first story porch, which has now been enclosed.

The side-gabled cape (style) continued as a common form into the early twentieth century, and grew in popularity considerably throughout the mid-to-late twentieth century (see e.g., FID-603, Photograph #25; FID-577, Photograph #26; FID-601, Photograph #27) (NHDHR Area Form Survey Manual Appendix E). This type of small cottage-style dwelling was a common architectural form often found in summer residences. A number of these early twentieth-century cottages were identified within the project area near lakes and recreational areas. Generally, these cottages are one-and-one-half stories in height with a front gable roof and one-story (enclosed) porch façade (FID-521, Photograph #28; FID-566, Photograph #29; and FID-545, Photograph #30).

The suburban residential developments that followed World War II included common dwelling types such as the cape, ranch, and raised ranch (NHDHR Area Form Survey Manual Appendix E). The twentieth-century cape commonly includes a pair of dormer windows on the façade, and Colonial Revival detailing at the entrance (see e.g., FID-604, Photograph #31; FID-610, Photograph #32). Other twentieth century capes lack the paired dormers, and other examples have side elevation additions (see e.g., FID-606, Photograph #33; FID-441, Photograph #34).

Suburban developments (or sub-divisions) within the project area include residences with ranch, raised ranch, and split-level styles. All of these building types became increasingly popular in the 1960s, and are still in use today (NHDHR Area Form Survey Manual Appendix E). The ranch is a one-story dwelling with a low-pitched roof, and often includes a picture window and attached garage (see e.g., FID-522, Photograph #35). As its name suggests, the raised ranch has an elevated foundation, with the main floor located above. Unlike the ranch, the raised ranch typically accommodated full-size windows as well as a living space on the lower level (see e.g., FID-469, Photograph #36). The split-level was very similar to the ranch and raised ranch, but with a one-story wing and sunken garage (see e.g., FID-424, Photograph #37).

Agricultural Resources

The area around the Lakes Region was not as agrarian-focused as other rural areas of New Hampshire, particularly in the late nineteenth century and early twentieth century. In response to the early twentieth-century increase in summer tourism, many large farms were sold and subdivided for the development of vacation homes and summer camps. As a result, most nineteenth-century examples of the Lakes Region farming community were lost; however, a few

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nineteenth-century farm buildings, including barns and associated outbuildings, survive within the project area.

The most common dwelling type from this period is the connected farmhouse. The farmhouse has been a major architectural form in New Hampshire since the late eighteenth century. Highly functional, with minimal ornamentation and few stylistic features, farmhouses developed through the building traditions of the Colonial period (Garvin 2001, 96-97). Building materials may vary, but in this area they are primarily wood-frame construction with wood clapboarding. Farmhouses are typically grouped with barns, sheds, and other buildings and structures that supported the various agricultural activities of the farm. These buildings were connected, as is often the case in New Hampshire, creating a “connected farm” that typically consisted of the living quarters, or “big house”; a smaller building or ell containing the kitchen area; the “back house” (traditionally a craft-shop or carriage house); and a barn (Hubka 1984, 5-6).

Connected farmhouses were noted above in the discussion of residential resources. Additional representative examples from the nineteenth century include those at 39 Hill Road in Franklin (FID-568, Photograph #38), and 355 Summer Street in Bristol (FID-647, Photograph #39). Both the Franklin and Bristol examples are one-and-one-half story, cape-style dwellings with connected outbuildings. Some connected barns have been adapted to other uses, including expansion of living quarters into the barn (FID-589, Photograph #40), or conversion to business uses (FID-772, Photograph #41). Many of these altered buildings underwent other changes to their original appearance, including the application of vinyl siding, replacement windows, and additions that detract from the original features of the building.

The Webster Farm in Franklin includes the home of Daniel Webster in the early nineteenth century (NR74000196, Photograph #42). Constructed in 1799, the original section of the farmhouse, known as The Elms, is a two-and-one-half story building with a center hall plan with five bays. A two-and-one-half story front gable side hall plan building was added to the east elevation in 1860 (Muzzey 2005, 3). At its height in the early nineteenth century, the farm consisted of nearly 1,000 acres, but the original barn and many of the outbuildings are no longer extant. In 1871, the property was sold and became the site of the New Hampshire Orphans’ Home (Muzzey 2005, 6).

During the early nineteenth century, gable-front barns gained in popularity, and by 1850, the bank barn was a common feature on the rural landscape in New Hampshire (Visser 1997, 70). This type of built resource was typically built on a slope, or banked to one side to allow for a frost-free storage area beneath the stables. An example of this type of barn is located at 3518 River Road in Bridgewater (FID-670, Photograph #43).

In the early to mid-nineteenth century, lighting and ventilation became important features in barns for both livestock and crop storage (Visser 1997, 46-48). Farmers installed transom lights over the main barn doors, and windows were incorporated into the elevations of barns (FID-787, Photograph #44; FID-568, Photograph #38). By the mid-nineteenth century, cupolas and

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ventilators became common features; these were typically located on the roof ridge of the barn (BRI0035, Photograph #45; and FID-702, Photograph #46).

As a result of the decline in agriculture in the early twentieth century, and with the advent of the automobile, barns and stables were often repurposed for vehicle storage. For example, the connected barns at 358 Daniel Webster Highway in Plymouth (FID-770, Photograph #47), 23 New Chester Road in Hill (FID-613, Photograph #48), and 29 School Street in Ashland (FID-755, Photograph #49) have all been converted to garages.

Industrial Resources

Water-powered mills were a critical element in the establishment and development of communities in the Lakes Region. By harnessing the power of nearby water sources, farmers and communities were able to convert raw materials, such as timber and grain, into usable commodities like lumber and flour. Numerous mill sites existed along the Merrimack, Pemigewasset and Winnepesaukee rivers and their tributaries, although most of the eighteenth and early nineteenth century mills have since been lost due to age, fire, flood, and neglect.

By the mid-nineteenth century, saw and grist mills were established in the towns of Franklin, Hill, and Ashland (Walling 1861). In the late nineteenth century, the area along the southern bank of Webster Lake known as Lake City was the site of two ice companies: the Lawrence Ice Company and the Worcester Ice Company (Hurd 1892). The two companies incorporated to form the Webster Lake Ice Company in 1911 (Cold Storage & Ice Trade Journal 1911, 65). With the increase in affordable home refrigeration the company disbanded in the 1940s and the buildings were demolished shortly after; the area has since been re-developed with lakefront residences.

A few examples of industrial architecture have survived in the project area. For example, the former Franklin Needlework Factory, located at 174 North Main Street in Franklin (FID-476, Photograph #50) dates to 1874 (Plan NH 2006, 8). The two-story brick building has segmental arch windows, and decorative dentil brickwork along the flat roofline. A one-story brick wing to the north appears to be a mid-twentieth century addition. The mill was founded by Walter Aiken, who also established the Aiken Hosiery Mill on East Bow Street in Franklin. These needle and hosiery factories were important drivers in the economic development of Franklin and the surrounding areas. Another example from the twentieth century, is the 40-acre campus of Acme Staple Company located on Hill Road in Franklin (FID-570, Photograph #51). The company was founded in 1894, but relocated its headquarters and manufacturing facilities from New Jersey to Franklin in 1959 (Acme Company 2014). Likely constructed at the same time, the office building is one-story in height with a flat roof and brick construction punctuated by bands of windows with corrugated aluminum trim.

Duplex residences located on 88-100 South Main Street in Franklin (FID-491FID-, Photograph #52) were likely associated with the needle factories and other mills in the area. The buildings are nearly identical in design and form and were constructed in the late nineteenth century. Both

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are two-story, side-gabled buildings with two entrances centered beneath a shed roof porch. Flanking the entries are bay windows on both the first and second stories.

Franklin Falls Dam—another industrial resource example—is located on Chase Pond Road in Franklin (FID-5407, Photograph #53). The dam was constructed in 1943 as part of the US Army Corps of Engineers flood control program (US Army Corps of Engineers, Franklin Falls Dam). Since its construction, the watershed at Franklin Falls has been used for swimming, boating and fishing.

Religious Buildings

Religious buildings in the project areas that retain most of their original form and integrity of materials include the Trinity Church in Holderness (NR84003203, Photograph #54) and the Dana Meeting House in New Hampton (NR84000516, Photograph #55). Trinity Church, constructed in 1797, is a one-story gable roof building on a cut granite block foundation with wood clapboard siding. The church has a hipped-roof vestibule on the west façade and a shed-roof pulpit on the east elevation. The Dana Meeting House was constructed in 1802 for the Free Will Baptist Church. Similar to Trinity Church, it is a one-story, gable-roofed building with wood-frame construction set on a fieldstone foundation. Each elevation consists of five bays, with a centered entry. The main entry is located on the east façade, and consists of double paneled doors with a simple entablature beneath a one-story porch.

Constructed in 1859, Saint Mark's Episcopal Church in Ashland is exemplary of the Gothic Revival style (NR84000522, Photograph #56). The one-story building contains a gable-roof entry porch, semi-circular apse, and tower with belfry. The construction includes exposed timber frames and brick panels. Architectural details include flared eaves on the roof of the church and tower, and decorative brackets on the openings of the belfry. The parish house associated with the church retains Gothic Revival architectural details including a paired Gothic-arch window, diamond-pane glazing, and wood-shingle siding, but the house was constructed at a much later date (1898). A vernacular example of religious Gothic Revival architecture is visible at the Northfield Union Church (NR84003219, Photograph #57). Constructed in 1883, the church consists of a front gable roof with a wide overhang, centered gable-front vestibule, and open belfry. Architectural details include a trefoil-shaped, louvered window centered in the eave of the façade, and trefoil-shaped arches in the belfry opening.

Civic, Public, and Commercial Buildings

Communities built meeting-houses, churches, and constructed clustered buildings in town centers to support the local population with education, religion, and public services. One of the earliest public buildings identified within the project area is the Town House in New Hampton (FID-707, Photograph #58). This building was constructed in 1798; however, significant alterations in 1872 changed its original form and appearance (Ruell 1997). The roof was lowered to its present one-and-one-half story height, and the corner boards, frieze, and cornice returns were likely added during renovations. The wood clapboard siding, granite block foundation, and the 20/15 double hung sash windows may date to the original construction. The building retains

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its 1872 appearance and small additions to the rear have not significantly diminished the historical integrity of the building.

Ashland is the only village in the Lakes Region project area that retains an extant example of a building built specifically to serve as a town hall. The Ashland Town Hall (NR83001138, Photograph #59) is a one-and-one-half story front-gabled, Italianate building constructed of brick. The hall has brick pilasters that separate three bays on the façade, five bays on the side elevations, and a course of brickwork separates the lower and upper story. Tall arched windows in each bay are topped with a decorative brick hood with granite keystone. Paired doors centered on the façade are located beneath an arched transom and gable-roofed porch supported by columns.

A three-story commercial building also stands prominently in Ashland Village (FID-744, Photograph #60). Constructed in 1907, the Shepard Block is built with coursed rows of rough-hewn and smooth-faced ashlar stone. The main entry and store front windows are located on the first story, with offices located on the upper stories. The main façade of the second story features three part windows, alternating courses of roughhewn and smooth-faced coursed ashlar block, and a carved masonry panel separating the second and third stories. Additional decorative elements include keystone lintels, a wide cornice, and a coursed ashlar block parapet.

The establishment of organized public school systems in the late nineteenth century and appearance of numerous schoolhouses is perhaps reflective of population growth and periods of civic organization within the project area. Existing one-room schoolhouses in the project area include the Bristol Schoolhouse #5 in Bristol (FID-666, Photograph #61), and the Lower Intervale School in Plymouth (FID-766, Photograph #62). Both of these buildings have been preserved and are currently used for educational programs. The Ashland Junior High School (NR83001137, Photograph #63), constructed in 1878, which emulates the French Second Empire style (Ruell 1982), is a brick building three stories in height with a mansard roof. The façade features a three-bay section that projects from a rectangular central form. The mansard roof is topped with an open belfry containing decorative brackets. The school closed in 1990, but the building continues to be used by community organizations.

Holderness Academy, a private boarding school, was founded in 1879 in Holderness (FID-790, Photograph #64). Today, the school encompasses over 600 acres and includes a chapel, dormitories, administrative and academic buildings. Many of the campus buildings retain their original form including the Holderness School Chapel (NR05000971, Photograph #65), which was constructed in 1884 in the Gothic Revival style. The brick building rests on a granite foundation and features gothic arches and a bell tower. A number of other campus buildings are constructed in the Neoclassical Style, including Livermore Hall (FID-830, Photograph #66) and the Niles and Webster dormitories (FID-823 and FID-824, Photograph #67).

The New Hampshire Orphans Home, founded in 1871, was established on lands and buildings purchased in Franklin, which were formerly part of the Daniel Webster “The Elms” Family Farm (NR19740530). In addition to utilization of the original farmhouse and buildings, the orphanage

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expanded and new buildings were constructed in the late nineteenth and early twentieth centuries. Creighton Hall (Photograph #68), the Primary School Building (Photograph #69), and the Heating Plant and Laundry were all constructed in 1900 (Muzzey 2005, 11). The Primary School Building and Creighton Hall are built of brick, with Neoclassical details including columns that support a pedimented porch. The orphanage closed in 2000, and the campus is now used by the Webster Place Recovery Center.

Cemeteries

Cemeteries dating from the late eighteenth and early nineteenth centuries were typically small family plots or town cemeteries surrounded by low stone walls or cut granite blocks. Examples within the project area include Hill Road Cemetery in Franklin (FID-595, Photograph #70), Blake Hill Road Cemetery in New Hampton (FID-636, Photograph #71), Worthen Cemetery in Bristol (FID-646, Photograph #72), Sanborn Cemetery in Bristol (FID-661, Photograph #73), and Oak Hill Road Cemetery in Northfield (FID-385, Photograph #74). Markers within these early cemeteries consist primarily of slate or marble stones, and some with larger granite markers.

Cemeteries established in the later nineteenth century include the Magoon Road Cemetery in New Hampton (FID-705, Photograph #75) and Union Cemetery in Bridgewater (FID-721, Photograph #76). Both cemeteries contain marble and granite gravestones, including a number of mid-sized obelisks. Union Cemetery is enclosed with granite blocks, and a wood gate provides entry. The Magoon Road Cemetery is enclosed by dry-laid field stone walls, and a modern chain-link gate. Holy Cross Cemetery (FID- 536, Photograph #77) was established in 1888 and includes primarily granite and marble stones, with family plots enclosed with granite curbing. Paved drives provide travel routes within the cemetery.

Early twentieth century cemeteries include the Pleasant Hill Cemetery in Hill (FID-618, Photograph #78) and the Green Grove Cemetery in Ashland (FID-723, Photograph #79). Containing mostly granite markers with some larger family stones, both cemeteries have roads or paths laid out to accommodate automobiles. Pleasant Hill Cemetery is enclosed with a chain link fence, while Green Grove Cemetery has granite posts and a wrought iron fence along its perimeter.

Recreational Resources

Historic recreational and summer camps are located within the project area. The southern shore of Webster Lake developed as a recreational area in the late nineteenth and early twentieth centuries. The Northern Railroad had a station near what is now Webster Avenue in Franklin. The line brought Franklin residents and tourists alike to the area during the summer months (Monroe and Laprey 1998, 5). An 1892 map of Lake City (Hurd 1892), as the area was formerly called, depicts a row of residences constructed along the southern shore. These buildings vary in style, and include bungalows (FID-837, Photograph #80), cottage-style dwellings (FID-838, Photograph #81), and Colonial Revival residences (FID-839, Photograph #82). The buildings retain varying degrees of integrity, but many have been altered with the application of vinyl siding and replacement windows.

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Located on the west bank of Webster Lake is the Aiken Family Lake Cabins (FRA0001-FRA0003 and FRA-A, Photographs #83-85), which include 13 one- and one-and-one-half-story log cabins constructed over a period of 80 years (c. 1860-1940). The complex was a retreat for the prominent Aiken Family, who also owned the Aiken Hosiery Mills in Franklin. The complex expanded significantly in the 1930s and ultimately developed into “The Log Cabins” residences for summer tourists (Monroe and Laprey 1998, 2). Because they were constructed over time, the cabins were designed in different styles and consist of a mix of log cabin (Photograph #83), split log cabin (Photograph #84) and slab sheathing cottage styles (Photograph #85).

Transportation Resources

Railroad-related resources in the project area include rail beds and lines, depots, whistle posts, mile markers, bridges and culverts. The Northern Railroad and Boston, Concord, & Montreal (BC&M) Railroad both passed through the project area. An existing train station/depot located in Ashland was once part of the BC&M (NR82000617, Photograph#86). This station was originally constructed in 1869 and altered significantly in 1891. The one-story building has a hipped roof with wood clapboard siding and sits on a brick foundation. It also has broad eaves supported by braces and simple brackets. Other railroad related resources identified within the project area include a whistle post (FID-827, Photograph #87), stone culverts (FID-825, Photograph #88), and bridges (FID-826, Photograph #89).

With the growth of the automobile industry, garages became a ubiquitous part of the single-family home. In addition, the industry necessitated the construction of maintenance garages and stations to repair and service vehicles. Notable examples of garages and stations in the project area include a gable roof, double-bay garage located at 324 Hill Road in Franklin (FID-579, Photograph #90), and two service stations that may date to the mid-twentieth century located on Hill Road in Hill (FID-599, Photograph #91) and Main Street in Ashland (FID-757, Photograph #92). The Hill gas station is a one-story cross gable building with two service bays, while the Ashland gas station is a one-story building with a large overhang above the gas pump area.

22. Statement of Significance

All properties discussed in this section are shown on sketch maps A-L.

Built resources convey their significance through integrity of setting, location, design, materials, workmanship, association and feeling (NPS 1995, 2). The following sections discuss those properties that are or could be considered significant for their ‘setting.’ As defined by the National Park Service, setting involves how a property is situated and its relationship with surrounding features and/or open space (NPS 1995, 45). For a property to be considered significant for its setting, key elements of setting, such as stonewalls, fencing, scenic views, or the relationships between buildings and open space must be intact. Panoramic or scenic vistas may also be important elements of a property’s setting and association with open space. For example, an architect or landscape designer may purposefully incorporate and take into consideration the viewshed and natural surroundings of a property.

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Setting is considered significant when the integrity of setting is retained, allowing for understanding or appreciation of the resource. A visual impact may diminish a property's integrity if setting is integral to conveying historical significance (VA DHR 2010, 4). If a property is significant for its architecture alone, the introduction of a new structure, such as an electrical tower, would not diminish the property's integrity of design, materials, or workmanship. Likewise, if a resource is already surrounded by modern development, the construction of a new facility within the property's viewshed is likely to have less of an impact on the integrity of setting. However, if a property's setting is determined critical to its integrity, viewing a new facility or structure from the property might diminish the key characteristics of its setting, and therefore its historical integrity and significance. Detailed visual impact analysis would be necessary in order to determine any adverse visual effects and the impact on the property's integrity.

Previously Identified Historic Properties or Resources Located within the ZVI for the Indirect APE

A total of 114 previously identified resources located within the project area are listed, potentially eligible, or undetermined for the NRHP, NHL or NH State Register. Of these resources, five are NR-listed or NR-eligible districts with six individually inventoried properties included within those districts. An additional 17 individually inventoried properties and two surveyed areas are also located within the project area. Table 1 identifies all NRHP listed properties and all previously inventoried NHDHR resources within the ZVI. Three districts and eight individual properties identify setting as a key characteristic or character-defining feature. Listed, eligible, and undetermined properties in the ZVI that do not identify setting as a character-defining feature are not recommended for additional inventory or visual impact assessment. Because the setting of these historic properties is not essential to their historic or architectural significance, viewshed impacts are unlikely to diminish the integrity of these properties. This section also considers properties that NHDHR has not yet provided determinations of eligibility (i.e., undetermined), but where setting may be a key characteristic of the property. Properties that have been determined not eligible for the NRHP are not included in this discussion. The districts and individual properties that are recommended for further documentation on NHDHR Inventory Forms or visual impact assessment are discussed in the following section.

AREA FORM

AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION

Table 1. Previously Identified Historic Properties or Resources that Intersect the ZVI.

NRHP/ NHDHR ID	Name	Address	Town	District	Status	Setting	Integrity Statement
78000338	Whipple House	10 Highland Street	Ashland	No	NR Listed	Yes	Retains all aspects of integrity. The Whipple House is NR-listed under Criterion C for its architecture; changes to its setting would not affect its architectural significance. It is a contributing building to the Ashland Village Historic District.
82000617	Ashland Railroad Station	39 Depot Street	Ashland	No	NR Listed	Yes	The train depot retains all aspects of integrity, and is individually listed on the NR for its architecture and association with the history of transportation in NH. It is a contributing building to the Ashland Village Historic District.
83001137	Ashland Junior High School	Education Drive	Ashland	No	NR Listed	Yes	The school retains all aspects of integrity, and is individually listed on the NR for its architecture and association with the history of education in NH. It is a contributing building to the Ashland Village Historic District.
83001140	Free Will Baptist Church and Vestry/ Holderness Academy	13-15 North Main Street	Ashland	No	NR Listed	Yes	The church retains all aspects of integrity, and is individually listed on the NR for its architecture and association with the history of religion and education in NH. It is a contributing building to the Ashland Village Historic District.
84000516	Dana Meetinghouse	338 Dana Hill Road	New Hampton	No	NR Listed	No	The Meeting House is NR Listed for its architecture and association with the history of religion in New Hampshire. Changes to its setting would not affect its architectural or historical significance.
84003219	Northfield Union Church	Sandogardy Pond Road	Northfield	No	NR Listed	No	The church is NR Listed for its architecture and association with the history of religion in New Hampshire. Changes to its setting would not affect its architectural or historical significance.
ASH0004	Sheffield Residence	12 Depot Street	Ashland	No	Contributing building to Ashland Village Historic District	Yes	Appears to retain all aspects of integrity. Recommended for documentation as a contributing building within Ashland Village Historic District.

AREA FORM

AREA NAME: NORTHERN PASS – LAKES REGION

Table 1. Previously Identified Historic Properties or Resources that Intersect the ZVI.

NRHP/ NHDHR ID	Name	Address	Town	District	Status	Setting	Integrity Statement
ASH0005	Cummings Residence	24 Depot Street	Ashland	No	Contributing building to Ashland Village Historic District	Yes	Appears to retain all aspects of integrity. Recommended for documentation as a contributing building within Ashland Village Historic District.
ASH0006	William Tirone Residence	30 Depot Street	Ashland	No	Contributing building to Ashland Village Historic District	Yes	Appears to retain all aspects of integrity. Recommended for documentation as a contributing building within Ashland Village Historic District.
ASH0007	Gilman Residence	12 Glove Street	Ashland	No	Contributing building to Ashland Village Historic District	Yes	Appears to retain all aspects of integrity. Recommended for documentation as a contributing building within Ashland Village Historic District.
ASH0008	Patterson Residence	3 Hill Ave	Ashland	No	Non- Contributing building to Ashland Village Historic District	Yes	Has undergone numerous alterations and is no longer considered a contributing building to the Ashland Village Historic District.
ASH0009	Thompson St Apartments	Main Street and Thompson Street	Ashland	No	Contributing building to Ashland Village Historic District	Yes	Appears to retain all aspects of integrity. Recommended for documentation as a contributing building within Ashland Village Historic District.
ASH0010	Young Residence	Mill Street and Murray Street	Ashland	No	Not eligible; Contributing building to Ashland Village Historic District	Yes	Has undergone numerous alterations but is still considered a contributing building to the Ashland Village Historic District.
ASH0011	Randlett Residence	25 Mill Street	Ashland	No	Contributing building to Ashland Village Historic District	Yes	Appears to retain all aspects of integrity. Recommended for documentation as a contributing building within Ashland Village Historic District.
ASH0012	Boyce Residence	28 Mill Street	Ashland	No	Contributing building to Ashland Village Historic District	Yes	Appears to retain all aspects of integrity. Recommended for documentation as a contributing building within Ashland Village Historic District.

AREA FORM

AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION

Table 1. Previously Identified Historic Properties or Resources that Intersect the ZVI.

NRHP/ NHDHR ID	Name	Address	Town	District	Status	Setting	Integrity Statement
ASH0013	Boynton Residence	48 North Main Street	Ashland	No	Not eligible; Non- Contributing building to Ashland Village Historic District	Yes	Has undergone numerous alterations and is no longer considered a contributing building to the Ashland Village Historic District.
ASH0014	Samson Residence	3 Pleasant Street	Ashland	No	Not eligible; Non- Contributing building to Ashland Village Historic District	Yes	Lacks architectural significance to be considered a contributing building to the Ashland Village Historic District.
ASH0015	Frost Residence	5 Pleasant Street	Ashland	No	Contributing building to Ashland Village Historic District	Yes	Appears to retain all aspects of integrity. Recommended for documentation as a contributing building within Ashland Village Historic District.
ASH0016	Brosius Residence	Reed Road	Ashland	No	Undetermined	Yes	Has undergone some alterations, but some elements of integrity are retained. Should be surveyed as part of the Ashland Village Historic District to determine if it is/is not a contributing building.
ASH0017	Cilley Residence	6 School Street	Ashland	No	Contributing building to Ashland Village Historic District	Yes	Appears to retain all aspects of integrity. Recommended for documentation as a contributing building within Ashland Village Historic District.
ASH0018	Ashland House of Pizza	Main Street	Ashland	No	Not eligible; Non- Contributing building to Ashland Village Historic District	Yes	Has lost integrity due to alterations. Is not a contributing building to the Ashland Village Historic District..

AREA FORM

AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION

Table 1. Previously Identified Historic Properties or Resources that Intersect the ZVI.

NRHP/ NHDHR ID	Name	Address	Town	District	Status	Setting	Integrity Statement
ASH0019	Golden Property	South Main Street	Ashland	No	Not eligible; Non-Contributing building to Ashland Village Historic District	Yes	The building no longer contributes architectural or historical significance to the Ashland Village Historic District due to loss of integrity.
ASH0020	Bascom Property	10 South Main Street	Ashland	No	Contributing building to Ashland Village Historic District	Yes	Appears to retain all aspects of integrity. Recommended for documentation as a contributing building within Ashland Village Historic District.
ASH0021	None	Thompson Street	Ashland	No	Contributing building to Ashland Village Historic District	Yes	Appears to retain all aspects of integrity. Recommended for documentation as a contributing building within Ashland Village Historic District.
ASH0022	Lyford Residence	10 Washington Street	Ashland	No	Not eligible; Non-Contributing building to Ashland Village Historic District	Yes	Has lost integrity due to alterations. Is not a contributing building to the Ashland Village Historic District.
ASH0023	None	18 Washington Street	Ashland	No	Not eligible; Contributing building to Ashland Village Historic District	Yes	Has undergone numerous alterations but is still considered a contributing building to the Ashland Village Historic District.
ASH0024	None	6 Winter Street	Ashland	No	Not eligible; Contributing building to Ashland Village Historic District	Yes	Has undergone numerous alterations but is still considered a contributing building to the Ashland Village Historic District.

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Table 1. Previously Identified Historic Properties or Resources that Intersect the ZVI.

NRHP/ NHDHR ID	Name	Address	Town	District	Status	Setting	Integrity Statement
ASH0025	None	8 Winter Street	Ashland	No	Not eligible; Non-Contributing building to Ashland Village Historic District	Yes	Has lost integrity due to alterations. Is not a contributing building to the Ashland Village Historic District.
ASH0026	Brown Residence	18 Winter Street	Ashland	No	Contributing building to Ashland Village Historic District	Yes	Appears to retain all aspects of integrity. Recommended for documentation as a contributing building within Ashland Village Historic District.
ASH0027	Wilkins Residence	24 Winter Street	Ashland	No	Contributing building to Ashland Village Historic District	Yes	Appears to retain all aspects of integrity. Recommended for documentation as a contributing building within Ashland Village Historic District.
ASH0028	None	25 Winter Street	Ashland	No	Not eligible; Non-Contributing building to Ashland Village Historic District	Yes	Lacks architectural significance to be considered a contributing building to the Ashland Village Historic District.
ASH0029	Short Residence	27 Winter Street	Ashland	No	Not eligible; Non-Contributing building to Ashland Village Historic District	Yes	Lacks architectural significance to be considered a contributing building to the Ashland Village Historic District.
ASH0030	Sapier Residence	28 Winter Street	Ashland	No	Contributing building to Ashland Village Historic District	Yes	Appears to retain all aspects of integrity. Recommended for documentation as a contributing building within Ashland Village Historic District.
ASH0031	Boynton Residence	32 Winter Street	Ashland	No	Undetermined	Yes	Has undergone some alterations, but some elements of integrity are retained. Should be surveyed as part of the Ashland Village Historic District to determine if it is/is not a contributing building.

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AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION

Table 1. Previously Identified Historic Properties or Resources that Intersect the ZV1.

NRHP/ NHDHR ID	Name	Address	Town	District	Status	Setting	Integrity Statement
ASH0032	NHDOT Bridge #076/080	Route 3	Ashland	No	Undetermined	No	The bridge appears to retain some aspects of integrity. Setting is typically not considered a character-defining feature of a bridge's architectural or historical significance.
Ashland Village Historic District	Ashland Village Historic District	Depot, Main, School, Thompson, and Winter Streets	Ashland	Yes	NR Eligible	Yes	The district embodies the characteristics and feel of a nineteenth century industrial village. Most buildings within the district retain a high degree of architectural integrity.
BC&M RR	Boston, Concord & Montreal Railroad Historic District	N/A	Multi- town	Yes	NR Eligible	Yes	The area surrounding the line includes rural, residential, industrial, and commercial areas; this variation of setting is vital to telling the story of the railroad and its significance in the areas of transportation and commerce in New Hampshire's history.
BRI0035	None	1245 Peaked Hill Road	Bristol	No	Undetermined	Yes	The farm retains all aspects of integrity, with no modern intrusions visible on the rural landscape.
BRI0037	Ayers Island Hydroelectric	Ayers Island Road	Bristol	No	Undetermined	No	The dam could be significant for its design and engineering; setting would not be considered a character-defining feature of the hydroelectric dam.
FRA0001	Aiken Family Lake Cabins	Webster Lake Road	Franklin	No	Contributing building to Aiken Family Webster Lake Complex	Yes	Retains all aspects of integrity. It is a contributing building to the Aiken Family Webster Lake Complex.
FRA0002	Aiken Family Lake Cabins	Webster Lake Road	Franklin	No	Contributing building to Aiken Family Webster Lake Complex	Yes	Retains all aspects of integrity. It is a contributing building to the Aiken Family Webster Lake Complex.
FRA0003	Aiken Family Lake Cabins	Webster Lake Road	Franklin	No	NR Eligible	Yes	Retains all aspects of integrity. It is a contributing building to the Aiken Family Webster Lake Complex.

AREA FORM

AREA NAME: NORTHERN PASS – LAKES REGION

Table 1. Previously Identified Historic Properties or Resources that Intersect the ZVI.

NRHP/ NHDHR ID	Name	Address	Town	District	Status	Setting	Integrity Statement
FRA0021	Anderson Residence	36 Lark Street	Franklin	No	Not eligible	No	The property was previously determined not eligible for NR listing. Visual changes to its setting would not affect this previous determination.
FRA0028	Rumford House	913 South Main Street	Franklin	No	SR Eligible; More information needed for NR evaluation	Yes	The property retains its integrity of setting, with no modern features noticed on the rural landscape. It is architecturally significant, and historically significant for its association with summer tourism in the Lakes Region
FRA0031	Stevens-Smith Guay Farmhouse	599-601 South Main Street	Franklin	No	Not eligible	No	The property has lost architectural integrity due to extensive remodeling. It was previously determined not eligible for NR listing. Visual changes to its setting would not affect this previous determination.
FRA0032	Smith-Nudd House	605 Daniel Webster Highway	Franklin	No	Not eligible	No	The property is an unremarkable example of nineteenth century worker housing, and was previously determined ineligible for NR listing. Visual changes to its setting would not affect this previous determination.
FRA0103	Avanco Realty	94 North Main Street	Franklin	No	Contributing building to West Franklin Historic District	Yes	The property appears to retain most aspects of integrity and is considered a contributing building in the West Franklin Historic District
FRA0104	XtraMart	80 North Main Street	Franklin	No	Non-contributing building to West Franklin Historic District	Yes	The property does not retain enough significance to be considered a contributing building to the West Franklin Historic District.
FRA0105	Benson Auto Co.	28-32 North Main Street	Franklin	No	Non-contributing building to West Franklin Historic District	Yes	The property does not retain enough significance to be considered a contributing building to the West Franklin Historic District.
FRA0106	Sturtevant Block	14-18 North Main Street	Franklin	No	Contributing building to West Franklin Historic District	Yes	The property appears to retain most aspects of integrity and is considered a contributing building in the West Franklin Historic District

AREA FORM**AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION**

Table 1. Previously Identified Historic Properties or Resources that Intersect the ZVI.

NRHP/ NHDHR ID	Name	Address	Town	District	Status	Setting	Integrity Statement
FRA0107	Benson Auto Co. House	4 North Main Street	Franklin	No	Contributing building to West Franklin Historic District	Yes	The property appears to retain most aspects of integrity and is considered a contributing building in the West Franklin Historic District
FRA0108	Bargain Center	1 South Main Street	Franklin	No	Contributing building to West Franklin Historic District	Yes	The property appears to retain most aspects of integrity and is considered a contributing building in the West Franklin Historic District
FRA0109	Greyer-Proctor Bldg.	17-19 South Main Street	Franklin	No	NR eligible; contributing building to West Franklin Historic District	Yes	The building retains a high level of architectural integrity. It is considered a contributing building to the West Franklin Historic District.
FRA0110	Congregational Church	25-1 South Main Street	Franklin	No	NR eligible; contributing building to West Franklin Historic District	Yes	The building is considered significant for its architecture and for its role in the religious history of New Hampshire. It is a contributing building to the West Franklin Historic District.
FRA0111	Congregational Christian Hall	South Main Street	Franklin	No	Non-contributing building to West Franklin Historic District	Yes	The building does not contribute to the character of the West Franklin Historic District and has no significant historical associations.
FRA0112	Pike House	61 South Main Street	Franklin	No	NR eligible; contributing building to West Franklin Historic District	Yes	The building retains a high level of architectural integrity. It is considered a contributing building to the West Franklin Historic District.
FRA0113	James Kelly House	71 South Main Street	Franklin	No	NR eligible; contributing building to West Franklin Historic District	Yes	The Greek Revival building is considered architecturally significant. It is a contributing building to the West Franklin Historic District.

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AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION

Table 1. Previously Identified Historic Properties or Resources that Intersect the ZVI.

NRHP/ NHDHR ID	Name	Address	Town	District	Status	Setting	Integrity Statement
FRA0114	Rowell House	83 South Main Street	Franklin	No	NR eligible; contributing building to West Franklin Historic District	Yes	The building retains a high level of architectural integrity. It is considered a contributing building to the West Franklin Historic District.
FRA0115	Senior Haven West	121 South Main Street	Franklin	No	Non-contributing building to West Franklin Historic District	Yes	The apartment building does not contribute to the historical character of the West Franklin Historic District.
FRA0116	IGA Store	125 South Main Street	Franklin	No	Non-contributing building to West Franklin Historic District	Yes	The large supermarket and parking lot are intrusive elements within the West Franklin Historic District. It is a non-contributing building within the district.
FRA0117	L.M.Knight House	161-155 South Main Street	Franklin	No	NR eligible; contributing building to West Franklin Historic District	Yes	The building retains a high level of architectural integrity. It is considered a contributing building to the West Franklin Historic District.
FRA0118	Congregational Parsonage	161-155 South Main Street	Franklin	No	NR eligible; contributing building to West Franklin Historic District	Yes	The building is considered significant for its architecture and for its role in the religious history of New Hampshire. It is a contributing building to the West Franklin Historic District.
FRA0119	Franklin Manor	161-155 South Main Street	Franklin	No	Contributing building to West Franklin Historic District	Yes	The property appears to retain most aspects of integrity and is considered a contributing building in the West Franklin Historic District
FRA0120	J. Colburn House	175 South Main Street	Franklin	No	NR eligible; contributing building to West Franklin Historic District	Yes	The building retains a high level of architectural integrity. It is considered a contributing building to the West Franklin Historic District.

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AREA NAME: NORTHERN PASS – LAKES REGION

Table 1. Previously Identified Historic Properties or Resources that Intersect the ZVI.

NRHP/ NHDHR ID	Name	Address	Town	District	Status	Setting	Integrity Statement
FRA0121	R.M. Prescott House	175 South Main Street	Franklin	No	NR eligible; contributing building to West Franklin Historic District	Yes	The building retains a high level of architectural integrity. It is considered a contributing building to the West Franklin Historic District.
FRA0122	W. Minery	189 South Main Street	Franklin	No	Contributing building to West Franklin Historic District	Yes	The property appears to retain most aspects of integrity and is considered a contributing building in the West Franklin Historic District
FRA0123	G. Drake House	195 South Main Street	Franklin	No	Non-contributing to West Franklin HD	Yes	Original features and siding have been lost to alterations. It is a non-contributing building to the West Franklin Historic District.
FRA0124	Insulating Fabrics Co.	155 South Main Street	Franklin	No	Non-contributing building to West Franklin Historic District	Yes	The industrial building does not contribute to the district. It is considered a non-contributing building to the West Franklin Historic District.
FRA0125	Lawrence Laplante House	119-121 North Main Street	Franklin	No	Contributing building to West Franklin Historic District	Yes	Despite minor alterations to the building's siding, it retains all other aspects of integrity. It is considered a contributing building to the West Franklin Historic District.
FRA0126	West Side Manor	119-113 North Main Street	Franklin	No	Contributing building to West Franklin Historic District	Yes	The property appears to retain most aspects of integrity and is considered a contributing building in the West Franklin Historic District
FRA0127	Cities Service	107 North Main Street	Franklin	No	Non-contributing building to West Franklin Historic District	Yes	The service station has had a number of alterations and the original character is no longer discernible. It is a non-contributing building to the West Franklin Historic District.
FRA0128	USPO and TLC Restaurant	73 North Main Street	Franklin	No	Non-contributing building to West Franklin Historic District	Yes	The building has been remodeled a number of times and no longer retains architectural integrity. It is considered a non-contributing building to the West Franklin Historic District.

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Table 1. Previously Identified Historic Properties or Resources that Intersect the ZVI.

NRHP/ NHDHR ID	Name	Address	Town	District	Status	Setting	Integrity Statement
FRA0129	Pirates' Den	50 North Main Street	Franklin	No	Non-contributing building to West Franklin Historic District	Yes	The mixed-use building has been remodeled several times and no longer retains architectural integrity. It is a non-contributing building to the West Franklin Historic District.
FRA0130	Cathy's Styling	33 North Main Street	Franklin	No	Not eligible/Non- contributing to West Franklin HD	Yes	The building does not retain integrity of design, materials, workmanship, feeling, or association. It is a non-contributing building to the West Franklin Historic District.
FRA0131	Vernal Adams Building	31-17 North Main Street	Franklin	No	Contributing building to West Franklin Historic District	Yes	The property appears to retain most aspects of integrity and is considered a contributing building in the West Franklin Historic District
FRA0132	Main Street Store	25-29 North Main Street	Franklin	No	Contributing building to West Franklin Historic District	Yes	The property appears to retain most aspects of integrity and is considered a contributing building in the West Franklin Historic District
FRA0133	Creative Design	31-17 North Main Street	Franklin	No	Contributing building to West Franklin Historic District	Yes	The property appears to retain most aspects of integrity and is considered a contributing building in the West Franklin Historic District
FRA0134	BYSE/Blue Mirror	Central Avenue	Franklin	No	Non-contributing building to West Franklin Historic District	Yes	The property is a modern commercial building and is a non-contributing building to the West Franklin Historic District.
FRA0135	Gordon McBey House	11-16 South Main Street	Franklin	No	Demolished	Yes	This property has been demolished and will not be affected by the proposed project.
FRA0136	A. Messer Building	26-28 South Main Street	Franklin	No	Demolished	Yes	The property has been demolished since it was surveyed in 1988. It is no longer considered a contributing building to the West Franklin Historic District.

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AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION

Table 1. Previously Identified Historic Properties or Resources that Intersect the ZVI.

NRHP/ NHDHR ID	Name	Address	Town	District	Status	Setting	Integrity Statement
FRA0137	Engine Co. No. 1	South Main Street, between #26 and #46	Franklin	No	Demolished	Yes	The property has been demolished since it was surveyed in 1988. It is no longer considered a contributing building to the West Franklin Historic District.
FRA0138	Radio Shack	46 South Main Street	Franklin	No	Demolished	Yes	This property has been demolished and will not be affected by the proposed project.
FRA0139	Meridian Lodge #60	58 South Main Street	Franklin	No	NR eligible; contributing building to West Franklin Historic District	Yes	The building retains a high level of architectural integrity. It is also significant for its associations with religion and fraternal organizations in New Hampshire. It is a contributing building to the West Franklin Historic District.
FRA0140	Norman Gagnon House	88-98 South Main Street	Franklin	No	Contributing building to West Franklin Historic District	Yes	The property appears to retain most aspects of integrity and is considered a contributing building in the West Franklin Historic District
FRA0141	Benson & Tasher Realty	88-98 South Main Street	Franklin	No	Contributing building to West Franklin Historic District	Yes	The property appears to retain most aspects of integrity and is considered a contributing building in the West Franklin Historic District
FRA0142	Edward Aaron House	104-106 South Main Street	Franklin	No	Contributing building to West Franklin Historic District	Yes	The property appears to retain most aspects of integrity and is considered a contributing building in the West Franklin Historic District
FRA0143/F RA0014	Gary Buswell House	South Main Street	Franklin	No	Contributing building to West Franklin Historic District	Yes	The property appears to retain most aspects of integrity and is considered a contributing building in the West Franklin Historic District
FRA0145	Exxon Station	150 South Main Street	Franklin	No	Non-contributing building to West Franklin Historic District	Yes	The modern gas station intrudes on the historic fabric of the district. It is considered a non-contributing building in the West Franklin Historic District.

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AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION

Table 1. Previously Identified Historic Properties or Resources that Intersect the ZVI.

NRHP/ NHDHR ID	Name	Address	Town	District	Status	Setting	Integrity Statement
FRA0146	Nancy Morgan House	160 South Main Street	Franklin	No	Contributing building to West Franklin Historic District	Yes	The property appears to retain most aspects of integrity and is considered a contributing building in the West Franklin Historic District
FRA0147	None	166 South Main Street	Franklin	No	Contributing building to West Franklin Historic District	Yes	The property appears to retain most aspects of integrity and is considered a contributing building in the West Franklin Historic District
FRA0148	None	South Main Street	Franklin	No	NR eligible; contributing building to West Franklin Historic District	Yes	The property retains architectural integrity, as well as all other aspects of integrity. It is a contributing building within the West Franklin Historic District.
FRA0149	None	South Main Street	Franklin	No	Contributing building to West Franklin Historic District	Yes	The property appears to retain most aspects of integrity and is considered a contributing building in the West Franklin Historic District
FRA0150	Franklin View Apartments	188-198 South Main Street	Franklin	No	Non-contributing building to West Franklin Historic District	Yes	The brick apartment building does not fit within the historic character of the district. It is a non-contributing building in the West Franklin Historic District.
FRA-A	Aiken Family Webster Lake Complex Historic District	Webster Lake Road	Franklin	Yes	NR eligible	Yes	The cabins and cottages retain architectural integrity, despite some minor alterations. The rural setting is also intact, with scenic vistas over Webster Lake. The property is has multiple areas of historic significance, including summer tourism in the Lakes Region
FRA-FJR3PA	Franklin Junction/Route 3 Project Area Form	Route 3	Franklin	No	Not eligible	No	The area was previously determined to not be eligible for the NR. Alterations to the setting will not affect the area, or its NR eligibility.

AREA FORM

AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION

Table 1. Previously Identified Historic Properties or Resources that Intersect the ZVI.

NRHP/ NHDHR ID	Name	Address	Town	District	Status	Setting	Integrity Statement
FRA-RR	Northern Railroad Historic District	N/A	Multi-town	Yes	NR eligible	Yes	The area surrounding the line includes rural, residential, industrial, and commercial areas; this variation of setting is vital to telling the story of the railroad and its significance in the areas of transportation and commerce in New Hampshire's history.
FRA-W	Webster Lake Road	Webster Lake Road	Franklin	No	Not eligible	No	The area was previously determined to not be eligible for the NR. Alterations to the setting will not affect the area, or its NR eligibility.
FRA-WF	Webster Farm	Webster Farm Historic District	Franklin	Yes	NR and SR eligible	Yes	The property includes multiple buildings, which primarily retain high levels of architectural integrity. The area is also historically significant for its associations with the Webster Family, agriculture, the New Hampshire Orphans Home, and early settlement in New Hampshire.
FRA-WFHD	West Franklin Historic District	West Franklin District Historic District	Franklin	Yes	NR eligible	Yes	The West Franklin Village Historic District was noted as a vital industrial and commercial village from the nineteenth and early twentieth centuries. Properties within the district mainly retain high levels of architectural integrity, although some buildings have had renovations and minor alterations. Only a few commercial buildings from the mid-twentieth century have been constructed in the area, and do not detract from the nineteenth century feeling of the district. The integrity of setting is intact, with no major modern developments noticed on the landscape.
74000196	Webster Family Home/The Elms	South Main Street	Franklin	No	NR Listed	Yes	The Elms is listed in the NR for its architectural integrity, and its significant historical associations with Daniel Webster and political history in New Hampshire. It is a contributing building to the Webster Farm Historic District.

AREA FORM**AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION***Previously Identified Historic Properties Recommended for Inventory and/or Visual Impact Assessment*

Properties recommended for inventory are identified as retaining significance and integrity of setting. Overall, built resources that are associated with outdoor recreational activities, farm complexes, and the development and/or settlement of an area retain integrity of setting in the Lakes Region. Six historic districts and four individual properties are recommended for inventory and/or visual impact assessment (Table 2). Historic districts recommended for additional survey may include inventory and visual impact assessments of multiple individual properties within a district including National Register and NHDHR inventoried properties.

AREA FORM**AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION**

Table 2. Previously Identified Historic Properties or Districts in the Lakes Region that Intersect the ZVI Recommended for Inventory and/or Visual Impact Assessment.

NRHP/ NHDHR ID	Street Address/ Property Name	Town	Property Type	Historic Context	Photograph #	Integrity Statement
74000196	South Main Street/Webster Family Home/The Elms	Franklin	Farm Complex	51. Mixed Agriculture and the Family Farm, 1630–present	42	The Elms is listed in the NR for its architectural integrity, and its significant historical associations with Daniel Webster and political history in New Hampshire. It is a contributing building to the Webster Farm Historic District. Recommended for documentation as part of the Historic District Area Form.
78000338	10 Highland Street/Whipple House	Ashland	Residence	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	94	Retains all aspects of integrity. The Whipple House is NR-listed under Criterion C for its architecture; changes to its setting would not affect its architectural significance. It is a contributing building to the Ashland Village Historic District. Recommended for documentation as part of the Historic District Area Form.
82000617	39 Depot Street/Ashland Railroad Station	Ashland	Railroad Station	86. The railroads in NH, 1842-1960; 130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	86	The train depot retains all aspects of integrity, and is individually listed on the NR for its architecture and association with the history of transportation in NH. It is a contributing building to the Ashland Village Historic District. Recommended for documentation as part of the Historic District Area Form.
83001137	Education Drive/Ashland Junior High School	Ashland	School	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	63	The school retains all aspects of integrity, and is individually listed on the NR for its architecture and association with the history of education in NH. It is a contributing building to the Ashland Village Historic District. Recommended for documentation as part of the Historic District Area Form.

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Table 2. Previously Identified Historic Properties or Districts in the Lakes Region that Intersect the ZVI Recommended for Inventory and/or Visual Impact Assessment.

NRHP/ NHDHR ID	Street Address/ Property Name	Town	Property Type	Historic Context	Photograph #	Integrity Statement
83001140	13-15 North Main Street/ Free Will Baptist Church and Vestry/ Holderness Academy	Ashland	Church	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	93	The church retains all aspects of integrity, and is individually listed on the NR for its architecture and association with the history of religion and education in NH. It is a contributing building to the Ashland Village Historic District. Recommended for documentation as part of the Historic District Area Form.
ASH0004	12 Depot Street/Sheffield Residence	Ashland	Residence	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	100	Appears to retain all aspects of integrity. Recommended for documentation as a contributing building within Ashland Village Historic District. Recommended for documentation as part of the Historic District Area Form.
ASH0005	24 Depot Street/ Cummings Residence	Ashland	Residence	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	Appears to retain all aspects of integrity. Recommended for documentation as a contributing building within Ashland Village Historic District. Recommended for documentation as part of the Historic District Area Form.
ASH0006	30 Depot Street/William Tirone Residence	Ashland	Residence	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	Appears to retain all aspects of integrity. Recommended for documentation as a contributing building within Ashland Village Historic District. Recommended for documentation as part of the Historic District Area Form.
ASH0007	12 Glove Street/Gilman Residence	Ashland	Residence	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	Appears to retain all aspects of integrity. Recommended for documentation as a contributing building within Ashland Village Historic District. Recommended for documentation as part of the Historic District Area Form.

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Table 2. Previously Identified Historic Properties or Districts in the Lakes Region that Intersect the ZVI Recommended for Inventory and/or Visual Impact Assessment.

NRHP/ NHDHR ID	Street Address/ Property Name	Town	Property Type	Historic Context	Photograph #	Integrity Statement
ASH0009	Main Street and Thompson Street/ Thompson St Apartments	Ashland	Apartment Building	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	Appears to retain all aspects of integrity. Recommended for documentation as a contributing building within Ashland Village Historic District. Recommended for documentation as part of the Historic District Area Form.
ASH0010	Mill Street and Murray Street/Young Residence	Ashland	Residence	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	Has undergone numerous alterations but is still considered a contributing building to the Ashland Village Historic District. Recommended for documentation as part of the Historic District Area Form.
ASH0011	25 Mill Street/Randlett Residence	Ashland	Residence	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	Appears to retain all aspects of integrity. Recommended for documentation as a contributing building within Ashland Village Historic District. Recommended for documentation as part of the Historic District Area Form.
ASH0012	28 Mill Street/Boyce Residence	Ashland	Residence	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	Appears to retain all aspects of integrity. Recommended for documentation as a contributing building within Ashland Village Historic District. Recommended for documentation as part of the Historic District Area Form.
ASH0015	5 Pleasant Street/Frost Residence	Ashland	Residence	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	Appears to retain all aspects of integrity. Recommended for documentation as a contributing building within Ashland Village Historic District. Recommended for documentation as part of the Historic District Area Form.

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Table 2. Previously Identified Historic Properties or Districts in the Lakes Region that Intersect the ZVI Recommended for Inventory and/or Visual Impact Assessment.

NRHP/ NHDHR ID	Street Address/ Property Name	Town	Property Type	Historic Context	Photograph #	Integrity Statement
ASH0016	Reed Road/Brosius Residence	Ashland	Residence	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	95	Has undergone some alterations, but some elements of integrity are retained. Should be surveyed as part of the Ashland Village Historic District to determine if it is/is not a contributing building. Recommended for documentation as part of the Historic District Area Form.
ASH0017	6 School Street/Cilley Residence	Ashland	Residence	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	101	Appears to retain all aspects of integrity. Recommended for documentation as a contributing building within Ashland Village Historic District. Recommended for documentation as part of the Historic District Area Form.
ASH0020	10 South Main Street/Bascom Property	Ashland	Mixed-use commercial Building	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	Appears to retain all aspects of integrity. Recommended for documentation as a contributing building within Ashland Village Historic District. Recommended for documentation as part of the Historic District Area Form.
ASH0021	Thompson Street	Ashland	Residence	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	Appears to retain all aspects of integrity. Recommended for documentation as a contributing building within Ashland Village Historic District. Recommended for documentation as part of the Historic District Area Form.
ASH0026	18 Winter Street/Brown Residence	Ashland	Residence	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	Appears to retain all aspects of integrity. Recommended for documentation as a contributing building within Ashland Village Historic District. Recommended for documentation as part of the Historic District Area Form.

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Table 2. Previously Identified Historic Properties or Districts in the Lakes Region that Intersect the ZVI Recommended for Inventory and/or Visual Impact Assessment.

NRHP/ NHDHR ID	Street Address/ Property Name	Town	Property Type	Historic Context	Photograph #	Integrity Statement
ASH0027	24 Winter Street/Wilkins Residence	Ashland	Residence	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	Appears to retain all aspects of integrity. Recommended for documentation as a contributing building within Ashland Village Historic District. Recommended for documentation as part of the Historic District Area Form.
ASH0030	28 Winter Street/Sapier Residence	Ashland	Residence	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	Appears to retain all aspects of integrity. Recommended for documentation as a contributing building within Ashland Village Historic District. Recommended for documentation as part of the Historic District Area Form.
ASH0031	32 Winter Street/Boynton Residence	Ashland	Residence	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	Has undergone some alterations, but some elements of integrity are retained. Should be surveyed as part of the Ashland Village Historic District to determine if it is/is not a contributing building. Recommended for documentation as part of the Historic District Area Form.
Ashland Village Historic District	Depot, Main, School, Thompson, and Winter Streets/Ashland Village Historic District	Ashland	Residential, Commercial, and Industrial District	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	99	The district embodies the characteristics and feel of a nineteenth-century industrial village. Most buildings within the district retain a high degree of architectural integrity. Recommended for documentation as part of the Historic District Area Form.
BC&M RR	Boston, Concord & Montreal Railroad Historic District	Multi- town	Railroad Line	86. The railroads in NH, 1842-1960	102	The area surrounding the line includes rural, residential, industrial, and commercial areas; this variation of setting is vital to telling the story of the railroad and its significance in the areas of transportation and commerce in New Hampshire's history. Recommended for documentation as part of the Historic District Area Form.

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Table 2. Previously Identified Historic Properties or Districts in the Lakes Region that Intersect the ZVI Recommended for Inventory and/or Visual Impact Assessment.

NRHP/ NHDHR ID	Street Address/ Property Name	Town	Property Type	Historic Context	Photograph #	Integrity Statement
BRI0035	1245 Peaked Hill Road	Bristol	Farm Complex	51. Mixed Agriculture and the Family Farm, 1630–present	45	The farm retains all aspects of integrity, with no modern intrusions visible on the rural landscape.
FRA0001	Webster Lake Road/Aiken Family Lake Cabins	Franklin	Tourist Cabins	73. Summer and vacation home tourism, 1880– present	83	Retains all aspects of integrity. It is a contributing building to the Aiken Family Webster Lake Complex. Recommended for documentation as part of the Historic District Area Form.
FRA0002	Webster Lake Road/Aiken Family Lake Cabins	Franklin	Tourist Cabins	73. Summer and vacation home tourism, 1880– present	84	Retains all aspects of integrity. It is a contributing building to the Aiken Family Webster Lake Complex. Recommended for documentation as part of the Historic District Area Form.
FRA0003	Webster Lake Road/Aiken Family Lake Cabins	Franklin	Tourist Cabins	73. Summer and vacation home tourism, 1880– present	85	Retains all aspects of integrity. It is a contributing building to the Aiken Family Webster Lake Complex. Recommended for documentation as part of the Historic District Area Form.
FRA0028	913 South Main Street/Rumford House	Franklin	Residence	73. Summer and vacation home tourism, 1880– present	104	The property retains its integrity of setting, with no modern features noticed on the rural landscape. It is architecturally significant, and historically significant for its association with summer tourism in the Lakes Region
FRA0103	94 North Main Street/Avanco Realty	Franklin	Commercial Building	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	5	The property appears to retain most aspects of integrity and is considered a contributing building in the West Franklin Historic District. Recommended for documentation as part of the Historic District Area Form.
FRA0106	14-18 North Main Street/Sturtevant Block	Franklin	Commercial Building	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	The property appears to retain most aspects of integrity and is considered a contributing building in the West Franklin Historic District. Recommended for documentation as part of the Historic District Area Form.

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Table 2. Previously Identified Historic Properties or Districts in the Lakes Region that Intersect the ZVI Recommended for Inventory and/or Visual Impact Assessment.

NRHP/ NHDHR ID	Street Address/ Property Name	Town	Property Type	Historic Context	Photograph #	Integrity Statement
FRA0107	4 North Main Street/Benson Auto Co. House	Franklin	Commercial Building	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	The property appears to retain most aspects of integrity and is considered a contributing building in the West Franklin Historic District. Recommended for documentation as part of the Historic District Area Form.
FRA0108	1 South Main Street/Bargain Center	Franklin	Commercial Building	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	The property appears to retain most aspects of integrity and is considered a contributing building in the West Franklin Historic District. Recommended for documentation as part of the Historic District Area Form.
FRA0109	17-19 South Main Street/Greyer- Proctor Bldg.	Franklin	Commercial Building	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	The building retains a high level of architectural integrity. It is considered a contributing building to the West Franklin Historic District. Recommended for documentation as part of the Historic District Area Form.
FRA0110	25-1 South Main Street/Congregat ional Church	Franklin	Church	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	The building is considered significant for its architecture and for its role in the religious history of New Hampshire. It is a contributing building to the West Franklin Historic District. Recommended for documentation as part of the Historic District Area Form.
FRA0112	61 South Main Street/Pike House	Franklin	Residence	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	The building retains a high level of architectural integrity. It is considered a contributing building to the West Franklin Historic District. Recommended for documentation as part of the Historic District Area Form.

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Table 2. Previously Identified Historic Properties or Districts in the Lakes Region that Intersect the ZVI Recommended for Inventory and/or Visual Impact Assessment.

NRHP/ NHDHR ID	Street Address/ Property Name	Town	Property Type	Historic Context	Photograph #	Integrity Statement
FRA0113	71 South Main Street/James Kelly House	Franklin	Residence	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	The Greek Revival building is considered architecturally significant. It is a contributing building to the West Franklin Historic District. Recommended for documentation as part of the Historic District Area Form.
FRA0114	83 South Main Street/Rowell House	Franklin	Residence	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	The building retains a high level of architectural integrity. It is considered a contributing building to the West Franklin Historic District. Recommended for documentation as part of the Historic District Area Form.
FRA0119	161-155 South Main Street Franklin Manor	Franklin	Residence	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	The property appears to retain most aspects of integrity and is considered a contributing building in the West Franklin Historic District. Recommended for documentation as part of the Historic District Area Form.
FRA0120	175 South Main Street/J. Colburn House	Franklin	Residence	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	The building retains a high level of architectural integrity. It is considered a contributing building to the West Franklin Historic District. Recommended for documentation as part of the Historic District Area Form.
FRA0121	175 South Main Street/R.M. Prescott House	Franklin	Residence	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	The building retains a high level of architectural integrity. It is considered a contributing building to the West Franklin Historic District. Recommended for documentation as part of the Historic District Area Form.

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Table 2. Previously Identified Historic Properties or Districts in the Lakes Region that Intersect the ZVI Recommended for Inventory and/or Visual Impact Assessment.

NRHP/ NHDHR ID	Street Address/ Property Name	Town	Property Type	Historic Context	Photograph #	Integrity Statement
FRA0122	189 South Main Street/W. Minery	Franklin	Residence	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	The property appears to retain most aspects of integrity and is considered a contributing building in the West Franklin Historic District. Recommended for documentation as part of the Historic District Area Form.
FRA0125	119-121 North Main Street/Lawrence Laplante House	Franklin	Residence	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	Despite minor alterations to the building's siding, it retains all other aspects of integrity. It is considered a contributing building to the West Franklin Historic District. Recommended for documentation as part of the Historic District Area Form.
FRA0126	119-113 North Main Street/West Side Manor	Franklin	Residence	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	The property appears to retain most aspects of integrity and is considered a contributing building in the West Franklin Historic District. Recommended for documentation as part of the Historic District Area Form.
FRA0131	31-17 North Main Street/Vernal Adams Building	Franklin	Commercial Building	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	The property appears to retain most aspects of integrity and is considered a contributing building in the West Franklin Historic District. Recommended for documentation as part of the Historic District Area Form.
FRA0132	25-29 North Main Street/Main Street Store	Franklin	Commercial Building	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	The property appears to retain most aspects of integrity and is considered a contributing building in the West Franklin Historic District. Recommended for documentation as part of the Historic District Area Form.

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Table 2. Previously Identified Historic Properties or Districts in the Lakes Region that Intersect the ZVI Recommended for Inventory and/or Visual Impact Assessment.

NRHP/ NHDHR ID	Street Address/ Property Name	Town	Property Type	Historic Context	Photograph #	Integrity Statement
FRA0133	31-17 North Main Street	Franklin	Mixed-use commercial Building	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	The property appears to retain most aspects of integrity and is considered a contributing building in the West Franklin Historic District. Recommended for documentation as part of the Historic District Area Form.
FRA0139	58 South Main Street/Meridian Lodge #60	Franklin	Fraternal Lodge Building	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	The building retains a high level of architectural integrity. It is also significant for its associations with religion and fraternal organizations in New Hampshire. It is a contributing building to the West Franklin Historic District. Recommended for documentation as part of the Historic District Area Form.
FRA0140	88-98 South Main Street/Norman Gagnon House	Franklin	Residence	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	52	The property appears to retain most aspects of integrity and is considered a contributing building in the West Franklin Historic District. Recommended for documentation as part of the Historic District Area Form.
FRA0141	88-98 South Main Street/Benson & Tasher Realty	Franklin	Commercial Building	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	The property appears to retain most aspects of integrity and is considered a contributing building in the West Franklin Historic District. Recommended for documentation as part of the Historic District Area Form.
FRA0142	Edward Aaron House	Franklin	Residence	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	The property appears to retain most aspects of integrity and is considered a contributing building in the West Franklin Historic District. Recommended for documentation as part of the Historic District Area Form.

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Table 2. Previously Identified Historic Properties or Districts in the Lakes Region that Intersect the ZVI Recommended for Inventory and/or Visual Impact Assessment.

NRHP/ NHDHR ID	Street Address/ Property Name	Town	Property Type	Historic Context	Photograph #	Integrity Statement
FRA0143/ FRA0014	South Main Street/Gary Buswell House	Franklin	Residence	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	The property appears to retain most aspects of integrity and is considered a contributing building in the West Franklin Historic District. Recommended for documentation as part of the Historic District Area Form.
FRA0146	160 South Main Street/Nancy Morgan House	Franklin	Residence	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	The property appears to retain most aspects of integrity and is considered a contributing building in the West Franklin Historic District. Recommended for documentation as part of the Historic District Area Form.
FRA0147	166 South Main Street	Franklin	Residence	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	The property appears to retain most aspects of integrity and is considered a contributing building in the West Franklin Historic District. Recommended for documentation as part of the Historic District Area Form.
FRA0148	South Main Street	Franklin	Residence	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	The property retains architectural integrity, as well as all other aspects of integrity. It is a contributing building within the West Franklin Historic District. Recommended for documentation as part of the Historic District Area Form.
FRA0149	South Main Street	Franklin	Residence	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	The property appears to retain most aspects of integrity and is considered a contributing building in the West Franklin Historic District. Recommended for documentation as part of the Historic District Area Form.

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Table 2. Previously Identified Historic Properties or Districts in the Lakes Region that Intersect the ZVI Recommended for Inventory and/or Visual Impact Assessment.

NRHP/ NHDHR ID	Street Address/ Property Name	Town	Property Type	Historic Context	Photograph #	Integrity Statement
FRA-A	Webster Lake Road/Aiken Family Webster Lake Complex Historic District	Franklin	Tourist Cabins	73. Summer and vacation home tourism, 1880- present	N/A	The cabins and cottages retain architectural integrity, despite some minor alterations. The rural setting is also intact, with scenic vistas over Webster Lake. The property is has multiple areas of historic significance, including summer tourism in the Lakes Region Recommended for documentation as part of the Historic District Area Form.
FRA-RR	Northern Railroad Historic District	Multi- town	Railroad Line	86. The railroads in NH, 1842-1960	103	The area surrounding the line includes rural, residential, industrial, and commercial areas; this variation of setting is vital to telling the story of the railroad and its significance in the areas of transportation and commerce in New Hampshire's history. Recommended for documentation as part of the Historic District Area Form.
FRA-WF	Webster Farm	Franklin	Farm Complex, Former School Buildings	51. Mixed Agriculture and the Family Farm, 1630–present; 105. Elementary and secondary education, 1770- present	105	The property includes multiple buildings, which primarily retain high levels of architectural integrity. The area is also historically significant for its associations with the Webster Family, agriculture, the New Hampshire Orphans Home, and early settlement in New Hampshire. Recommended for documentation as part of the Historic District Area Form.

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Table 2. Previously Identified Historic Properties or Districts in the Lakes Region that Intersect the ZVI Recommended for Inventory and/or Visual Impact Assessment.

NRHP/ NHDHR ID	Street Address/ Property Name	Town	Property Type	Historic Context	Photograph #	Integrity Statement
FRA- WFHD	West Franklin District Historic District	Franklin	Residential, Commercial, and Industrial District	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	106	The West Franklin Village Historic District was noted as a vital industrial and commercial village from the nineteenth and early twentieth centuries. Properties within the district mainly retain high levels of architectural integrity, although some buildings have had renovations and minor alterations. Only a few commercial buildings from the mid-twentieth century have been constructed in the area, and do not detract from the nineteenth century feeling of the district. The integrity of setting is intact, with no major modern developments noticed on the landscape. Recommended for documentation as part of the Historic District Area Form.

AREA FORM**AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION***Districts***Aiken Family Webster Lake Complex (FRA-A)**

The Aiken Family Webster Lake Complex (FRA-A; Photograph 83, Photograph 84, and Photograph 85) was determined to be a National Register-eligible district by NHDHR in 2000. The complex consists of cabins that date to the late nineteenth century, as well as a group of cabins constructed in the 1930s. The buildings vary in construction from split-log to shingle-sided. The buildings have been used by the Aiken Family and tourists alike as a recreation and summer retreat. Setting is a character defining feature of the group of log cabins located along the shoreline of Webster Lake. Buildings are arranged around the lake so as to make best use of both the natural environment and scenic vistas. There are minimal modern intrusions in the area, and the retention of original building design and materials further invokes the feeling and setting of an early twentieth-century campground. The property retains its integrity of setting, and it is associated with tourism in the Lakes Region; therefore, an updated inventory and visual impact assessment is recommended. The following buildings are considered contributing buildings to the district, and should be considered in the Historic District Area Form and visual-impact assessment:

- FRA0001
- FRA0002
- FRA0003

Ashland Village Historic District

The Ashland Village Historic District (Photograph #99) was determined to be potentially eligible for the National Register by NHDHR in 1992; however, defined boundaries were not included in the town-wide survey. Field survey by SEARCH in 2014 suggests that preliminary district boundaries may include School Street to the north, Thompson Street to the east, Depot Street to the south, and Winter and Main Streets to the west.

The center of the district is a former mill complex (FID-832, Photograph #96 and FID-833, Photograph #97), and the district includes an extensive group of mid-nineteenth century residences and commercial buildings including the National Register properties of the Ashland Grist Mill and Dam (NR79000317, Photograph #98), Ashland Railroad Station (NR82000617, Photograph #86), Ashland Junior High School (NR83001137, Photograph #63), First Free Will Baptist Church and Vestry (NR83001140, Photograph #93), and The Whipple House (NR78000338, Photograph #94). Individual buildings that were part of the 1992 survey are also included within the preliminary district boundaries. Inventory and visual impact assessment is recommended to determine district boundaries, contributing and non-contributing buildings, and the potential impact the project may have on the setting of the village. NHDHR determined that the Thomas & Linda Sheffield Residence (ASH0004, Photograph #100) and the Cilley Residence (ASH0017, Photograph #101) are eligible for the National Register as contributing buildings within the Ashland Village Historic District. The Sheffield Residence retains its mid-nineteenth century Cape form, and may be associated with the former mill buildings in Ashland Village. The Cilley Residence, c. 1900, is a representative example of a gable-front, side-hall

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cottage seen throughout Ashland Village. Both buildings retain distinctive architecture that is tied to the period development of the village. The Brosius Residence (ASH0016, Photograph #95), located adjacent to an extant grain storage barn that was utilized by the BC&M Railroad, is also within the Ashland Village Historic District. Although the Brosius Residence lacks architectural integrity, it may be considered a contributing building to the district.

The district embodies the characteristics and feel of a nineteenth-century industrial village. Most buildings within the district retain a high degree of architectural integrity, and as whole, very little modern intrusions are visible. The introduction of a visible modern facility may have an impact on the setting of the district. Documentation on a Historic District Area Form is recommended to determine district boundaries, contributing and non-contributing buildings, and the potential impact the project may have on the setting of the village. Contributing buildings are also recommended for documentation on the Historic District Area Form. The following buildings are considered contributing buildings to the district, and should be considered in the Historic District Area Form and visual-impact assessment:

- ASH0004
- ASH0005
- ASH0006
- ASH0007
- ASH0009
- ASH0010
- ASH0011
- ASH0012
- ASH0015
- ASH0016
- ASH0017
- ASH0020
- ASH0021
- ASH0023
- ASH0024
- ASH0026
- ASH0027
- ASH0029
- ASH0030

Boston, Concord, & Montreal (BC&M) Railroad and Ashland Railroad Station (BCM-RR)

The BC&M Railroad (Photograph #102) was determined by NHDHR in 2002 to be National Register eligible as a linear transportation district (NHDHR 2002a). The Ashland Railroad Station, a National Register-listed property (NR82000617, Photograph #86), is also located within the BC&M Railroad National Register-eligible district. Additionally, the railroad bisects the PSNH ROW and the project may have a direct impact to this small section of the line. The Ashland Railroad Station and BC&M railroad line and bed are relatively intact and visual

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impacts to the setting and integrity of the rail line and any related built resources are anticipated. Intensive-level visual impact assessment is recommended. The area surrounding the line includes rural, residential, industrial, and commercial areas; this variation of setting is vital to telling the story of the railroad and its significance in the areas of transportation and commerce in New Hampshire's history. An updated Historic District Area Form for the railroad line should be completed, and contributing resources that have the potential to be impacted by the project should be included within the Historic District Area Form.

Northern Railroad

The Northern Railroad (Photograph #103) was determined by NHDHR in 1999 and 2014 to be National Register eligible as a linear transportation district. The former railroad line has been converted to the Northern Rail Trail, and is now utilized for hiking, biking, and snowmobiling. Existing railroad features include whistle posts, mile markers, bridges and culverts. Additionally, the railroad bisects the PSNH ROW in the southern portion of Franklin as well as south of Webster Lake near Garneau Road. The project may have a direct impact to this small section of the line. The rail and bed features are relatively intact and visual impacts to the setting and integrity of the rail line and any related built resources is possible. The area surrounding the line includes rural, residential, industrial, and commercial areas; this variation of setting is vital to telling the story of the railroad and its significance in the areas of transportation and commerce in New Hampshire's history. An updated Historic District Area Form for the railroad line should be completed, and contributing resources that have the potential to be impacted by the project should be included within the Historic District Area Form.

Webster Farm Historic District (FRA-WF)

Webster Farm (FRA-WF, Photograph #105) was determined eligible for the National Register by NHDHR in 2005. The district encompasses the Daniel Webster Family Home, also known as "The Elms" (NR74000196, Photograph #42), which was added to the National Register in 1974 (Levy 1973, 22). Additional buildings were added to the property during the late nineteenth and early twentieth centuries when the property was the New Hampshire Orphans' Home (FID-828, Photograph #68; and FID-829, Photograph #69). The site retains integrity of setting, with no modern developments encroaching on the property and the acres of open space. The proposed project may introduce a new modern feature to the landscape, and have a visual impact on the property. An updated Historic District Area Form, documentation of contributing buildings, and an intensive-level visual impact assessment is recommended. In addition to the above mentioned buildings, documentation on the Historic District Area Form should determine if other contributing buildings encompass the district.

West Franklin Village Historic District (FRA-WFHD)

In 1988, the West Franklin Village Historic District (FRA-WFHD, Photograph #106) was surveyed Louis Berger & Associates as part of a bridge replacement and road-widening project. Their report noted that the area "retains a discernable sense of time and place that distinguishes it from the rest of the city" (Louis Berger & Associates 1988, 10). The West Franklin Village Historic District was noted as a vital industrial and commercial village from the nineteenth and early twentieth centuries. Properties within the district mainly retain high levels of architectural

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integrity, although some buildings have had renovations and minor alterations. Only a few commercial buildings from the mid-twentieth century have been constructed in the area, and do not detract from the nineteenth century feeling of the district. The integrity of setting is intact, with no major modern developments noticed on the landscape. The proposed project may have a visual impact on the district. A Historic District Area Form is recommended, including documentation of contributing buildings. A visual impact assessment is also recommended. The following buildings are considered contributing buildings to the district, and should be considered in the Historic District Area Form and visual-impact assessment:

- FRA0103
- FRA0106
- FRA0107
- FRA0108
- FRA0109
- FRA0110
- FRA0112
- FRA0113
- FRA0114
- FRA0117
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- FRA0119
- FRA0120
- FRA0121
- FRA0122
- FRA0125
- FRA0126
- FRA0131
- FRA0132
- FRA0133
- FRA0139
- FRA0140
- FRA0141
- FRA0142
- FRA0143
- FRA0144/FRA0014
- FRA0146
- FRA0147
- FRA0148
- FRA0149

AREA FORM**AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION***Individual Properties*

Rumford House (FRA0028)

In 2010, NHDHR determined that the Rumford House was eligible for the State Register (FRA0028, Photograph #104), but that additional information was necessary to make a determination of National Register eligibility. Originally constructed in 1732, it was removed to its current location in 1925. The center hall plan building consists of two stories with a gambrel roof, and the building retains integrity of design, materials, and workmanship. The building is associated with tourism in the Lakes Region in the early twentieth century; therefore, setting would be considered a character-defining aspect of the property. The property retains its integrity of setting, with no modern features noticed on the rural landscape. The proposed project would likely have a visual impact on the setting of the property. An updated Individual Inventory Form and intensive-level visual impact assessment is recommended.

1245 Peaked Hill Road (BRI0035)

The barn at 1245 Peaked Hill Road in Bristol (BRI0035, Photograph #45) was inventoried as part of a New Hampshire Preservation Alliance Historic Barn Inventory Program in 2000. A determination of eligibility has not been conducted by NHDHR. The property consists of approximately 85 acres with farmhouse, barn, turkey house, Quonset hut, and equipment shed. The barn has a front-gable roof, poured concrete foundation, clapboard and wood shingle siding, and two hipped-roof cupolas. A shed addition spans the entire length of the south face of the barn. The farm appears to retain architectural integrity with the original buildings showing little to no alterations. The farm also retains integrity of setting, as it retains vast open fields and acreage, original stonewalls and fencing. No modern installations are visible on the existing landscape. The introduction of a new feature, such as a transmission tower, may have a visual impact on the rural setting. An updated Individual Inventory Form and intensive-level visual impact assessment of this property is recommended.

AREA FORM**AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION***New Identified Properties or Resources that Intersect the ZVI*

In total, 201 new identified resources that intersect the ZVI were documented by SEARCH. These properties include residences, schools, recreation facilities, municipal and commercial buildings, and transportation-related structures or districts. The state and national eligibility of these properties is considered based on their association with specific NHDHR historic contexts (as a basis for establishing historical significance under National Register Criterion A). Additionally, for the purposes of determining the viewshed impact of the proposed NPT project, recommendations for inventory (and visual impact assessment) are based not only on historic significance (as aforementioned) but also assessments of integrity of setting. Properties that do not retain integrity of setting, or where setting is not considered an integral aspect of the property, are generally not discussed. For example, dozens of ranch houses were observed in the Lakes Region that retain architectural integrity; but either the setting of these residences is not preserved, or it is not a character-defining feature of these properties. Because there is no impact to integrity of setting, these properties are not considered or recommended for inventory. Based on these key eligibility criteria, 15 individual properties and one historic district are recommended for inventory and visual impact assessment. Inventory recommendations are provided within each historic context section below, and a summary table of recommendations for new identified properties is provided at the end of this section in Table 3.

51. Mixed Agriculture and the Family Farm, 1630–present

Resources that may be considered significant within this context generally will consist of farmsteads that must retain their original main house, barn, and associated outbuildings in order to convey the feeling of historic farming practices. Resources must also retain their design and spatial organization, and must be representative of historic farming practices. Background research should verify this association. A farmstead may use modern farming methods and equipment, but these must not detract from the overall integrity of the complex. Buildings should retain their original form, design, and materials, and retain a high degree of integrity. Alterations should have been made during a period of historical significance and not detract from the original materials of the buildings. A rural setting is imperative for a farmstead; ideally no modern developments or intrusions should be in the vicinity. The retention of historic acreage is not necessarily required, although historic boundary markers (e.g., stone walls) enhance overall integrity of setting. The integrity of setting is critical to a farmstead's ability to convey its agricultural significance.

Farmsteads that were not selected for further inventory are those where setting has already been diminished. A number of farms have encroaching subdivisions or commercial developments that have compromised the integrity of setting. This is seen on Lawndale Avenue in Franklin (FID-543, Photograph #111 and FID-544, Photograph #112). These farms retain their original agricultural outbuildings, but have lost associated acreage to adjacent residential developments. Other farms in the project area have already had multiple modern installations on the landscape, such as cell towers, transmission lines, or commercial developments. The installation of a new feature would not necessarily have an adverse effect on the setting of these properties that have already had modern intrusions. Additionally, a number of farms have lost associated acreage or outbuildings, and no longer appear as rural farms. An example of this is seen on Huckins Hill

AREA FORM**AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION**

Road in Holderness (FID-809, Photograph #110). The connected farm appears architecturally significant, and retains a high degree of integrity of design, materials, and workmanship. However, it has lost its associated acreage, and mid-twentieth century residences to the south have resulted in the loss of integrity of feeling and association. These farmsteads lack the integrity of setting and rural character that is needed in order to be recommended for intensive-level inventory.

A total of 19 farm properties were documented within the ZVI, which are recommended for intensive-level inventory and visual impact assessment (Table 3). These properties are either farm complexes, or connected farms that not only retain their agricultural buildings and associated acreage, but also appear to have minimal intrusions on their setting. The introduction of a new landscape feature, such as a transmission tower, may disrupt the pristine setting of a rural agricultural property. Examples of these farm complexes include those on River Road in Bridgewater (FID-682, Photograph #14 and FID-702, Photograph #46). These properties retain a high degree of integrity of design, materials, workmanship, setting, feeling, and association with rural agriculture. The farms are located approximately one quarter to one half mile to the west of the existing PSNH ROW. Both of these farmsteads may have a new landscape feature, a transmission tower, visible as a result of the proposed project. This may have a negative impact on the presently pristine rural setting.

73. Summer and vacation home tourism, 1880-present

Resources that are considered significant within this context will consist of buildings that must be in proximity to the natural resource or recreational opportunity that attracted tourism to this resource during its period of significance. Background research should verify this association. Buildings within this context must be in proximity to the natural resource or recreational opportunity that attracted tourism during its period of significance. Resources must retain their original form, design, and materials, and retain a high degree of integrity; alterations should not detract from these original features. Retention of landscaping features and natural settings and/or panoramic views are imperative for these resources; ideally no modern developments or intrusions should be in the vicinity. Conversion of a property into a year-round residence does not necessarily diminish its integrity of its setting.

There are numerous properties, particularly small vernacular cabins, within the project area; however, many of these cabins lack the architectural significance or integrity of design, workmanship, and materials, due to the application of vinyl siding, additions, and alterations. Consequently, they are no longer representative of late-nineteenth or early-twentieth century cabin architecture. For example, a cluster of cabins on Lakeshore Drive in Franklin (FID-588, Photograph #113), do not appear to be architecturally significant. Additionally, they have undergone alterations including the application of vinyl siding, alterations to windows, and additions to the façade. With the application of modern materials, similar buildings no longer retain the visual quality necessary to convey historic or architectural integrity. Large developments encroaching on these once rural areas have also diminished integrity of setting and feeling. Properties exhibiting modern alterations and intrusions are not recommended for inventory.

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A total of eight properties within the project area are recommended for further inventory (Table 3). These properties not only retain original design, materials, and form, but also have minimal modern intrusions and retain their historical setting that originally attracted seasonal tourists at the turn of the twentieth century. The residence on Webster Lake Road in Franklin (FID-511, Photograph #114) retains its original form and materials, and is situated on a slight rise above the road, taking advantage of the panoramic view of Webster Lake to the north. It is recommended this property be documented on an individual inventory form and a visual impact assessment be completed.

105. Elementary and Secondary Education, 1770–present

Schoolhouses and other school buildings must retain their original form, design, and materials. Alterations must have been made during a period of historical significance and retain a high degree of integrity. Conversion of school buildings for later residential use does not necessarily diminish architectural or setting integrity. Features such as stone walls or flag poles may contribute further to architectural or setting integrity. The school could be considered significant for its role in the educational history of New Hampshire.

The campus buildings of Holderness Academy (FID-790, Photograph 64) are located partially within the ZVI. This includes the buildings of Livermore Hall (FID-830, Photograph #66), the Niles and Webster dormitories (FID-823 and FID-824, Photograph #67), as well as the Schoolhouse (FID-831, Photograph #107) and Carpenter Hall (FID-822, Photograph #108). These buildings retain a high level of architectural integrity, with integrity of design, materials, and workmanship. In addition, the layout and design of the campus itself could be considered significant as an example of late nineteenth and early twentieth century campus planning. Changes to the setting could affect the campus' National Register eligibility. The existing PSNH ROW is located approximately sixth-tenths to one mile west of Holderness Academy. The area surrounding the school remains void of modern developments, with the exception of Interstate-93 to the west, which is shielded from the campus by a thicket of trees. The introduction of a modern feature on the landscape, such as a transmission tower, could have a visual impact on the setting of the campus. It is recommended that Holderness Academy be documented on a Historic District Area Form, with contributing buildings also documented on the form. A visual-impact assessment should also be conducted to determine what effect the proposed project may have on the setting of the campus.

120. Religion in NH, 1623-present

Properties within this context are typically situated near a town center or place of religious significance. Background research must document the historic use of the building and its religious affiliations. Buildings must retain their original form, design, and materials, and alterations must have been made during a period of historical significance and retain a high degree of integrity. Monuments, religious statues, or other related features contribute to the integrity of the property.

AREA FORM**AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION**

The Hill Village Bible Church (FID-712, Photograph #109) dates to the mid-twentieth century when the village was redeveloped as part of the Army Corps of Engineers construction of the Franklin Falls Dam. The building has a centered gable front entry, with cornice returns, pilasters, and classic entablature at the entry. The main block of the building also has a gable front with cornice returns and pilasters. The church retains a high degree of architectural integrity, with original design and materials in-tact. The church also retains integrity of location, setting, feeling, and association. It was constructed on a village green within a planned village center during the development of Hill in the mid-twentieth century. This church is significant for its setting as an example of mid-twentieth century town planning, and is likely significant for its historical associations with the establishment of Hill. The surrounding area remains pristine without any modern landscape features. The church is located a quarter mile to the east of the existing PSNH ROW. The introduction of a transmission tower may have a visual effect on the church and its setting on the visual green. As setting is likely a key component of the building's integrity, documentation on an Individual Inventory Form and a visual impact assessment of this property is recommended.

New Identified Individual Properties and Resources Recommended for Inventory and/or Visual Impact Assessment

Fifteen individual properties and one historic district are recommended for inventory and visual impact assessment (Table 3). These properties are contained within or partially intersect the ZVI whose historical significance and integrity of setting (under Criterion A of the *National Register Criteria for Evaluation*) may be affected by the proposed project. Unevaluated districts (e.g., Holderness Academy) that are in the ZVI may include inventory of individual properties or resources that are not within the ZVI if they are within the district boundaries and have integrity of design, materials, setting and location.

AREA FORM

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Table 3. New Identified Properties and Resources in the Lakes Region that Intersect the ZVI Recommended for Inventory and/or Visual Impact Assessment.

SEARCH ID	Address/ Property Name	Town	Property Type	Historic Context	Photograph #	Integrity Statement
FID-389	631 Oak Hill Road	Northfield	Connected Farm	51. Mixed Agriculture and the Family Farm, 1630–present	115	Not only does the farm complex retain all aspects of integrity, with no noticeable alterations, but it also retains large tracts of pasture land and open fields to the south and west. There are no noticeable modern intrusions on the landscape, and the rural setting is intact.
FID-410	3 Smith Hill Road	Franklin	Connected Farm	51. Mixed Agriculture and the Family Farm, 1630–present	116	Retains a high degree of architectural integrity, as well as all other integrity aspects. Also retains agricultural buildings and open fields to the north and south, with no noticeable modern intrusions.
FID-483	South Main Street at Depot Street	Franklin	Nineteenth-century residence	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	Appears to retain all aspects of integrity. Recommended for documentation as a contributing building within West Franklin Historic District
FID-5105	New Hampton Road	Franklin	Farm	51. Mixed Agriculture and the Family Farm, 1630–present	117	Appears to retain most aspects of integrity, and open pasture fields to the west and south. No noticeable modern developments and the rural agricultural setting is intact.
FID-511	Webster Lake Road	Franklin	Residence	73. Summer and vacation home tourism, 1880-present	114	Retains all aspects of integrity with minimal alterations. Sited on slightly elevated topography overlooking Webster Lake with scenic vista to the north.

AREA FORM

AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION

Table 3. New Identified Properties and Resources in the Lakes Region that Intersect the ZVI Recommended for Inventory and/or Visual Impact Assessment.

SEARCH ID	Address/ Property Name	Town	Property Type	Historic Context	Photograph #	Integrity Statement
FID-630	Old Bristol Road	New Hampton	Farm	51. Mixed Agriculture and the Family Farm, 1630–present	118	Expansive nineteenth-century farm complex with minimal alterations and multiple agricultural buildings. Expansive acreage to the north, east, and west contributes to the rural agricultural setting.
FID-652	1121 River Road	Bristol	Connected Farm	51. Mixed Agriculture and the Family Farm, 1630–present	119	Appears to retain most aspects of integrity, and open pasture fields to the southwest. No modern developments in the area, and the rural agricultural setting is intact.
FID-682	2515 River Road	Bridgewater	Connected Farm	51. Mixed Agriculture and the Family Farm, 1630–present	14	Appears to retain most aspects of integrity, and open pasture fields with minimal visible modern intrusions.
FID-702	651 River Road	Bridgewater	Farm	51. Mixed Agriculture and the Family Farm, 1630–present	46	Expansive nineteenth century farm complex with minimal alterations and multiple agricultural buildings, including a sugar house. Open pasture fields to the north and south and surrounding woodland contribute to the rural agricultural setting.
FID-704	105 Magoon Road	New Hampton	Connected Farm	51. Mixed Agriculture and the Family Farm, 1630–present	120	Appears to retain all aspects of integrity, with only minimal alterations to the windows. Also retains agricultural buildings and open fields to the south and east, with no noticeable modern intrusions.

AREA FORM

AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION

Table 3. New Identified Properties and Resources in the Lakes Region that Intersect the ZVI Recommended for Inventory and/or Visual Impact Assessment.

SEARCH ID	Address/ Property Name	Town	Property Type	Historic Context	Photograph #	Integrity Statement
FID-712	Hill Village Bible Church 36 Crescent Street	Hill	Church	120. Religion in NH 1623-present	109	The church retains a high degree of architectural integrity, with original design and materials intact. The church also retains integrity of location, setting, feeling, and association. This church is significant for its setting as an example of mid-twentieth century town planning, and is likely significant for its historical associations with the establishment of Hill. The surrounding area remains pristine, without any modern landscape features.
FID-725	13 Highland Street	Ashland	Late nineteenth-century residence	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	18	Appears to retain most aspects of integrity. Recommended for documentation as a contributing building within Ashland Village Historic District
FID-727	Highland Street	Ashland	Late nineteenth-century residence	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	Appears to retain most aspects of integrity. Recommended for documentation as a contributing building within Ashland Village Historic District
FID-743	Main Street	Ashland	Commercial Buildings	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	Appears to retain most aspects of integrity. Recommended for documentation as a contributing building within Ashland Village Historic District
FID-744	481 Main Street	Ashland	Late nineteenth-century commercial block	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	60	Appears to retain most aspects of integrity. Recommended for documentation as a contributing building within Ashland Village Historic District

AREA FORM

AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION

Table 3. New Identified Properties and Resources in the Lakes Region that Intersect the ZVI Recommended for Inventory and/or Visual Impact Assessment.

SEARCH ID	Address/ Property Name	Town	Property Type	Historic Context	Photograph #	Integrity Statement
FID-747	1812 Hill Avenue	Ashland	Late nineteenth-century residence	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	Appears to retain most aspects of integrity. Recommended for documentation as a contributing building within Ashland Village Historic District
FID-749	39 Depot Street	Ashland	Converted railroad building	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	Appears to retain most aspects of integrity. Recommended for documentation as a contributing building within Ashland Village Historic District
FID-751	Winter Street	Ashland	Late nineteenth-century residence	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	Appears to retain most aspects of integrity. Recommended for documentation as a contributing building within Ashland Village Historic District
FID-755	29 School Street	Ashland	Mid-nineteenth-century residence	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	49	Appears to retain most aspects of integrity. Recommended for documentation as a contributing building within Ashland Village Historic District
FID-756	13 School Street	Ashland	Late nineteenth-century residence	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	N/A	Appears to retain most aspects of integrity. Recommended for documentation as a contributing building within Ashland Village Historic District
FID-757	Main Street	Ashland	Mid-twentieth-century service station	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	92	Appears to retain most aspects of integrity. Recommended for documentation as a contributing building within Ashland Village Historic District

AREA FORM**AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION**

Table 3. New Identified Properties and Resources in the Lakes Region that Intersect the ZVI Recommended for Inventory and/or Visual Impact Assessment.

SEARCH ID	Address/ Property Name	Town	Property Type	Historic Context	Photograph #	Integrity Statement
FID-761	19 Bridgewater Hill	Plymouth	Farm	51. Mixed Agriculture and the Family Farm, 1630–present	121	Retains all aspects of integrity, including pasture fields to the southeast. Also retains its rural character of its setting, without any modern intrusions.
FID-763	607 Daniel Webster Highway	Plymouth	Connected Farm	51. Mixed Agriculture and the Family Farm, 1630–present	11	Not only does the farm complex retain all aspects of integrity, with no noticeable alterations, but it also retains large tracts of pasture land and open fields to the northwest. The farm also appears to still be in operation as a farm. There are no noticeable modern intrusions on the landscape.
FID-765	502 Daniel Webster Highway	Plymouth	Connected Farm	51. Mixed Agriculture and the Family Farm, 1630–present	122	Appears to retain most aspects of integrity, and expansive acreage to the northeast and south.
FID-787	816 Highway 175	Holderness	Connected Farm	51. Mixed Agriculture and the Family Farm, 1630–present	44	Retains a high degree of architectural integrity, as well as all other integrity aspects. Also retains agricultural buildings and open fields to the south, with no noticeable modern intrusions.
FID-792	12 Mount Prospect Lane	Holderness	Private School Buildings	105. Elementary and Secondary Education in NH 1770-present	23	Appears to retain most aspects of integrity. Recommended for documentation as a contributing building within Holderness Academy District
FID-793	30 Mount Prospect Lane	Holderness	Private School Buildings	105. Elementary and Secondary Education in NH 1770-present	N/A	Appears to retain most aspects of integrity. Recommended for documentation as a contributing building within Holderness Academy District

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AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION

Table 3. New Identified Properties and Resources in the Lakes Region that Intersect the ZVI Recommended for Inventory and/or Visual Impact Assessment.

SEARCH ID	Address/ Property Name	Town	Property Type	Historic Context	Photograph #	Integrity Statement
FID-795	130 Mount Prospect Lane	Holderness	Connected Farm	51. Mixed Agriculture and the Family Farm, 1630–present	123	Despite minimal alterations to the siding and windows of the farmhouse, the farm complex retains all other aspects of integrity, including open fields to the east.
FID-800	247 Mount Prospect Lane	Holderness	Connected Farm	51. Mixed Agriculture and the Family Farm, 1630–present	8	Retains all aspects of integrity, multiple agricultural buildings, and large open fields to the north
FID-822	Chapel Lane/Carpenter Hall	Holderness	Private School Buildings	105. Elementary and Secondary Education in NH 1770–present	108	Appears to retain all aspects of integrity. Recommended for documentation as a contributing building within Holderness Academy potential Historic District
FID-823	Chapel Lane/Niles Dormitory	Holderness	Private School Buildings	105. Elementary and Secondary Education in NH 1770–present	67	Appears to retain all aspects of integrity. Recommended for documentation as a contributing building within Holderness Academy potential Historic District
FID-824	Chapel Lane/Webster Dormitory	Holderness	Private School Buildings	105. Elementary and Secondary Education in NH 1770–present	67	Appears to retain all aspects of integrity. Recommended for documentation as a contributing building within Holderness Academy potential Historic District
FID-825	Anderson Avenue/Northern RR Bridge	Franklin	Transportation	86. The railroads in NH, 1842-1960	88	Appears to retain most aspects of integrity. Recommended for documentation as a contributing building within the Northern Railroad Historic District
FID-826	S Main Street/Northern RR Culvert	Franklin	Transportation	86. The railroads in NH, 1842-1960	89	Appears to retain most aspects of integrity. Recommended for documentation as a contributing building within the Northern Railroad Historic District

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Table 3. New Identified Properties and Resources in the Lakes Region that Intersect the ZVI Recommended for Inventory and/or Visual Impact Assessment.

SEARCH ID	Address/ Property Name	Town	Property Type	Historic Context	Photograph #	Integrity Statement
FID-827	S Main Street and Doucette Drive/Northern RR Whistle Post	Franklin	Transportation	86. The railroads in NH, 1842-1960	87	Appears to retain most aspects of integrity. Recommended for documentation as a contributing building within the Northern Railroad Historic District
FID-828	Holy Cross Road/NH Orphans' Home	Franklin	Former school buildings	105. Elementary and Secondary Education in NH 1770-present	68	Appears to retain most aspects of integrity, including architectural integrity and integrity of setting. Recommended for documentation as a contributing building within the Webster Farm Historic District
FID-829	Holy Cross Road/Creighton Hall	Franklin	Former school buildings	105. Elementary and Secondary Education in NH 1770-present	69	Appears to retain most aspects of integrity, including architectural integrity and integrity of setting. Recommended for documentation as a contributing building within the Webster Farm Historic District
FID-830	Chapel Lane/Livemore Hall	Holderness	Private School Buildings	105. Elementary and Secondary Education in NH 1770-present	66	Appears to retain all aspects of integrity. Recommended for documentation as a contributing building within Holderness Academy potential Historic District
FID-831	Chapel Lane/Red Schoolhouse	Holderness	School	105. Elementary and Secondary Education in NH 1770-present	107	Appears to retain all aspects of integrity. Recommended for documentation as a contributing building within Holderness Academy potential Historic District
FID-832	Hill Street/Ashland Village Mill (A)	Ashland	Industrial	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	96	Appears to retain all aspects of integrity. Recommended for documentation as a contributing building within West Franklin Historic District

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Table 3. New Identified Properties and Resources in the Lakes Region that Intersect the ZVI Recommended for Inventory and/or Visual Impact Assessment.

SEARCH ID	Address/ Property Name	Town	Property Type	Historic Context	Photograph #	Integrity Statement
FID-833	Mill Street/Ashland Village Mill (B)	Ashland	Industrial	130. Commerce, Industry, and Trade in New Hampshire Village and Town Centers, 1630–present	97	Appears to retain most aspects of integrity. Recommended for documentation as a contributing building within West Franklin Historic District
Holderness Academy	Chapel Lane/Holderness Academy	Holderness	Private School Buildings	105. Elementary and Secondary Education in NH 1770–present	64	Appears to retain all aspects of integrity. Recommended for documentation as a contributing building within Holderness Academy potential Historic District

AREA FORM**AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION****24. Statement of Integrity**

Overall, the project area consists of interspersed residential developments in rural agricultural and former industrial areas, particularly along the Pemigewasset River. Despite industrial and suburban encroachment, there are representative buildings, structures, and rural landscapes from the late eighteenth through the mid-twentieth centuries located within the viewshed of the project area that retain their setting and historical integrity. Although not entirely widespread, preservation of historic buildings is more evident in rural areas. Residential and farm buildings in rural settings maintain a greater degree of design, materials, feeling and location than their suburban counterparts.

Built resources relating to mixed agricultural uses and the family farm represent the majority of potentially eligible resources in the hilly landscapes of the Lakes Region. These properties include connected farm complexes located in Plymouth, Bristol, and Holderness, which retain much of their original design and materials, as well as their associated acreage, despite the decline of agriculture and farming in the area. In most cases, however, rural agricultural properties have suffered several impacts to their integrity including but not limited to the loss of associated barns and/or outbuildings, the loss of agricultural landscapes consisting of pasture, fields and woodlands to suburban or industrial development, and significant architectural alterations. The decline of agriculture in the Lakes Region during the late nineteenth and early twentieth centuries contributed to a decline in the upkeep of many farm complexes; in several cases, farm acreage was parceled out and sold for other uses.

As it has since the late nineteenth century, summer tourism continues to be a driving economic factor in the Lakes Region, although modern construction and sprawl has diminished the original feeling and setting of most recreational historic complexes and buildings. Except for the properties recommended for inventory, the exterior of related recreational buildings in the Lakes Region have typically been altered with vinyl siding, replacement windows, or additions, which limits their integrity and National Register eligibility. Other unique historical areas that maintain integrity of setting include Ashland Village and the Aiken Family Complex.

25. Boundary Justification

N/A

26. Boundary Description

N/A

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28. Surveyor's Evaluation

NR listed: district ☐

individuals ☐

within district ☐

Integrity: yes ☐

no ☐

NR eligible: ☐

district ☐

not eligible ☐

more info needed ☐

NR Criteria: A ☐

B ☐

C ☐

D ☐

E ☐

If this Area Form is for a Historic District: # of contributing resources: _____

of noncontributing resources: _____

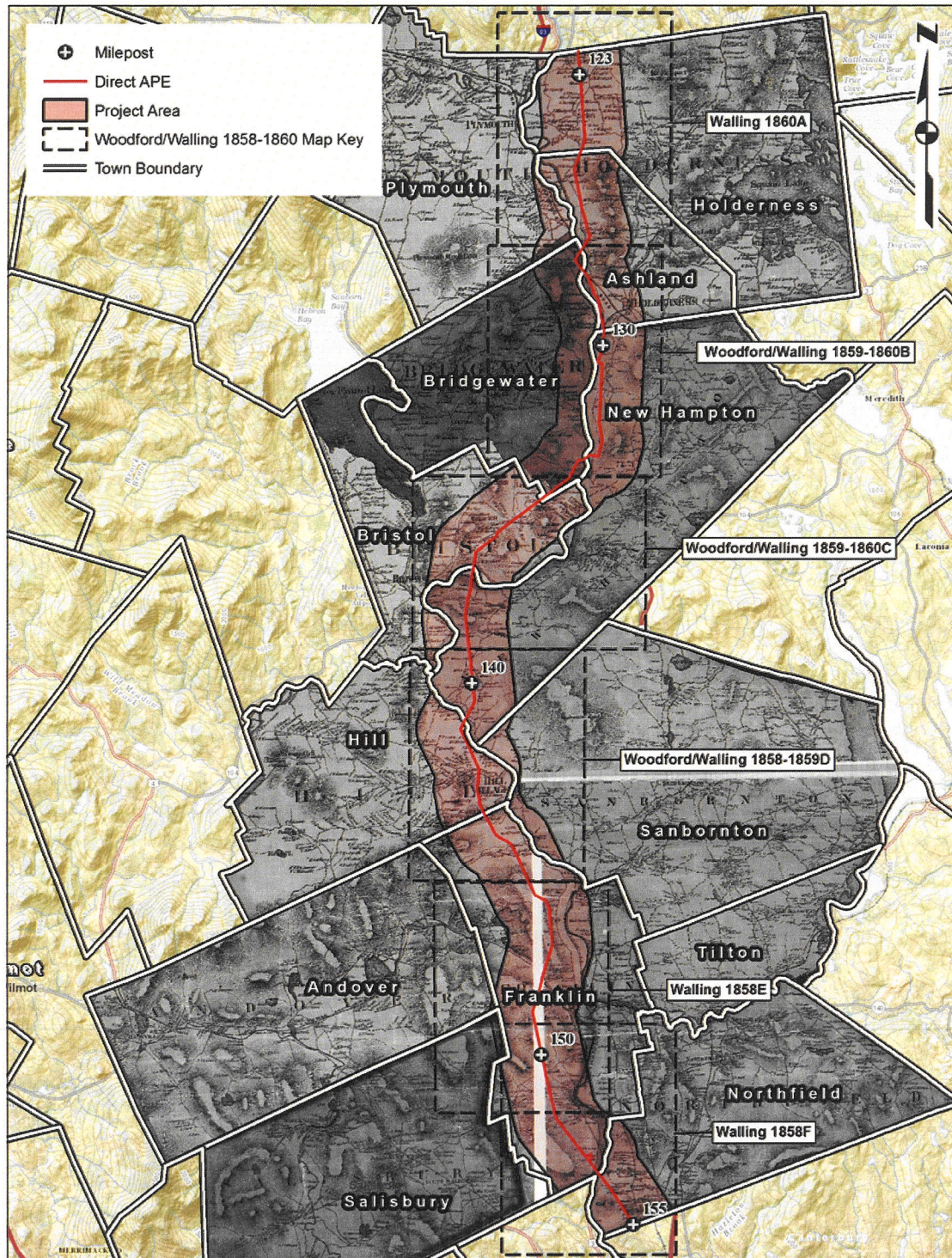
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Woodford-Walling Historical Map Series (1859-1860)

AREA FORM

AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION



Woodford/Walling 1859-1860 Map Key.

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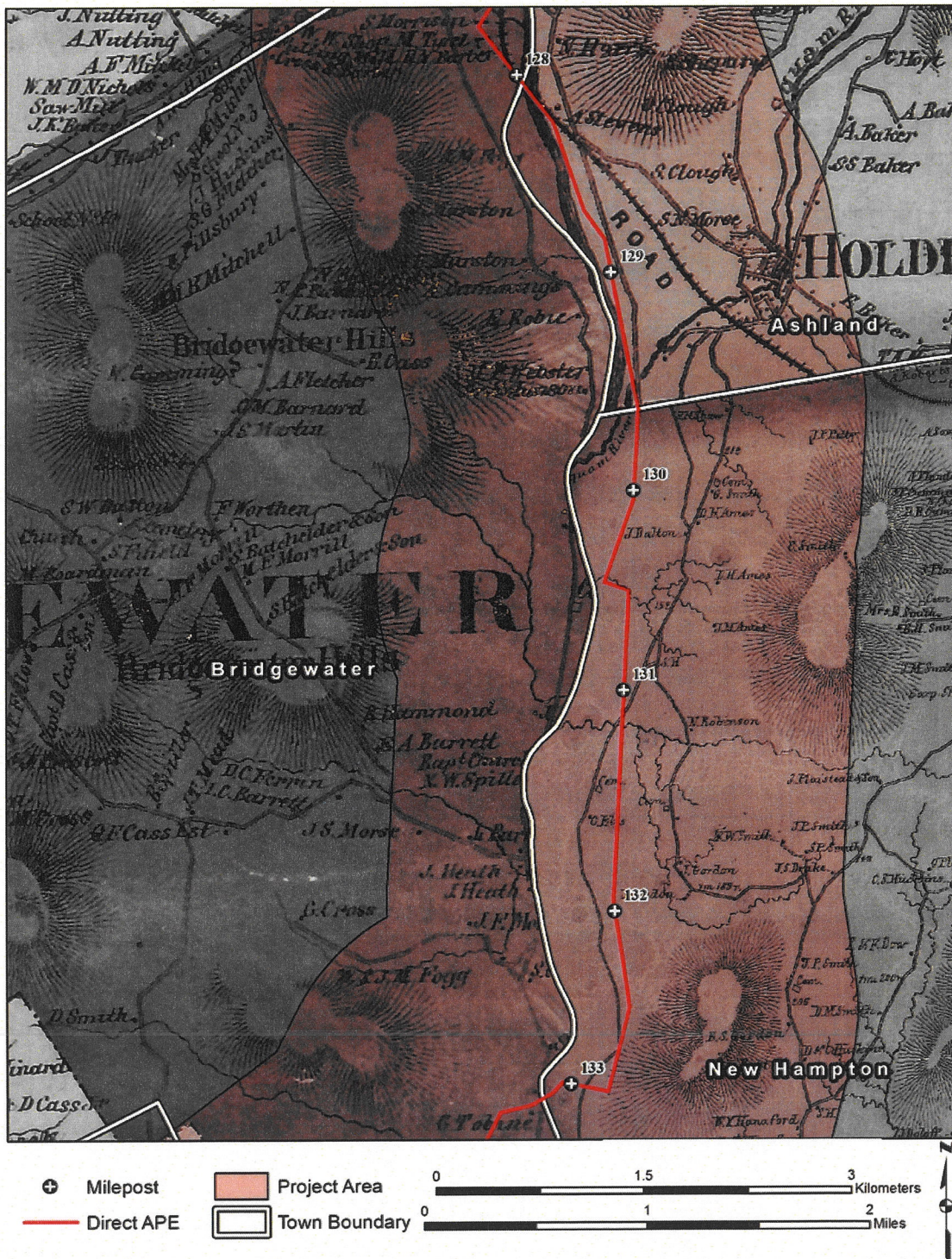
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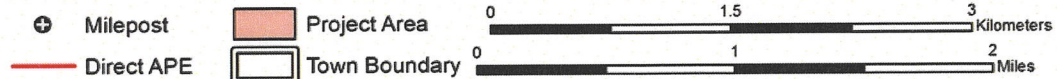
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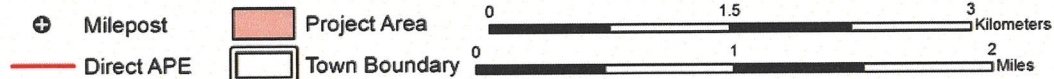
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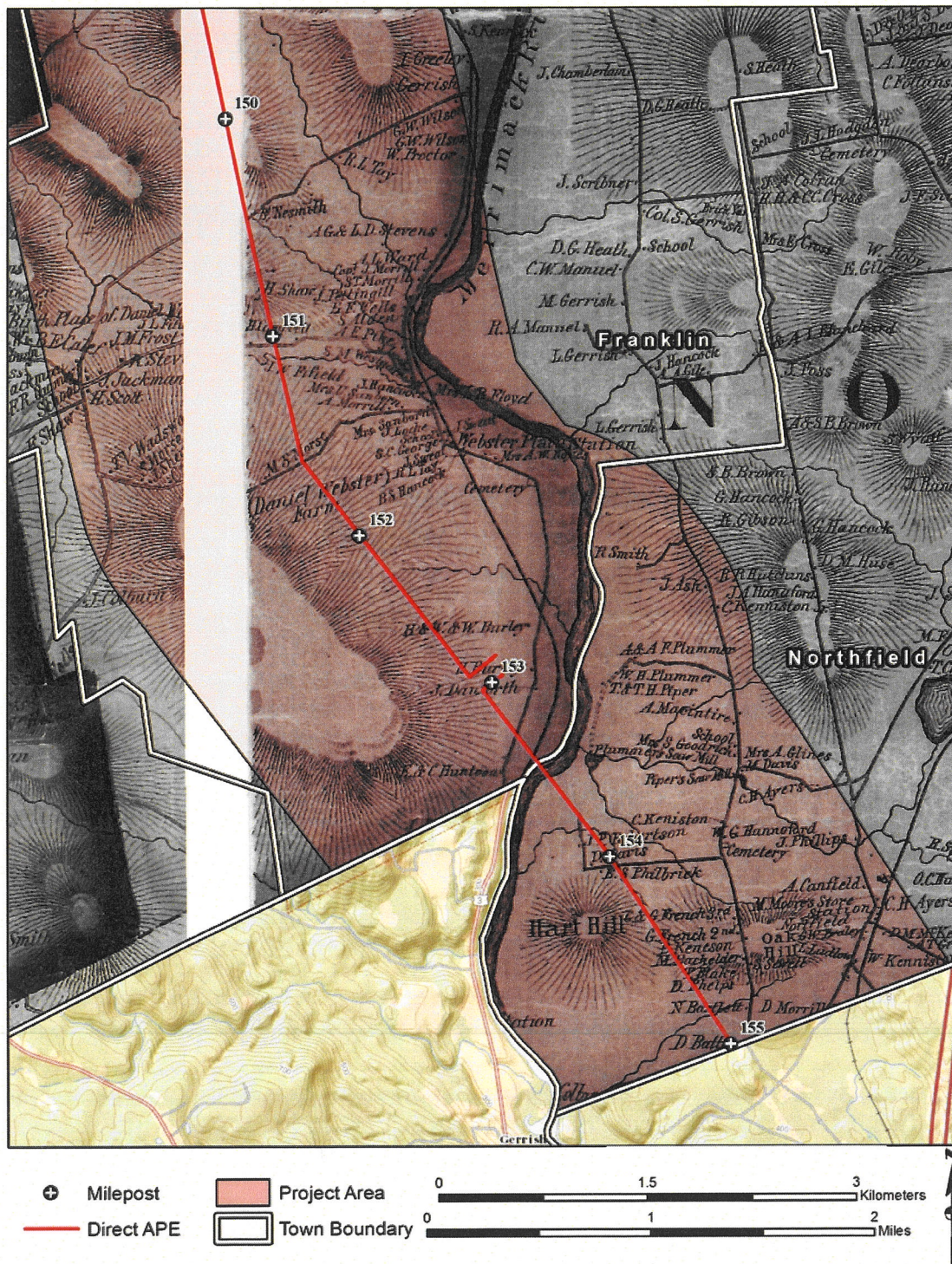
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E

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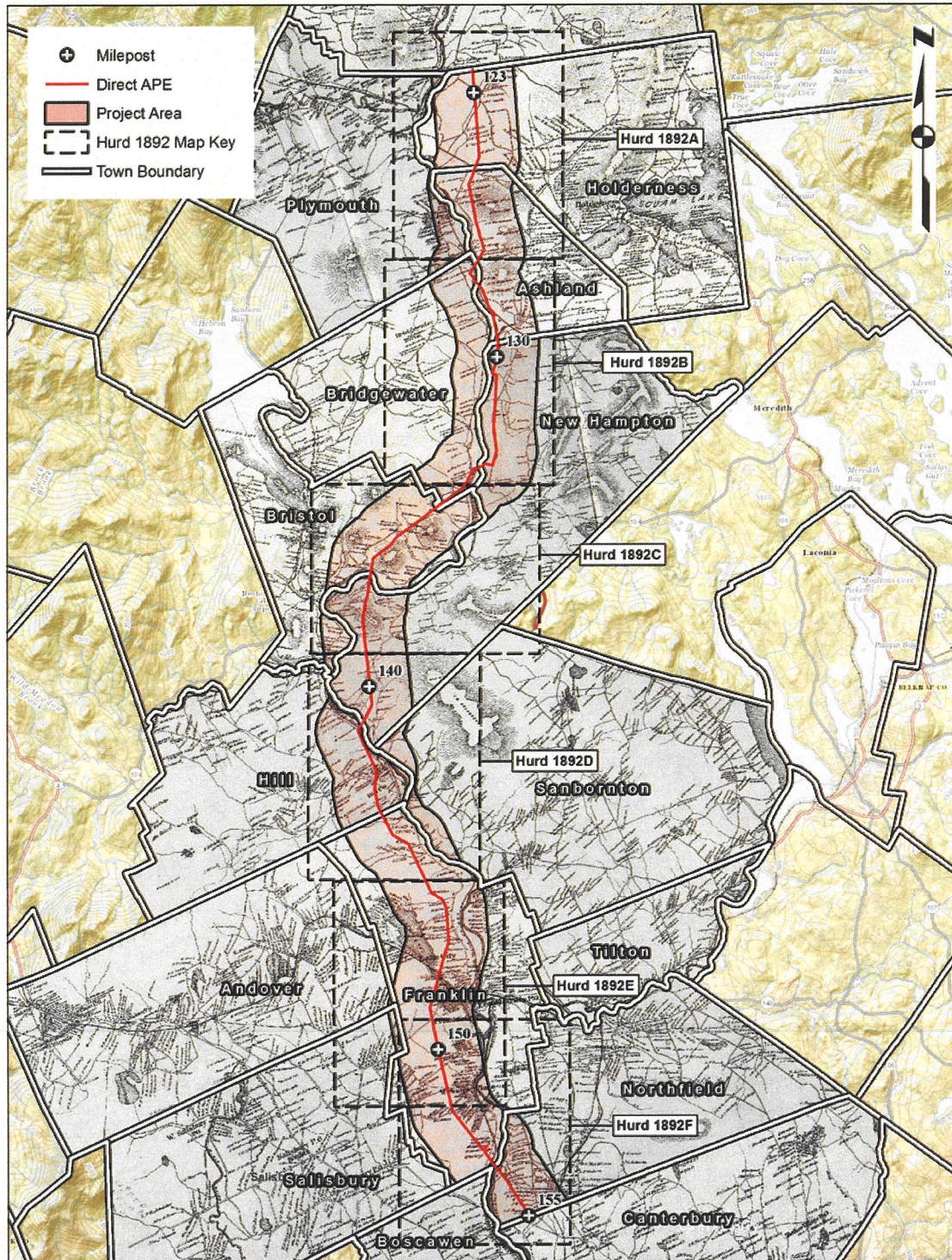
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Hurd Historical Map Series (1892)

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Hurd 1892 Map Key.

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B

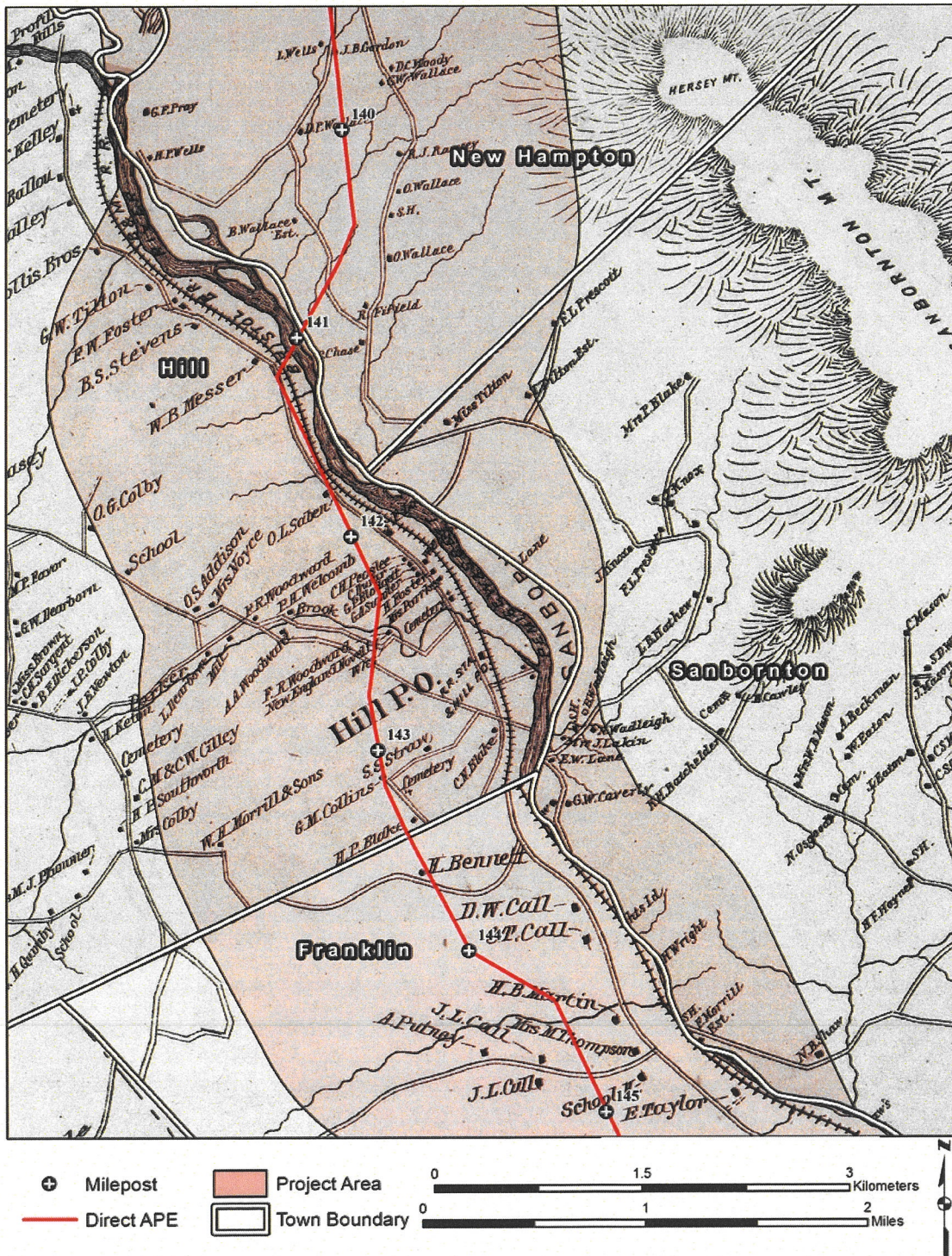
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E

AREA FORM

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F

AREA FORM

AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION



Photograph 1: House at 860 Highway 175 in Holderness (FID-788). View facing east, September 2013. Digital file (IMG_0289.JPG) stored at SEARCH.



Photograph 2: Residence at 1200 Daniel Webster Highway in Franklin (FID-402). View facing east, September 2013. Digital file (IMG_9878.JPG) stored at SEARCH.

AREA FORM

AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION



Photograph 3: House at 134 Salisbury Road in Franklin (FID-430). View facing north, September 2013. Digital file (IMG_9914.JPG) stored at SEARCH.



Photograph 4: House at 449 Mount Prospect Lane in Holderness (FID-812). View facing northwest, September 2013. Digital file (IMG_0315.JPG) stored at SEARCH.

AREA FORM

AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION



Photograph 5: Residence at 94 North Main Street in Franklin (FRA0103). View facing west, September 2013. Digital file (IMG_9982.JPG) stored at SEARCH.



Photograph 6: House at 39 Gilman Street in Franklin (FID-457). View facing northwest, September 2013. Digital file (IMG_9942.JPG) stored at SEARCH.

AREA FORM

AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION



Photograph 7: Residence at 745 Old Bristol Road in New Hampton (FID-631). View facing northeast, September 2013. Digital file (IMG_0125.JPG) stored at SEARCH.



Photograph 8: 247 Mt. Prospect Lane in Holderness (FID-800). View facing northwest, September 2013. Digital file (IMG_0303.JPG) stored at SEARCH.

AREA FORM

AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION



Photograph 9: Jeffers Road in Bristol (FID-662). View facing north, September 2013. Digital file (IMG_0157.JPG) stored at SEARCH.



Photograph 10: 168 Hammond Hill Road in Bridgewater (FID-678). View facing north, September 2013. Digital file (IMG_0174.JPG) stored at SEARCH.

AREA FORM

AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION



Photograph 11: Building at 607 Daniel Webster Highway in Plymouth (FID-763). View facing northeast, September 2013. Digital file (IMG_0262.JPG) stored at SEARCH.



Photograph 12: Italianate residence at 36 Highland Street in Ashland (FID-730). View facing north, September 2013. Digital file (IMG_0211.JPG) stored at SEARCH.

AREA FORM

AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION



Photograph 13: River Side Drive in Ashland (FID-740). View facing northwest, September 2013. Digital file (IMG_0220.JPG) stored at SEARCH.



Photograph 14: Residence at 2515 River Road in Plymouth (FID-682). View facing southeast, September 2013. Digital file (IMG_0178.JPG) stored at SEARCH.

AREA FORM

AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION



Photograph 15: House at 467 Daniel Webster Highway in Plymouth (FID-816). View facing south, September 2013. Digital file (IMG_0402.JPG) stored at SEARCH.



Photograph 16: Residence at 487 Mount Prospect Lane in Holderness (FID-813). View facing northeast, September 2013. Digital file (IMG_0316.JPG) stored at SEARCH.

AREA FORM

AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION



Photograph 17: Residence at 42 Mountain Drive in Hill (FID-607). View facing west, September 2013. Digital file (IMG_0100.JPG) stored at SEARCH.



Photograph 18: Residence at 13 Highland Street in Ashland (FID-725). View facing northwest, September 2013. Digital file (IMG_0206.JPG) stored at SEARCH.

AREA FORM

AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION



Photograph 19: Residence at 43-47 Highland Street in Ashland (FID-731). View facing northwest, September 2013. Digital file (IMG_0212.JPG) stored at SEARCH.



Photograph 20: Residence at 59 Highland Street in Ashland (FID-732). View facing northeast, September 2013. Digital file (IMG_0214.JPG) stored at SEARCH.

AREA FORM

AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION



Photograph 21: Residence at 98 Highland Street in Ashland (FID-735). View facing northeast, September 2013. Digital file (IMG_0215.JPG) stored at SEARCH.



Photograph 22: Residence at 3 Webster Lake Road in Franklin (FID-557). View facing northeast, September 2013. Digital file (IMG_0048.JPG) stored at SEARCH.

AREA FORM

AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION



Photograph 23: House at 12 Mount Prospect Road in Hill (FID-792). View facing east, September 2013. Digital file (IMG_0293.JPG) stored at SEARCH.



Photograph 24: Residence at 183 Summit Street in Franklin (FID-466). View facing northeast, September 2013. Digital file (IMG_9952.JPG) stored at SEARCH.

AREA FORM

AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION



Photograph 25: Residence at 16 Crescent Street in Hill (FID-603). View facing southeast, September 2013. Digital file (IMG_0096.JPG) stored at SEARCH.



Photograph 26: Residence at 254 Hill Road in Franklin (FID-577). View facing southwest, September 2013. Digital file (IMG_0070.JPG) stored at SEARCH.

AREA FORM

AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION



Photograph 27: Residence at 10 Crescent Street in Hill (FID-601). View facing south, September 2013. Digital file (IMG_0094.JPG) stored at SEARCH.



Photograph 28: Cottage at 16 Lark Street in Franklin (FID-521). View facing southeast, September 2013. Digital file (IMG_0012.JPG) stored at SEARCH.

AREA FORM

AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION



Photograph 29: Cottages at 12-14 Carver Street in Franklin (FID-566). View facing northwest, September 2013. Digital file (IMG_0057.JPG) stored at SEARCH.



Photograph 30: Cottage on Lawndale Avenue in Franklin (FID-545). View facing southeast, September 2013. Digital file (IMG_0036.JPG) stored at SEARCH.

AREA FORM

AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION



Photograph 31: Residence at 17 Crescent Street in Hill (FID-604). View facing north, September 2013. Digital file (IMG_0097.JPG) stored at SEARCH.



Photograph 32: Residence at 52 Mountain View Drive in Hill (FID-610). View facing northeast, September 2013. Digital file (IMG_0103.JPG) stored at SEARCH.

AREA FORM

AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION



Photograph 33: Residence at 32 Mountain View Drive in Hill (FID-606). View facing west, September 2013. Digital file (IMG_0099.JPG) stored at SEARCH.



Photograph 34: Residence at 141 Thunder Road in Franklin (FID-441). View facing west, September 2013. Digital file (IMG_9926.JPG) stored at SEARCH.

AREA FORM

AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION



Photograph 35: Residence at 44 Lark Street in Franklin (FID-522). View facing east, September 2013. Digital file (IMG_0013.JPG) stored at SEARCH.



Photograph 36: Raised ranch residence at 228 Summit Street in Franklin (FID-469). View facing south, September 2013. Digital file (IMG_9955.JPG) stored at SEARCH.

AREA FORM

AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION



Photograph 37: Split-level ranch residence at 307 Smith Hill Road in Franklin (FID-424). View facing north, September 2013. Digital file (IMG_9908.JPG) stored at SEARCH.



Photograph 38: Connected farmhouse at 39 Hill Road in Franklin (FID-568). View facing northeast, September 2013. Digital file (IMG_0059.JPG) stored at SEARCH.

AREA FORM

AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION



Photograph 39: Connected farmhouse at 355 Summer Street in Bristol (FID-647). View facing northwest, September 2013. Digital file (IMG_0141.JPG) stored at SEARCH.



Photograph 40: Barn at 230 Lake Shore Drive in Franklin (FID-589). View facing southwest, September 2013. Digital file (IMG_0082.JPG) stored at SEARCH.

AREA FORM

AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION



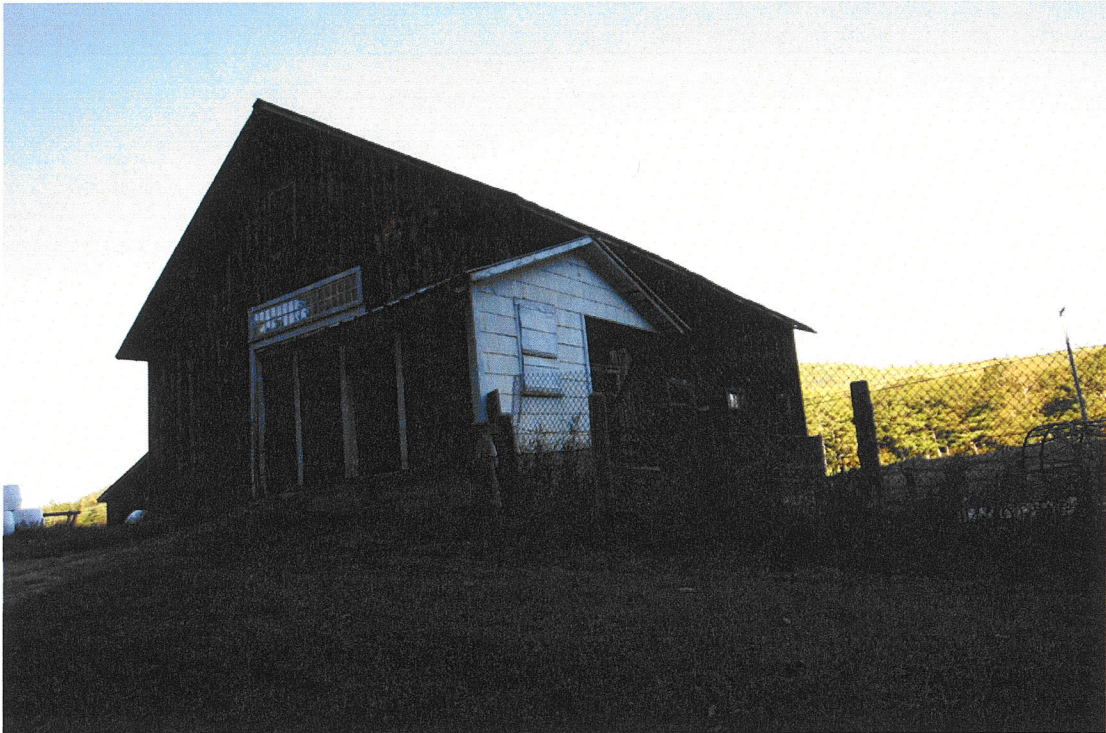
Photograph 41: Converted barn at 337 Daniel Webster Highway in Plymouth (FID-772). View facing northeast, September 2013. Digital file (IMG_0272.JPG) stored at SEARCH.



Photograph 42: Daniel Webster Family Farm in Franklin (NR74000196). View facing north, September 2014. Digital file (DSC_0014.JPG) stored at SEARCH.

AREA FORM

AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION



Photograph 43: Gable front barn at 3518 River Road in Bridgewater (FID-670). View facing northeast, September 2013. Digital file (IMG_0165.JPG) stored at SEARCH.



Photograph 44: Barn at 816 Highway 175 in Holderness (FID-787). View facing north, September 2013. Digital file (IMG_0288.JPG) stored at SEARCH.

AREA FORM

AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION



Photograph 45: Barn at 1245 Peaked Hill Road in Bristol (BRI0035). View facing northeast, September 2013. Digital file (IMG_0159.JPG) stored at SEARCH.



Photograph 46: Barn at 651 River Road in Bridgewater (FID-702). View facing northeast, September 2013. Digital file (IMG_0201.JPG) stored at SEARCH.

AREA FORM

AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION



Photograph 47: Converted barn at 358 Daniel Webster Highway in Plymouth (FID-770). View facing northwest, September 2013. Digital file (IMG_0270.JPG) stored at SEARCH.



Photograph 48: Converted barn at 23 New Chester Road in Hill (FID-613). View facing north, September 2013. Digital file (IMG_0106.JPG) stored at SEARCH.

AREA FORM

AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION



Photograph 49: Converted barn at 29 School Street in Ashland (FID-755). View facing northwest, September 2013. Digital file (IMG_0251.JPG) stored at SEARCH.



Photograph 50: Franklin Needlework Factory, located at 174 North Main Street in Franklin (FID-476). View facing west, September 2014. Digital file (DSC_0078.JPG) stored at SEARCH.

AREA FORM

AREA NAME: AREA NAME: NORTHERN PASS – LAKES REGION



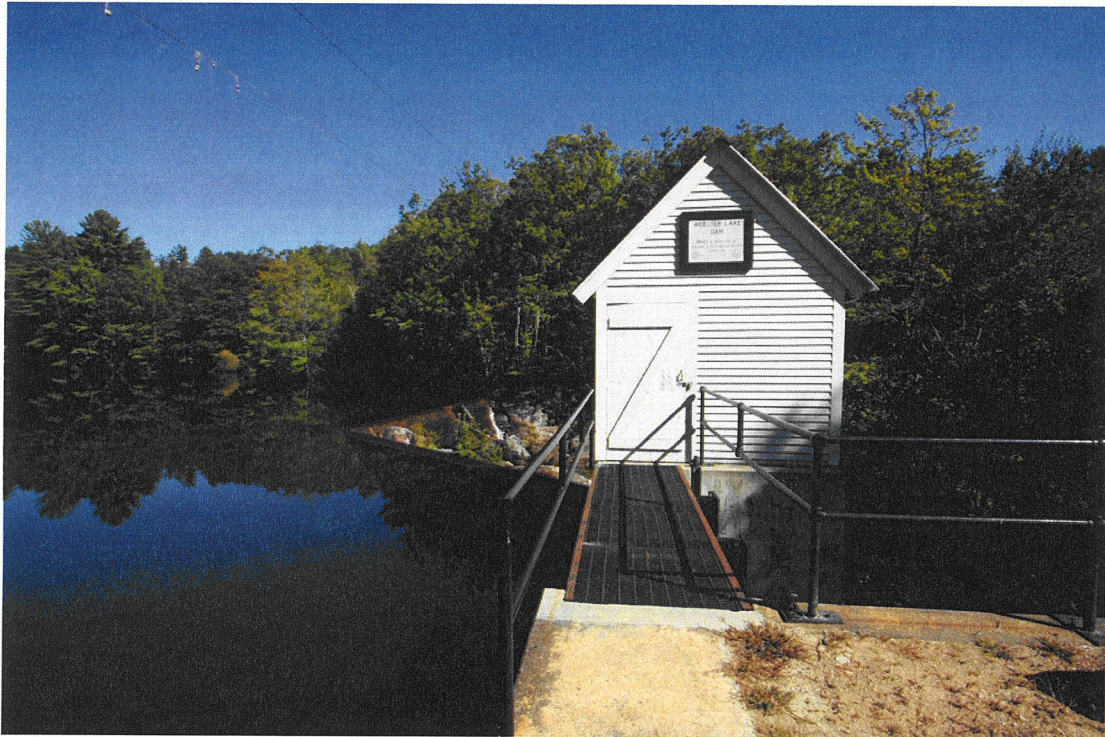
Photograph 51: The Acme Staple Company located on Hill Road in Franklin (FID-570). View facing northeast, September 2013. Digital file (IMG_0061.JPG) stored at SEARCH.



Photograph 52: Duplex residences located on 88-100 South Main Street in Franklin (FRA0140 and FRA0141). View facing southeast, September 2014. Digital file (DSC_0145.JPG) stored at SEARCH.

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Photograph 53: Franklin Falls Dam (FID-5407). View facing northeast, September 2013. Digital file (IMG_9989.JPG) stored at SEARCH.



Photograph 54: Trinity Church in Holderness (NR84003203). View facing west, September 2014. Digital file (DSC_0381.JPG) stored at SEARCH.

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Photograph 55: The Dana Meeting House in New Hampton (NR84000516). View facing west, September 2013. Digital file (IMG_0240.JPG) stored at SEARCH.



Photograph 56: Saint Mark's Episcopal Church in Ashland (NR84000522). View facing east, September 2013. Digital file (IMG_0207.JPG) stored at SEARCH.

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Photograph 57: Northfield Union Church (NR84003219). View facing northwest, September 2013. Digital file (IMG_9863.JPG) stored at SEARCH.



Photograph 58: Town House in New Hampton (FID-707). View facing northwest, September 2013. Digital file (IMG_0237.JPG) stored at SEARCH.

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Photograph 59: The Ashland Town Hall (NR83001138). View facing northeast, September 2013. Digital file (IMG_0209.JPG) stored at SEARCH.



Photograph 60: The Shepard Block at 481 Main Street in Ashland (FID-744). View facing northeast, September 2013. Digital file (IMG_0224.JPG) stored at SEARCH.

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Photograph 61: Bristol Schoolhouse #5 on River Road (FID-666). View facing east, September 2013. Digital file (IMG_0161.JPG) stored at SEARCH.



Photograph 62: The Lower Intervale School at 486 Daniel Webster Highway in Plymouth (FID-766). View facing south, September 2013. Digital file (IMG_0266.JPG) stored at SEARCH.

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Photograph 63: The Ashland Junior High School (NR83001137). View facing northeast, September 2014. Digital file (DSC_0285.JPG) stored at SEARCH.



Photograph 64: Holderness Academy (FID-790). View facing northwest, September 2014. Digital file (DSC_0377.JPG) stored at SEARCH.

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Photograph 65: Holderness School Chapel/Chapel of the Holy Cross (NR05000971). View facing west, September 2014. Digital file (DSC_0368.JPG) stored at SEARCH.



Photograph 66: Livermore Hall at Holderness Academy (FID-830). View facing west, September 2014. Digital file (DSC_0370.JPG) stored at SEARCH.

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Photograph 67: Niles (FID-823) and Webster Dormitories (FID-824). View facing northwest, September 2014. Digital file (DSC_0376.JPG) stored at SEARCH.



Photograph 68: The Primary School Building at the former New Hampshire Orphans' Home in Franklin (FID-828). View facing north, September 2014. Digital file (DSC_0019.JPG) stored at SEARCH.

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Photograph 69: Creighton Hall at the former New Hampshire Orphans' Home (FID-829). View facing south, September 2014. Digital file (DSC_0011.JPG) stored at SEARCH.



Photograph 70: Hill Road Cemetery in Franklin (FID-595). View facing east, September 2013. Digital file (IMG_0088.JPG) stored at SEARCH.

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Photograph 71: Blake Hill Road Cemetery in New Hampton (FID-636). View facing northeast, September 2013. Digital file (IMG_0130.JPG) stored at SEARCH.



Photograph 72: Worthen Cemetery in Bristol (FID-646). View facing northwest, September 2013. Digital file (IMG_0140.JPG) stored at SEARCH.

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Photograph 73: Sanborn Cemetery in Bristol (FID-661). View facing northwest, September 2013. Digital file (IMG_0156.JPG) stored at SEARCH.



Photograph 74: Oak Hill Road Cemetery in Northfield (FID-385). View facing northeast, September 2013. Digital file (IMG_9853.JPG) stored at SEARCH.

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Photograph 75: Magoon Road Cemetery in New Hampton (FID-705). View facing north, September 2013. Digital file (IMG_0235.JPG) stored at SEARCH.



Photograph 76: Union Cemetery in Bridgewater (FID-721). View facing northeast, September 2013. Digital file (IMG_0260.JPG) stored at SEARCH.

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Photograph 77: Holy Cross Cemetery in Franklin (FID- 536). View facing south, September 2013. Digital file (IMG_0027.JPG) stored at SEARCH.



Photograph 78: Pleasant Hill Cemetery in Hill (FID-618). View facing northeast, September 2013. Digital file (IMG_0111.JPG) stored at SEARCH.

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Photograph 79: Green Grove Cemetery in Ashland (FID-723). View facing southwest, September 2013. Digital file (IMG_0204.JPG) stored at SEARCH.



Photograph 80: Bungalow on Webster Lake in Franklin (FID-837). View facing east, September 2014. Digital file (DSC_0195.JPG) stored at SEARCH.

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Photograph 81: Cottage-style dwelling on Webster Lake in Franklin (FID-838). View facing south, September 2014. Digital file (DSC_0209.JPG) stored at SEARCH.



Photograph 82: Colonial Revival residence on Webster Lake in Franklin (FID-839). View facing west, September 2014. Digital file (DSC_0211.JPG) stored at SEARCH.

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Photograph 83: The Aiken Family Lake Cabins (FRA0001-FRA0003 and FRA-A) View facing northwest, September 2013. Digital file (DSC_0221.JPG) stored at SEARCH.



Photograph 84: Log cabin at the Aiken Family Complex (FRA-A). View facing east, September 2014. Digital file (DSC_0227.JPG) stored at SEARCH.

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Photograph 85: Log cabin at the Aiken Family Complex (FRA-A). View facing west, September 2014. Digital file (DSC_0226.JPG) stored at SEARCH.



Photograph 86: Ashland Railroad Station (NR82000617). View facing southeast, September 2013. Digital file (IMG_0230.JPG) stored at SEARCH.

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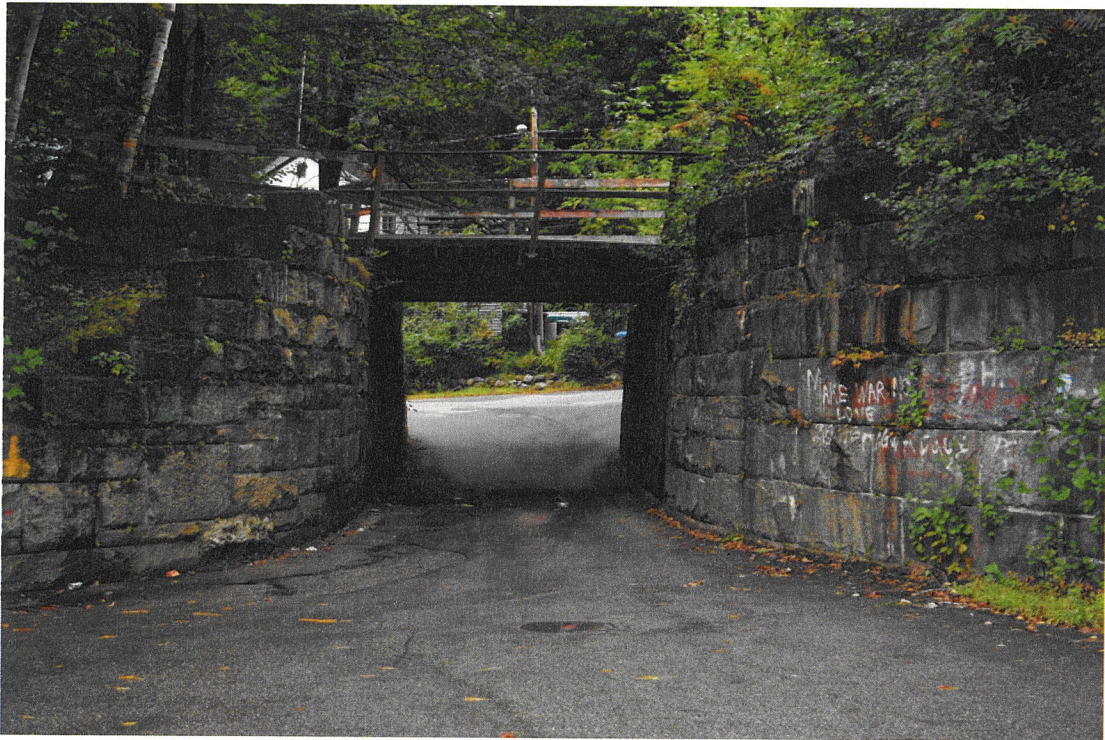
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Photograph 87: Northern Railroad whistle post (FID-827). View facing south, September 2014. Digital file (DSC_0032.JPG) stored at SEARCH.

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Photograph 88: Northern Railroad Bridge (FID-825) over Depot Road in Franklin. View facing southwest, September 2014. Digital file (DSC_0161.JPG) stored at SEARCH.



Photograph 89: Northern Railroad stone culvert (FID-826). View facing southeast, September 2014. Digital file (DSC_0068.JPG) stored at SEARCH.

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Photograph 90: Garage at 324 Hill Road in Franklin (FID-579). View facing northwest, September 2013. Digital file (IMG_0072.JPG) stored at SEARCH.



Photograph 91: Service station located on Hill Road in Hill (FID-599). View facing west, September 2013. Digital file (IMG_0092.JPG) stored at SEARCH.

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Photograph 92: Service station on Main Street in Ashland (FID-757). View facing southeast, September 2014. Digital file (DSC_0237.JPG) stored at SEARCH.



Photograph 93: First Free Will Baptist Church and Vestry in Ashland (NR83001140). View facing south, September 2014. Digital file (DSC_0290) stored at SEARCH.

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Photograph 94: The Whipple House in Ashland (NR78000338). View facing north, September 2014. Digital file (DSC_0291.JPG) stored at SEARCH.



Photograph 95: Brosius Residence on Reeds Road in Ashland (ASH0016). View facing west, September 2014. Digital file (DSC_0325.JPG) stored at SEARCH.

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Photograph 96: Mill complex within Ashland Village Historic District (FID-832). View facing southwest, September 2014. Digital file (DSC_303.JPG) stored at SEARCH.



Photograph 97: Mill complex within Ashland Village Historic District (FID-833). View facing west, September 2014. Digital file (DSC_0307.JPG) stored at SEARCH.

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Photograph 98: Ashland Grist Mill and Dam (NR79000317). View facing northeast, September 2014. Digital file (DSC_0269.JPG) stored at SEARCH.



Photograph 99: Ashland Village Historic District. View facing east, September 2014. Digital file (DSC_0257.JPEG) stored at SEARCH.

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Photograph 100: Sheffield Residence on Depot Road in Ashland (ASH0004). View facing north, September 2014. Digital file (DSC_0343.JPG) stored at SEARCH.



Photograph 101: Cilley Residence at 6 School Street in Ashland (ASH0017). View facing northeast, September 2014. Digital file (DSC_0284.JPG) stored at SEARCH.

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Photograph 102: Boston, Concord & Montreal Railroad Historic District. View facing north, September 2013. Digital file (IMG_9867.JPG) stored at SEARCH.



Photograph 103: Northern Railroad Historic District. View facing northwest, September 2014. Digital file (DSC_0024.JPG) stored at SEARCH.

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Photograph 104: Rumford House at 916 South Main Street (FRA0028). View facing southwest, September 2013. Digital file (IMG_9890.JPG) stored at SEARCH.



Photograph 105: Webster Farm (FRA-WF). View facing west, September 2013. Digital file (IMG_9882.JPG) stored at SEARCH.

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Photograph 106: West Franklin Village Historic District (FRA-WFHD). View facing southwest, September 2013. Digital file (IMG_9969.JPG) stored at SEARCH.



Photograph 107: Red Schoolhouse at Holderness Academy (FID-831). View facing northeast, September 2014. Digital file (DSC_0372.JPG) stored at SEARCH.

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Photograph 108: Carpenter Hall at Holderness Academy (FID-822). View facing north, September 2014. Digital file (DSC_0375.JPG) stored at SEARCH.



Photograph 109: The Hill Village Bible Church (FID-712). View facing north, September 2014. Digital file (DSC_0231.JPG) stored at SEARCH.

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Photograph 110: 7 Huckins Hill Road in Holderness (FID-809). View facing north, September 2013. Digital image (IMG_0312.JPG) stored at SEARCH.



Photograph 111: 131 Lawndale Avenue in Franklin (FID-543). View facing east, September 2013. Digital image (IMG_0034.JPG) stored at SEARCH.

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Photograph 112: 122 Lawndale Avenue in Franklin (FID-544). View facing west, September 2013. Digital image (IMG_0035.JPG) stored at SEARCH.



Photograph 113: Lakeshore Drive in Franklin (FID-588). View facing northwest, September 2013. Digital image (IMG_0081.JPG) stored at SEARCH.

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Photograph 114: 300 Webster Lake Road in Franklin (FID-511). View facing west, September 2013. Digital image (IMG_0001.JPG) stored at SEARCH.



Photograph 115: 631 Oak Hill Road in Northfield (FID-389). View facing northwest, September 2013. Digital image (IMG_9857.JPG) stored at SEARCH.

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Photograph 116: 3 Smith Hill Road in Franklin (FID-410). View facing south, September 2013. Digital image (IMG_9895.JPG) stored at SEARCH.



Photograph 117: New Hampton Road in Franklin (FID-5105). View facing west, October 2014. Digital image (DSCN5105.JPG) stored at SEARCH.

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Photograph 118: Old Bristol Road in New Hampton (FID-630). View facing north, September 2013. Digital image (IMG_0124.JPG) stored at SEARCH.



Photograph 119: 1121 River Road in Bristol (FID-652). View facing north, September 2013. Digital image (IMG_0146.JPG) stored at SEARCH.

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Photograph 120: 105 Magoon Road in New Hampton (FID-704). View facing northwest, September 2013. Digital image (IMG_0234.JPG) stored at SEARCH.



Photograph 121: 19 Bridgewater Hill in Plymouth (FID-761). View facing south, September 2013. Digital image (IMG_0259.JPG) stored at SEARCH.

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Photograph 122: 502 Daniel Webster Highway in Plymouth (FID-765). View facing west, September 2013. Digital image (IMG_0265.JPG) stored at SEARCH.



Photograph 123: 130 Mount Prospect Lane in Holderness (FID-795). View facing west, September 2013. Digital image (IMG_0296.JPG) stored at SEARCH.

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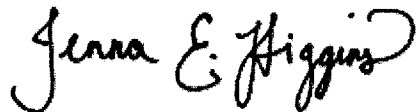
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PHOTO KEY IS LOCATED ON PAGE 6-24

I, the undersigned, confirm that the photos in this inventory form have not been digitally manipulated and that they conform to the standards set forth in the NHDHR Photo Policy. These photos were printed at the following commercial printer OR were printed using the following printer, ink, and paper: Infinite Imaging (Portsmouth, NH). (Color photos must be professionally printed.)

The negatives or digital files are housed at/with:
SEARCH.

SIGNED:

A handwritten signature in black ink that reads "Jenna E. Higgins". The signature is written in a cursive style with a large, looping "J" and "H".